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General Information

Location: Paris Fra
IATA Code: CDG
Lat/Long: N49° 00.6' E002° 32.9'
Elevation: 392 ft

Airport Use: Public
Magnetic Variation: 0.0°E

Fuel Types: Jet A-1, Jet 4
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0743 Z
Sunset: 1608 Z,

Runway Information

Runway: 08L
Length x Width: 13829 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 338 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 08R
Length x Width: 8858 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 336 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

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

Runway: 09R
Length x Width: 13780 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 370 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 26L
Length x Width: 8858 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 316 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 26R
Length x Width: 13829 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 318 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 1969 ft

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

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

Communication Information

ATIS 128.225 Non-English
ATIS 127.125
De Gaulle Tower 125.325 At or below 4000 ft
De Gaulle Tower 123.6
De Gaulle Tower 120.9
De Gaulle Tower 120.65 At or below 4000 ft
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 ft
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 ft
De Gaulle Approach Control 34.162

1. GENERAL

1.1. ATIS

D-ATIS 127.12
128.22 (French)

1.2. NOISE ABATEMENT PROCEDURES

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

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

1.2.2. NIGHTTIME RESTRICTIONS FOR JET ACFT AS DEFINED PER ICAO ANNEX 16, VOL I, PART II, CHAPTER 3 WITH ACCUMULATED MARGIN LESS THAN 8 EPNDB

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

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

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

1.2.4. BANNING OF UNSCHEDULED NIGHT TAKE-OFFS

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

1.2.5. NIGHT TIME RESTRICTIONS FOR ACFT EXCEEDING SPECIFIC NOISE LEVELS

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

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

1.2.6. EXEMPTIONS FROM REGULATIONS OF 1.2.1. THROUGH 1.2.5.

Following flights are exempted on an exceptional basis:

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

1.2.7. RUN-UP TESTS

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

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

1. GENERAL

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. USE OF MODE S TRANSPONDER ON THE GROUND

1.3.1.1. GENERAL

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

1.3.1.2. ACFT EQUIPPED WITH MODE S TRANSPONDER

ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.

Outbound ACFT:

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.

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

Outbound ACFT:

Maintain Mode A + C transponder in the OFF position until lining up.

Inbound ACFT:

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

Other cases of taxiing ACFT:

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

1. GENERAL

1.4. TAXI PROCEDURES

1.4.1. GENERAL

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

TWYs marked with blue and orange guidelines are restricted to MAX wingspan as follows:

- G blue, G orange: 113'/34.5m;
- GE1 blue, GE1 orange: 113'/34.5m;
- E0 blue, E0 orange: 117'/35.8m.

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.

TWY FN4 prohibited for ACFT heavier than 80 tons.

1.4.2. 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 use the oversteering technique.

1.4.3. TRAFFIC CONFIGURATION

1.4.3.1. 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.

1.4.3.2. 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.

1.5. 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 GS.

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

Outer 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 fully vacating RWY, ACFT have to hold short of inner RWY at holding point allocated by Tower (hold short CAT III holding point in LVP and/or if requested).

Systematic and full read-back of instruction to hold before inner RWY is mandatory.

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

ACFT vacating RWY 08R/26L or 09L/27R after landing must NEVER cross RWYs 08R/26L or 09L/27R 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.

2.3.3. 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 Y4, Y5, Y6 and Q4 only.

RWY 26L via TWYs V4, V3, V2 only.

RWY 26R via TWYs W3, W2, W1, T2 and T1 only.

RWY 27L via TWYs Y3, Y2, Y1, D2 and D1 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. ARRIVAL

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 OVERTHOOTING 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. ARRIVAL

2.6.5. VISUAL SEPARATIONS IN THE VICINITY OF AIRPORT

Separation minima may be reduced in the vicinity of APT if:

- a) Adequate separation can be provided by the APT controller when each ACFT is continuously visible to this controller; or
- b) Each ACFT is continuously visible to flight crews of other ACFT concerned and the pilots thereof report that they can maintain their own separation; or
- c) In the case of one ACFT following another, the flight crew of the succeeding ACFT reports that the other is in sight and separation can be maintained.

Weather permitting, once the ACFT are established on the localizer and at less than 12NM from the threshold, if the separation between two ACFT on final is likely to fall below minima the controller might ask the crew of the second ACFT whether they accept a visual separation with the preceding ACFT.

If visual separation is accepted, the pilot becomes responsible for the separation with the ACFT concerned. ATC then issues a caution of possible wake turbulence.

In order to prevent incidents with an ACFT on a simultaneous parallel approach, the crew who maintain visual separation shall not deviate from the RWY centerline.

The pilot of the ACFT concerned shall be responsible for insuring that the spacing from the preceding ACFT in regard to wake turbulence is acceptable. If it is determined that additional spacing is required, the flight crew shall inform the ATC accordingly, stating their requirements.

2.6.6. CIRCLING ON CLOSE PARALLEL RWYS

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

2.6.7. 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: 1300-1700LT, 2100-0700LT.

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

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 requested 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 by a single entry, follow the orange centerline (green centerline lighting).

Exit: Straight on TWY B.

3.1.4.3. PAD ROMEO SOUTH

Entry: From TWY N by a single entry, follow the orange centerline (green centerline lighting).

Exit: RIGHT on TWY FN1 or straight on TWY F to the South (LEFT turn to TWY F to the North prohibited).

3.1.4.4. PADS JULIETT NORTH AND SOUTH

From TWY P4, follow the orange centerline.

Juliett North: MAX wingspan 94.3'/28.75m, MAX length 127'/38.7m.

Juliett South: MAX wingspan 112'/34.15m, MAX length 123'/37.6m.

3. DEPARTURE

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 built-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 FL 100.

MAX 280 KT at or above FL 100.

All other RNAV SIDs:

MAX 250 KT below FL 100.

At or above FL 100 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.

3.5. RWY OPERATIONS

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

3. DEPARTURE

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_f 3 min before start-up time

t_1 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 pre-departure sequence. This system is linked to Network Manager Operation Center.

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

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

Alarm message is distributed via systems:

- On CDM website <https://www.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' 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.

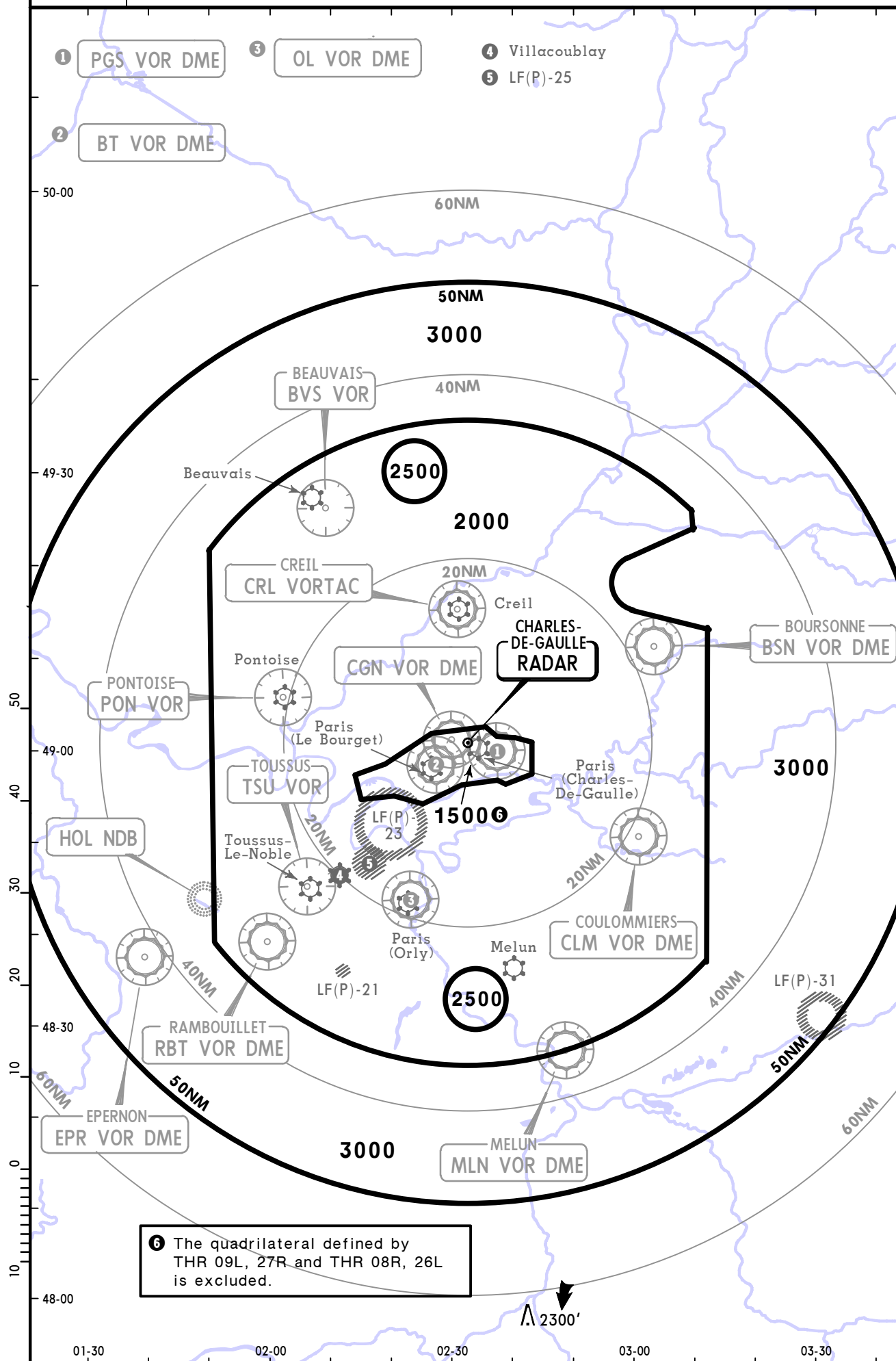
Push-back in non-sequenced mode:

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.

Apt Elev
392'

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



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
BIBAX 6D, 6E	20-2G
BIBAX 6V, 6W	20-2H
BIBAX 6P	20-2J
LUKIP 6D, 6E	20-2K
LUKIP 6V, 6W	20-2L
LUKIP 6P	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

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.

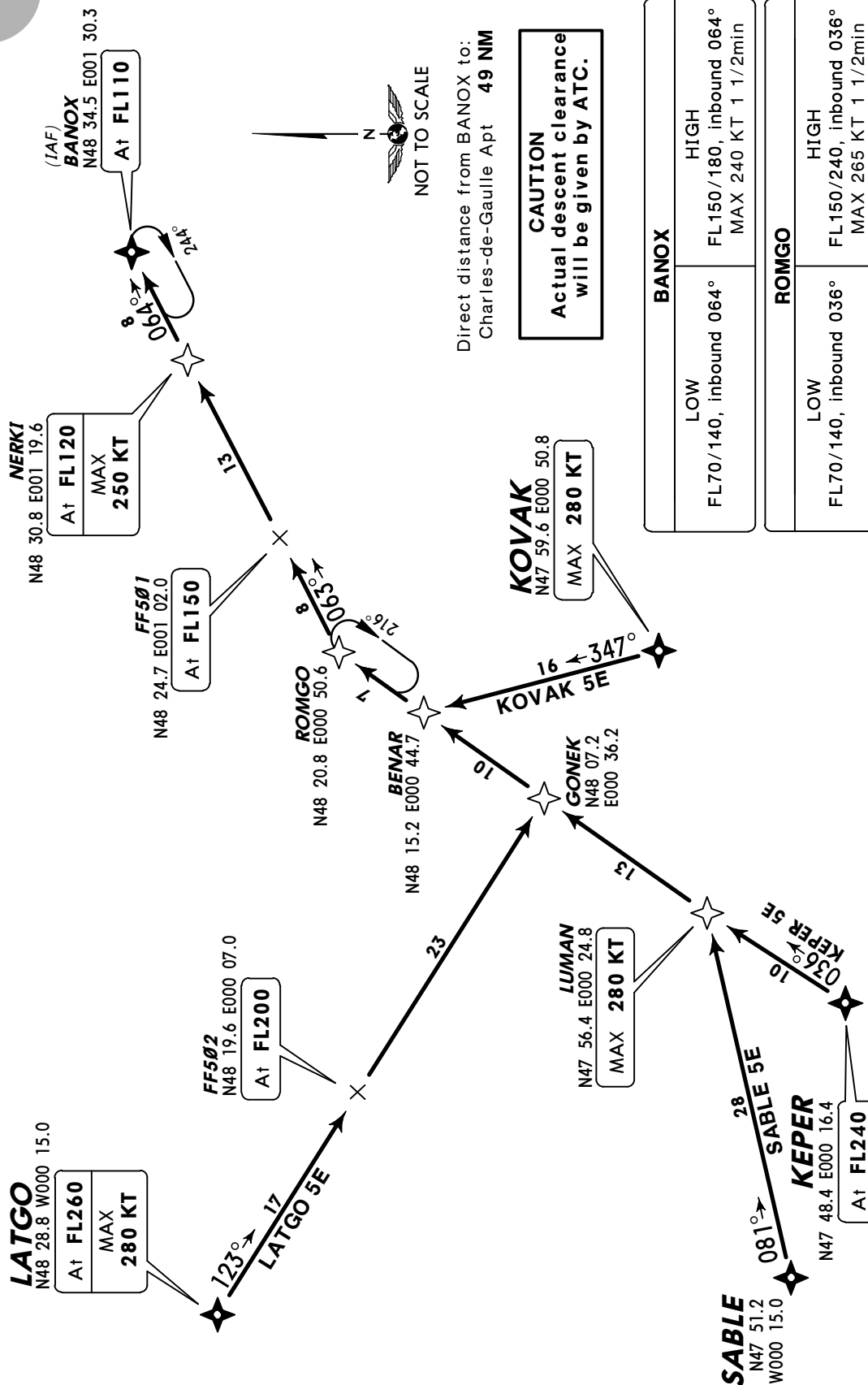
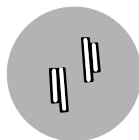
On STAR or radar guidance, the pilot shall adapt the descent profile in order to observe the published requirements. If unable inform ATC.

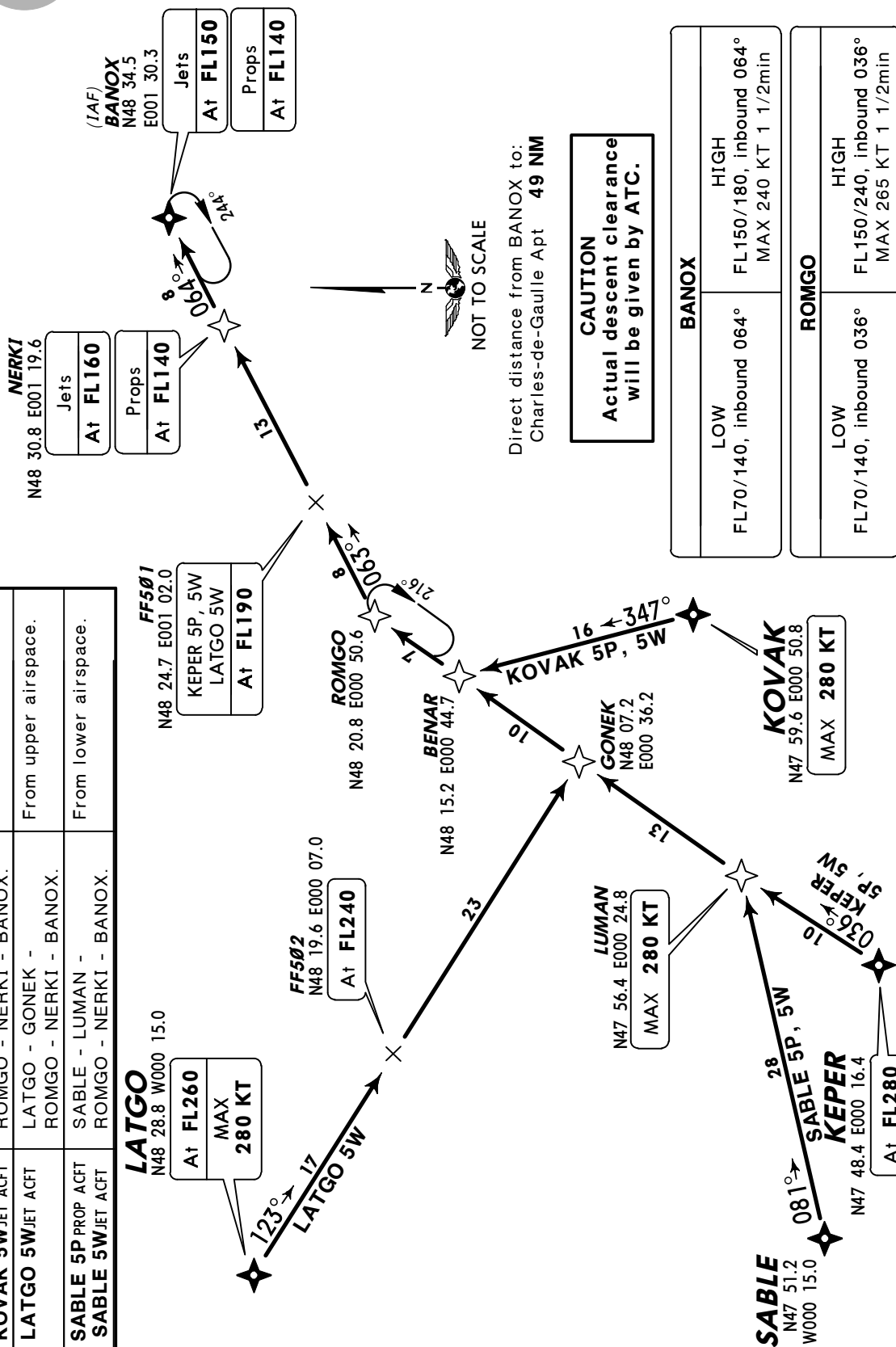
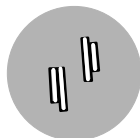
D-ATIS 127.12
ATIS (French) 128.22)

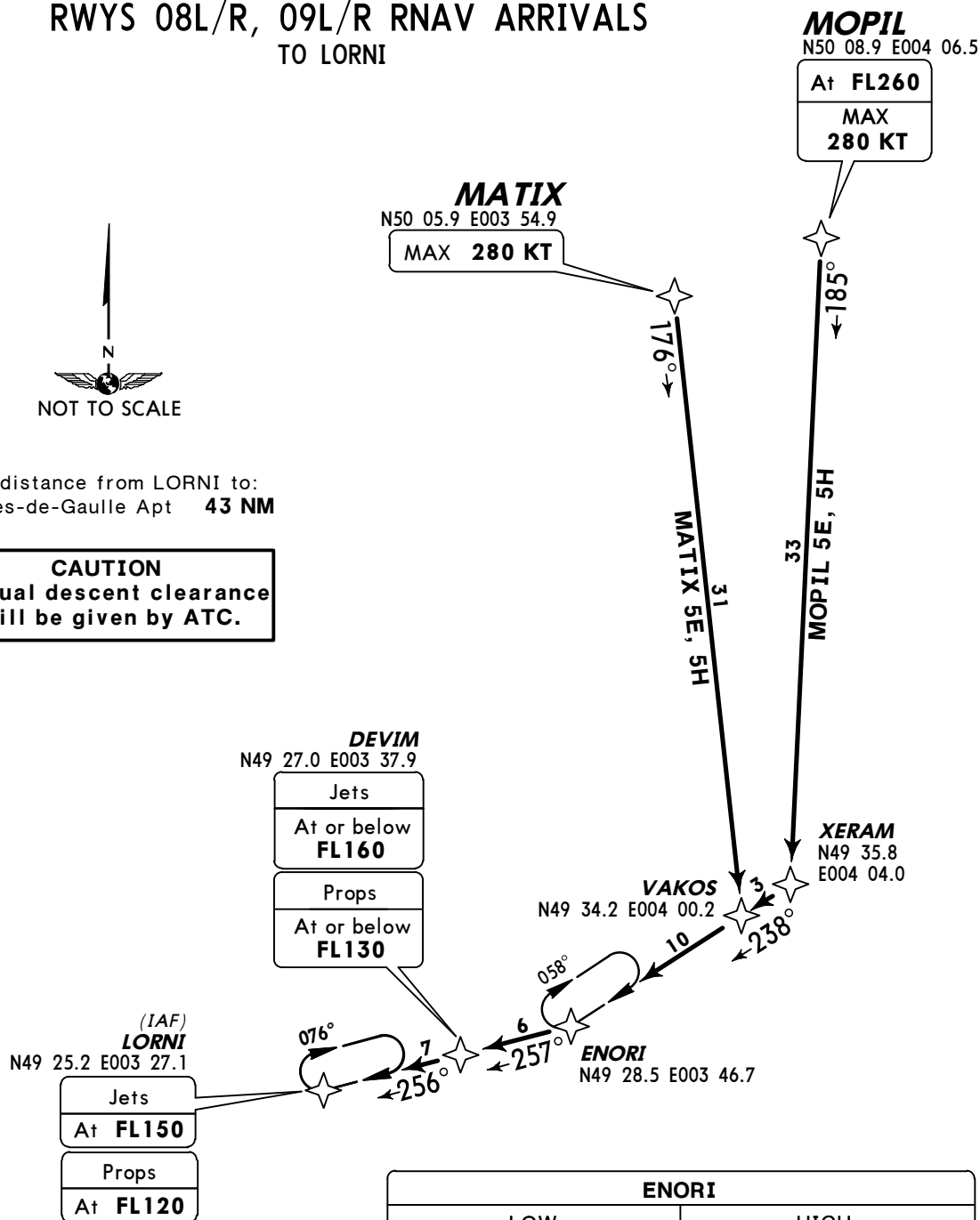
Apt Elev
392'

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



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

D-ATIS 127.12
ATIS (French) 128.22Apt 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 pub-
lished 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 LORNIDirect 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 5E JET ACFT
MATIX 5H PROP ACFT

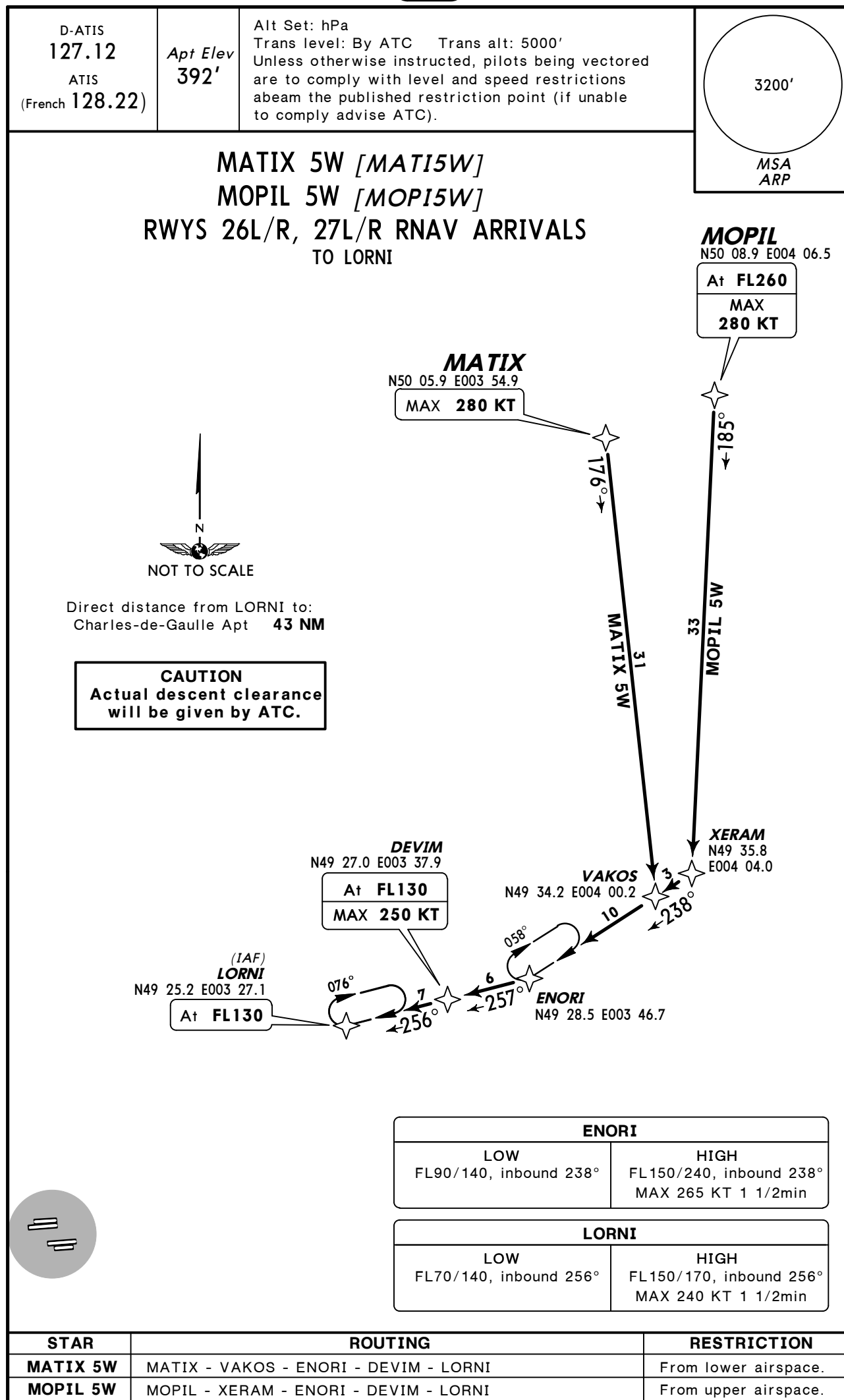
MATIX - VAKOS - ENORI - DEVIM - LORNI

From lower airspace.

MOPIL 5E JET ACFT
MOPIL 5H PROP ACFT

MOPIL - XERAM - ENORI - DEVIM - LORNI

From upper airspace.



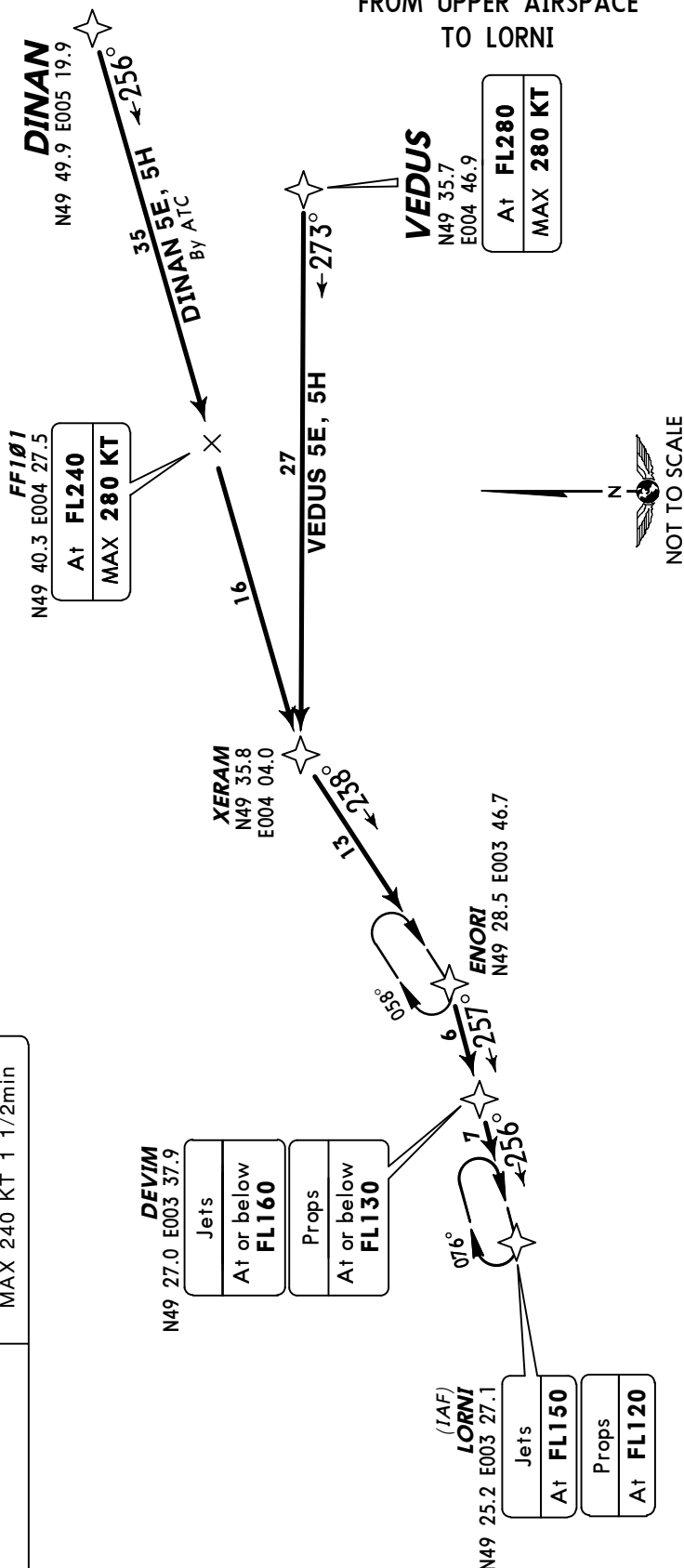
D-ATIS 127.12
ATIS (French) 128.22)Apt Elev
392'Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to
comply with level and speed restrictions abeam the pub-
lished restriction point (if unable to comply advise ATC).

3200'

MSA
ARPDINAN 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

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
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.

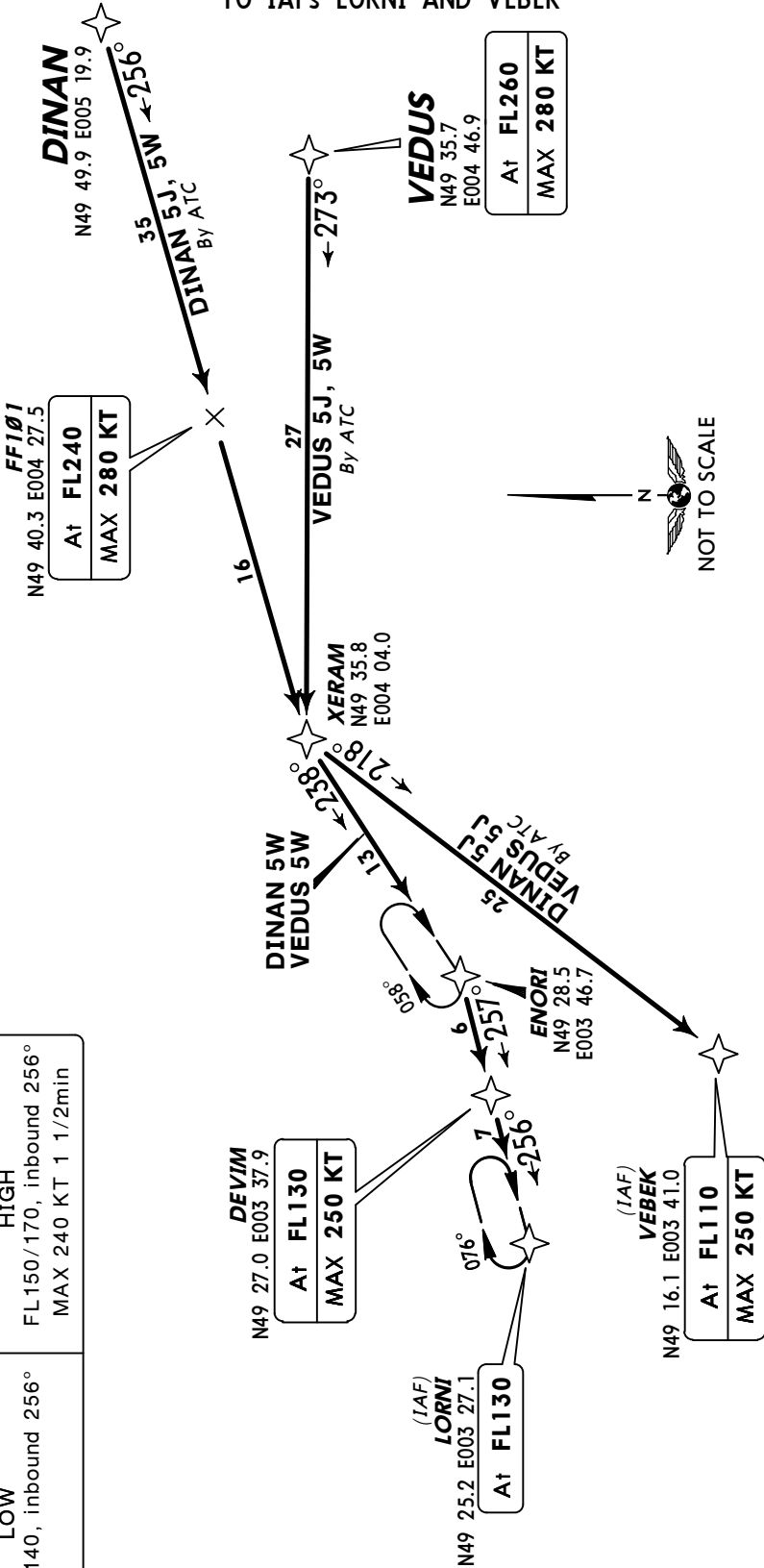
D-ATIS 127.12
ATIS (French) 128.22)

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 IAFs LORNI AND VEBEK

Direct distance to
Charles-de-Gaulle Apt from:
LORNI 43NM
VEBEK 47NM



STAR	ROUTING
DINAN 5J By ATC ①	DINAN - XERAM - VEBEK.
DINAN 5W By ATC	DINAN - XERAM - ENORI - DEVIM - LORNI.
VEDUS 5J By ATC ①	VEDUS - XERAM - VEBEK.
VEDUS 5W	VEDUS - XERAM - ENORI - DEVIM - LORNI.

① Jets on south Rwy only.

D-ATIS 127.12
ATIS (French) 128.22

Apt Elev
392'

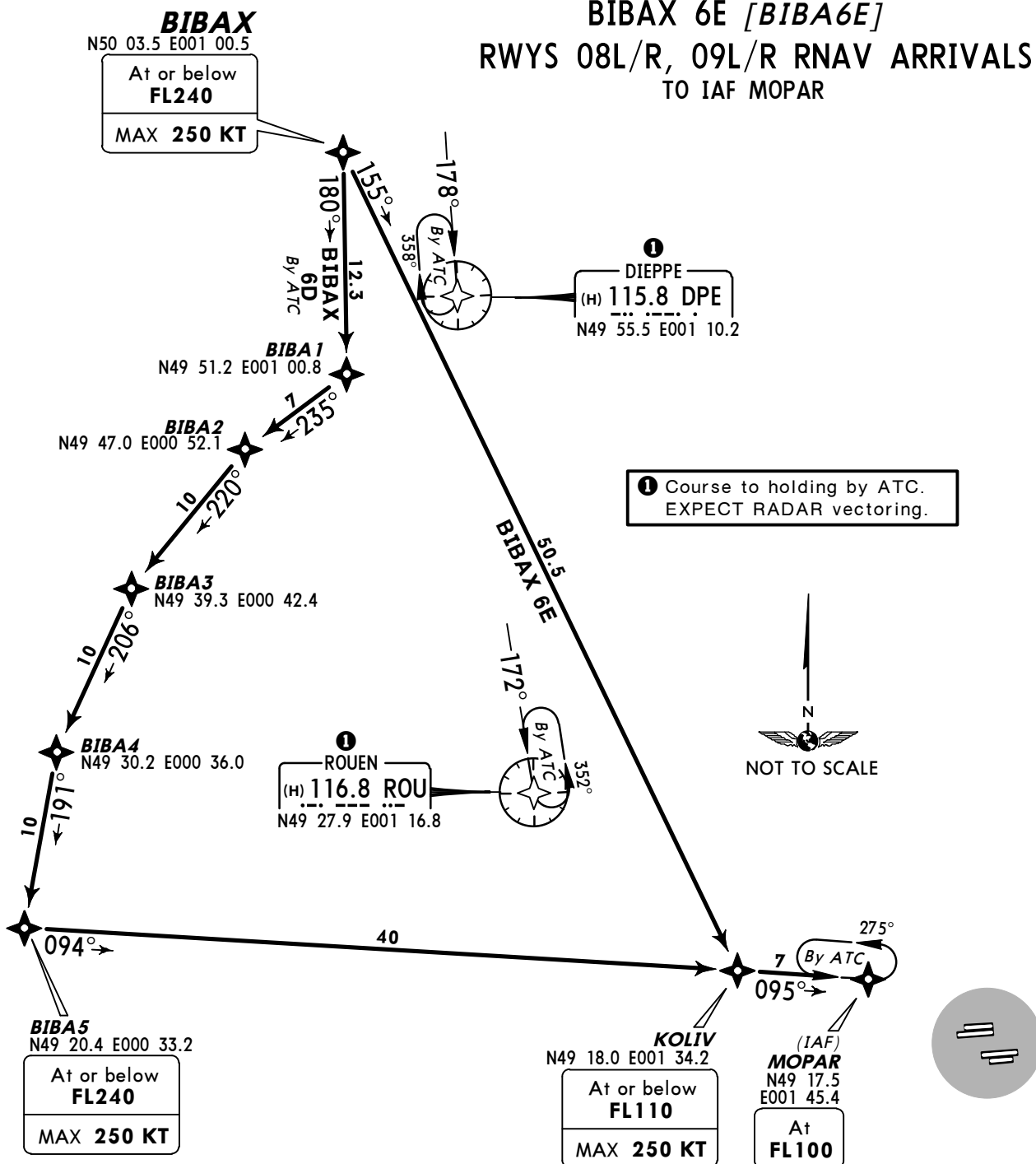
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

BIBAX 6D [BIBA6D]

BY ATC

BIBAX 6E [BIBA6E]

RWYS 08L/R, 09L/R RNAV ARRIVALS
TO IAF 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:
MOPAR 35NM

STAR	ROUTING
BIBAX 6D	BIBAX - BIBA1 - BIBA2 - BIBA3 - BIBA4 - BIBA5 - KOLIV - MOPAR.
BIBAX 6E	BIBAX - KOLIV - MOPAR.

D-ATIS 127.12
ATIS (French) 128.22

Apt Elev
392'

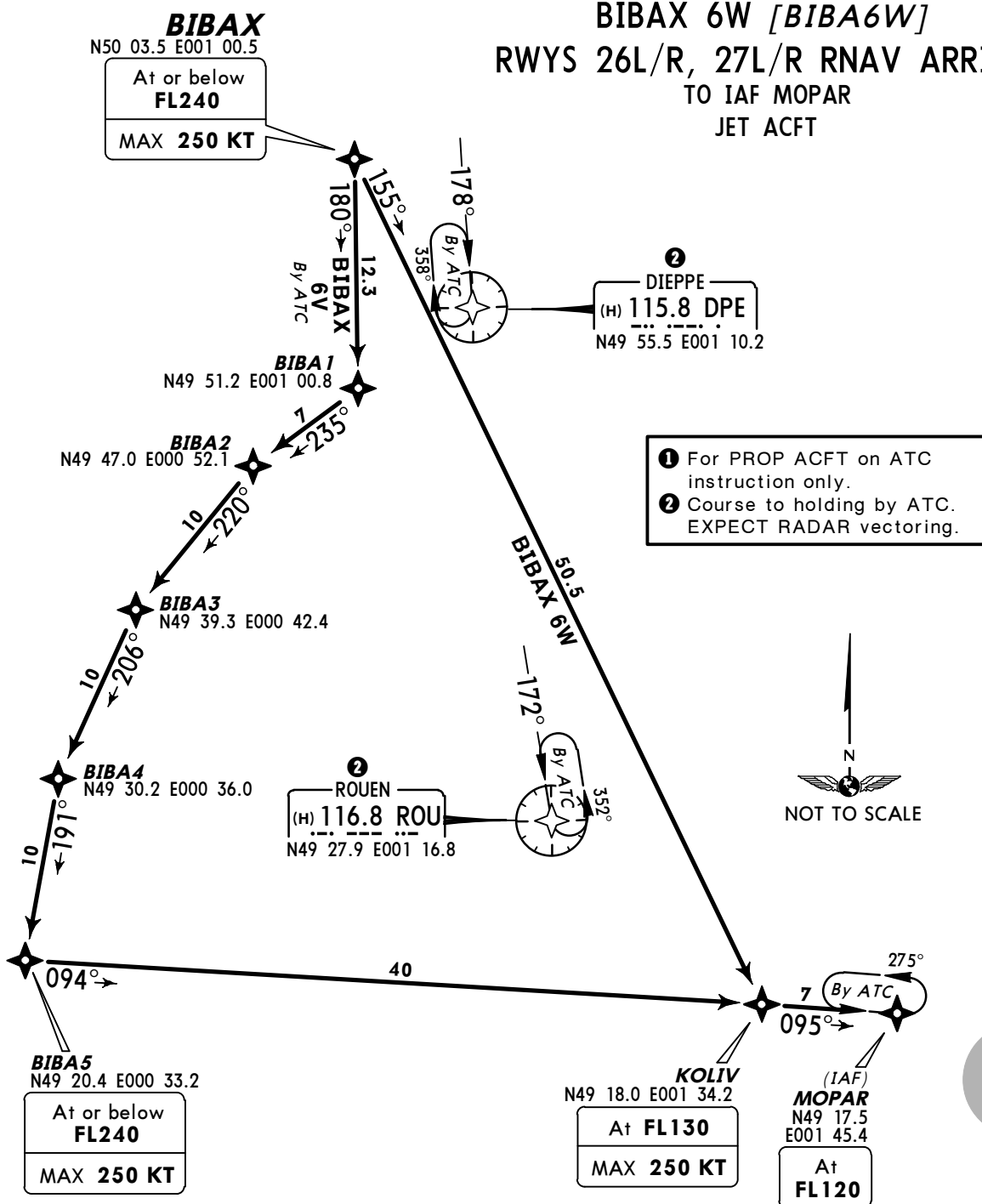
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

BIBAX 6V [BIBA6V] ①

BY ATC

BIBAX 6W [BIBA6W]

RWYS 26L/R, 27L/R RNAV ARRIVALS
TO IAF MOPAR
JET ACFT



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:
MOPAR 35NM

STAR	ROUTING
BIBAX 6V	BIBAX - BIBA1 - BIBA2 - BIBA3 - BIBA4 - BIBA5 - KOLIV - MOPAR.
BIBAX 6W	BIBAX - KOLIV - MOPAR.

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).

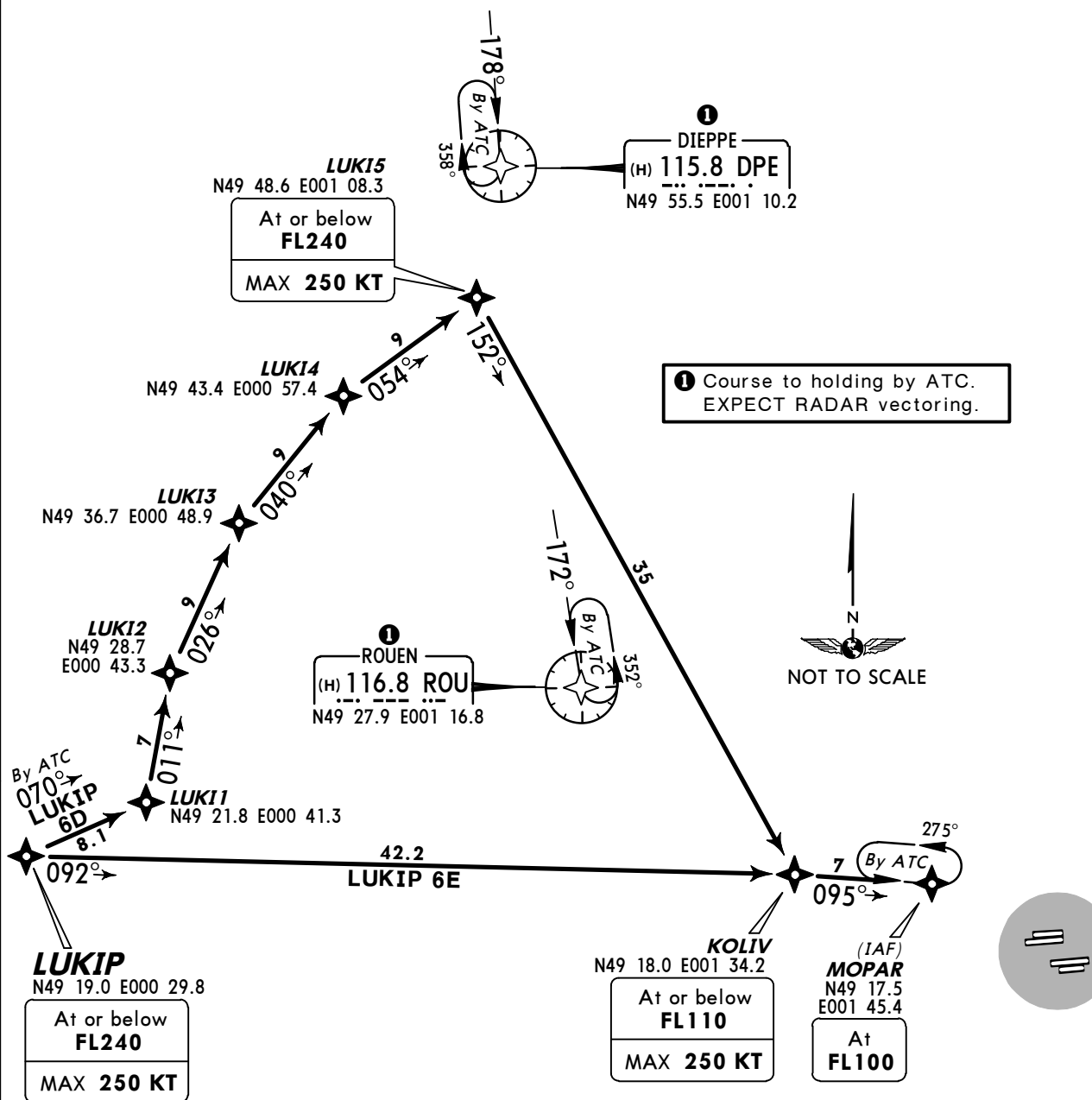
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D-ATIS 127.12
ATIS (French) 128.22

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).

LUKIP 6D [LUKI6D]
BY ATC
LUKIP 6E [LUKI6E]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO IAF 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:
MOPAR 35NM

STAR	ROUTING
LUKIP 6D	LUKIP - LUKI1 - LUKI2 - LUKI3 - LUKI4 - LUKI5 - KOLIV - MOPAR.
LUKIP 6E	LUKIP - KOLIV - MOPAR.

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).

LUKIP 6V [LUKI6V] ①

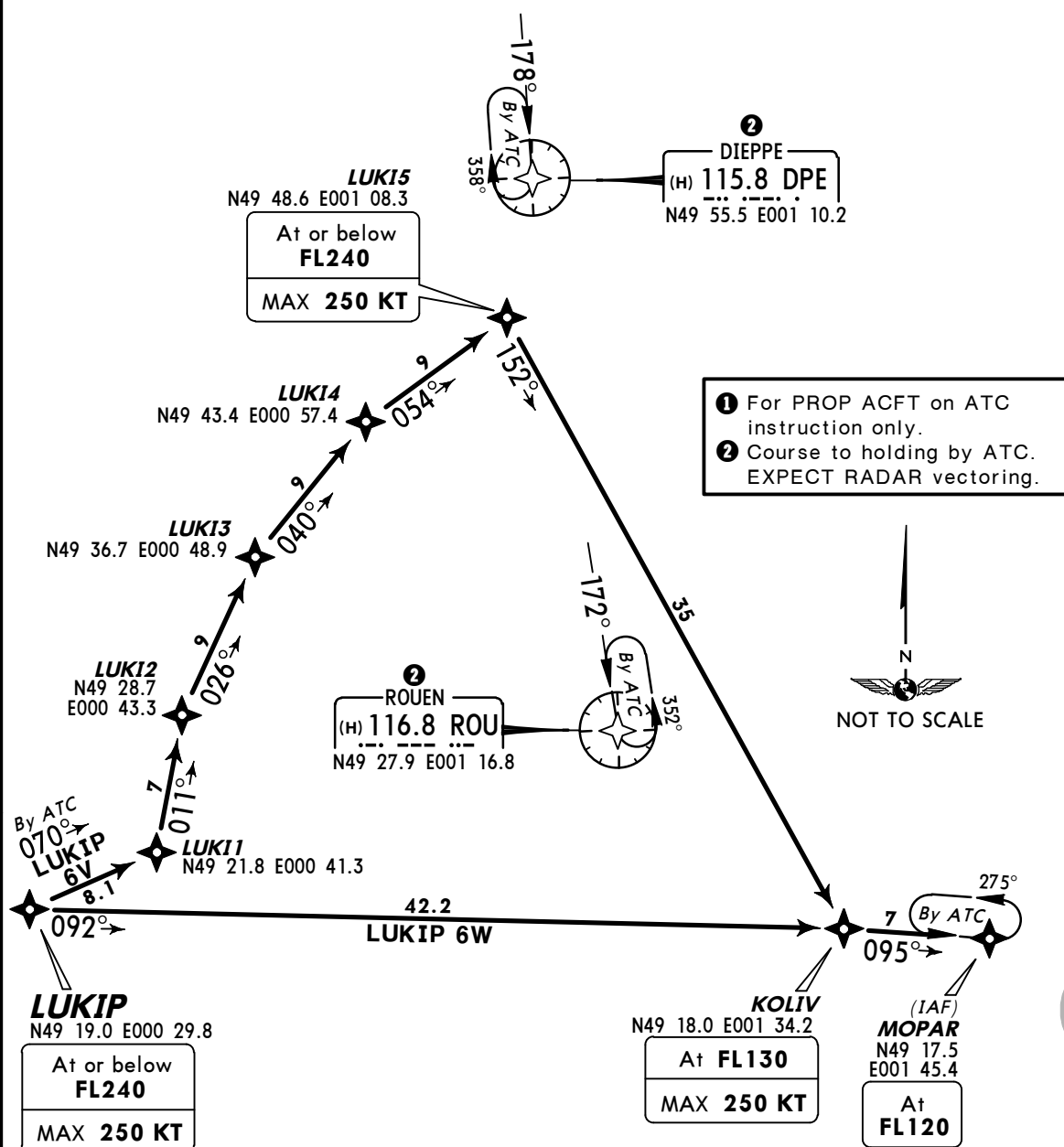
BY ATC

LUKIP 6W [LUKI6W]

RWYS 26L/R, 27L/R RNAV ARRIVALS

TO IAF MOPAR

JET ACFT



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:
MOPAR 35NM

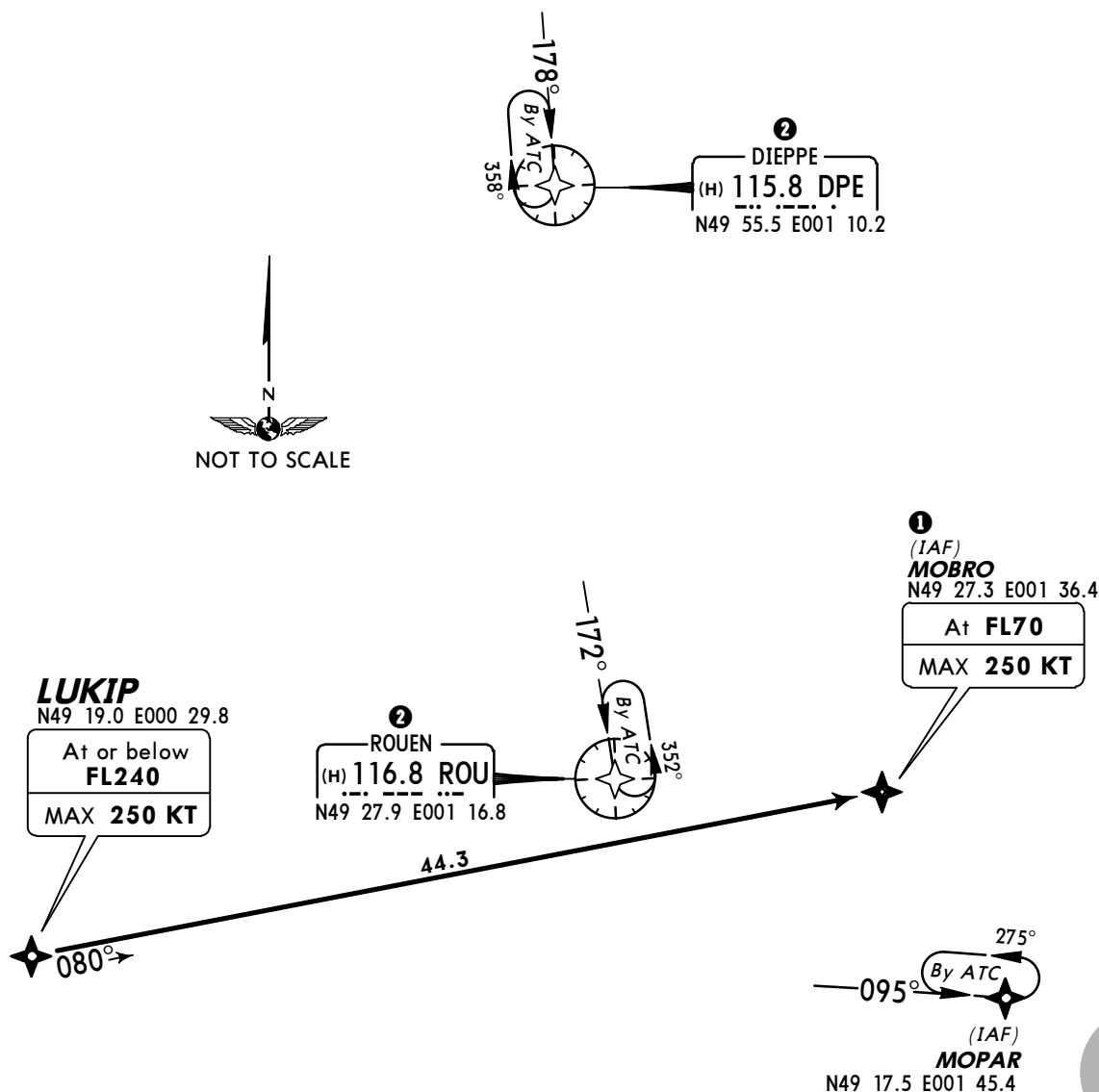
STAR	ROUTING
LUKIP 6V	LUKIP - LUKI1 - LUKI2 - LUKI3 - LUKI4 - LUKI5 - KOLIV - MOPAR.
LUKIP 6W	LUKIP - KOLIV - MOPAR.

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).

LUKIP 6P [LUKI6P]
RWYS 26L/R, 27L/R RNAV ARRIVAL
TO IAF MOBRO^① & MOPAR
PROP ACFT



- ① IAF by ATC only if holding is planned.
- ② Course to holding by ATC. EXPECT RADAR vectoring.

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 46NM
MOPAR 35NM

ROUTING

LUKIP - MOBRO.

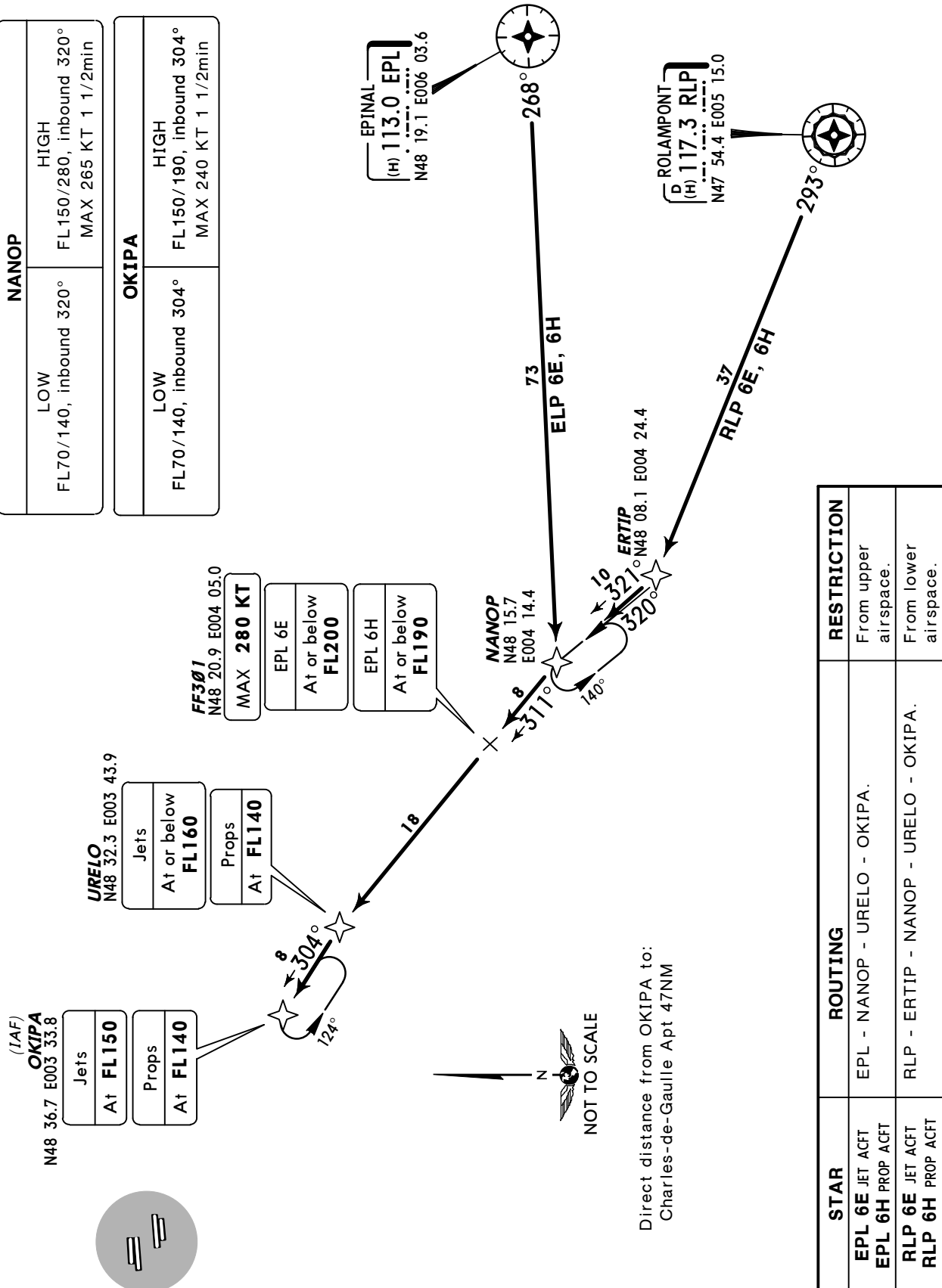
D-ATIS 127.12
ATIS (French) 128.22)

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 IAF OKIPA

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

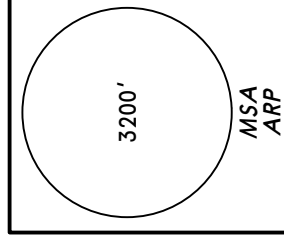


D-ATIS 127.12
ATIS (French) 128.22)

Apt Elev
392'

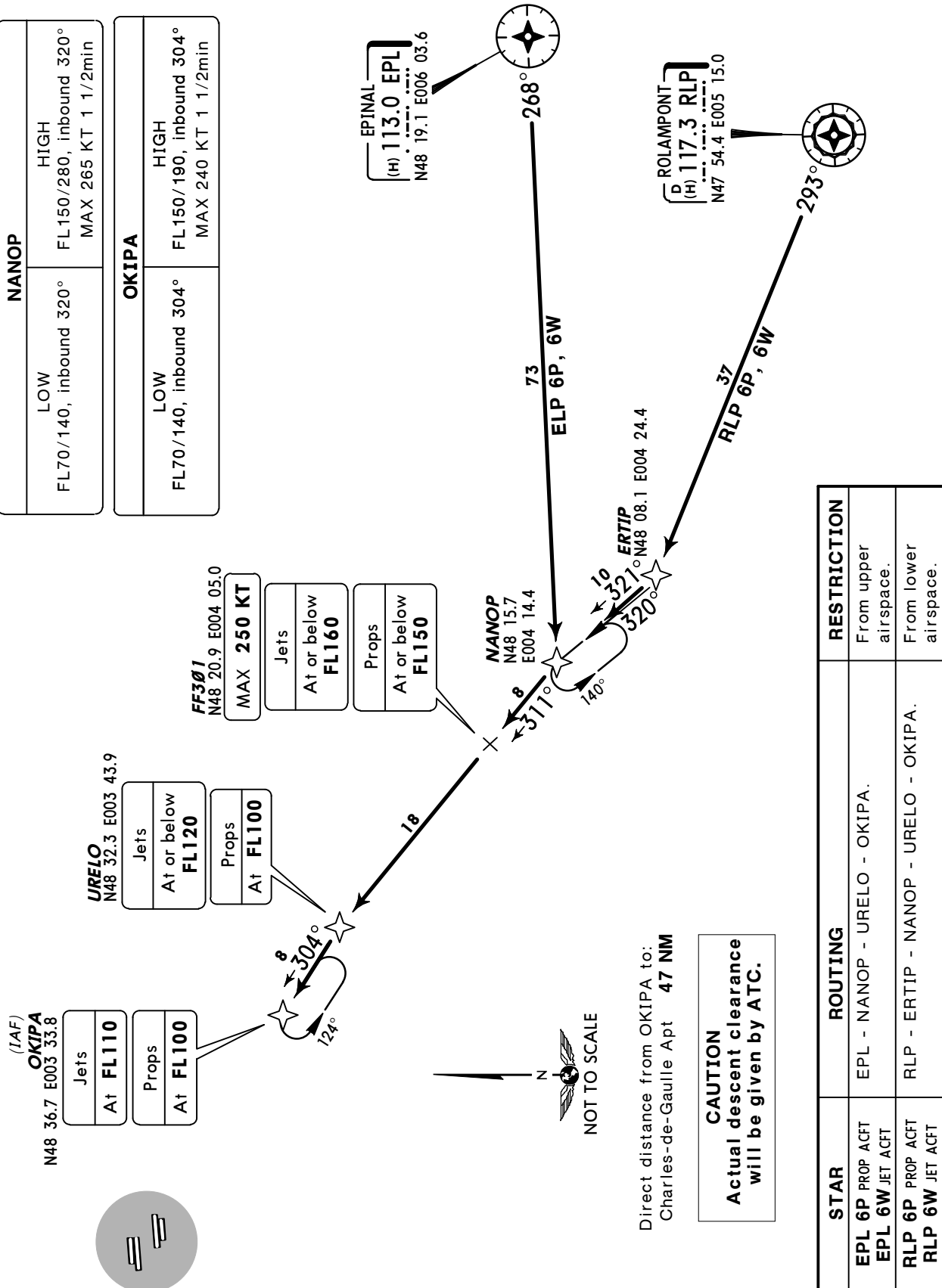
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

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



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

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

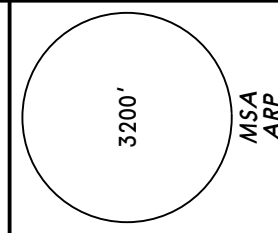


D-ATIS 127.12
ATIS (French) 128.22)

Apt Elev
392'

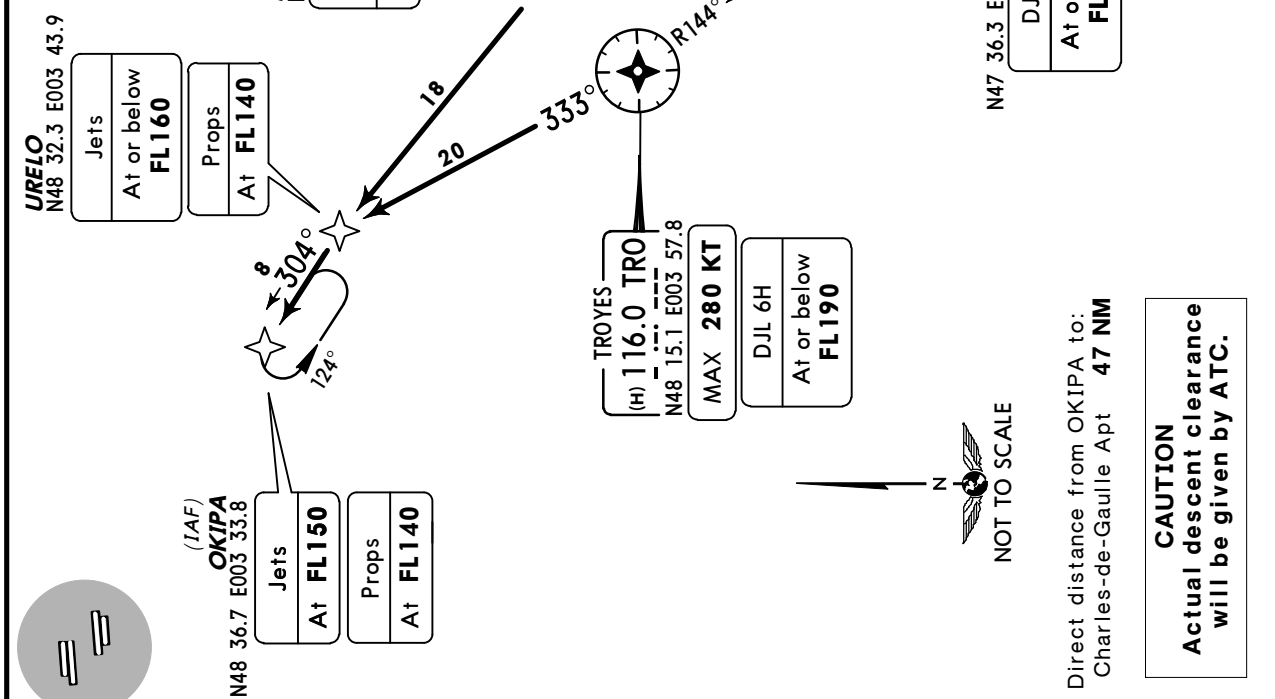
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

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

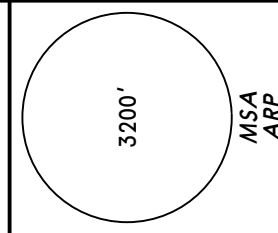


D-ATIS 127.12
ATIS (French) 128.22

Apt Elev
392'

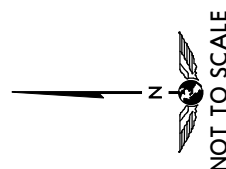
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

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



URELO
N48 32.3 E003 43.9

Jets
At or below
FL120

Props
At FL100

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

NANOP
N48 15.7
E004 14.4

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

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

DIJON
D 111.45 DJL
N47 16.2 E005 05.8

TINIL
N47 35.3 E005 05.9

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

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

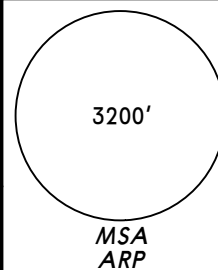
Direct distance from OKIPA to:
Charles-de-Gaulle Apt 47 NM

CAUTION
Actual descent clearance
will be given by ATC.

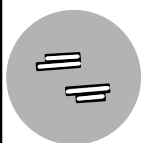
D-ATIS
127.12
 ATIS
 (French **128.22**)

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).



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



(IAF)
OKIPA
 N48 36.7 E003 33.8

Jets
 At **FL150**
 Props
 At **FL140**

URELO
 N48 32.3 E003 43.9

Jets
 At or below
FL160
 Props
 At **FL140**

TROYES
 (H) **116.0 TRO**
 N48 15.1 E003 57.8
MAX 280 KT
TRO 6E, 6H
 At or below
FL190



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

CAUTION
 Actual descent clearance
 will be given by ATC.

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

AVLON
 N47 33.6 E003 48.8

MOULINS
 (H) **116.7 MOU**
 N46 42.4 E003 37.9

PIBAT
 N46 48.4 E004 15.6

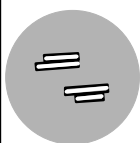
STAR	ROUTING	RESTRICTION
MOU 6E JET ACFT MOU 6H PROP ACFT	MOU - TRO - URELO - OKIPA.	From lower airspace.
PIBAT 6E JET ACFT PIBAT 6H PROP ACFT	PIBAT - AVLON - TRO - URELO - OKIPA.	
TRO 6E JET ACFT TRO 6H PROP ACFT	TRO - URELO - OKIPA.	Only coming from night airways: UQ-204, UQ-213, UQ-236, UQ-238.

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



(IAF)
OKIPA
N48 36.7 E003 33.8

Jets
At **FL110**
Props
At **FL100**

URELO
N48 32.3 E003 43.9

Jets
At or below
FL120
Props
At **FL100**

TROYES
(H) **116.0 TRO**
N48 15.1 E003 57.8

MAX 250 KT
Jets
At or below
FL160
Props
At or below
FL150



NOT TO SCALE

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

OKIPA

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

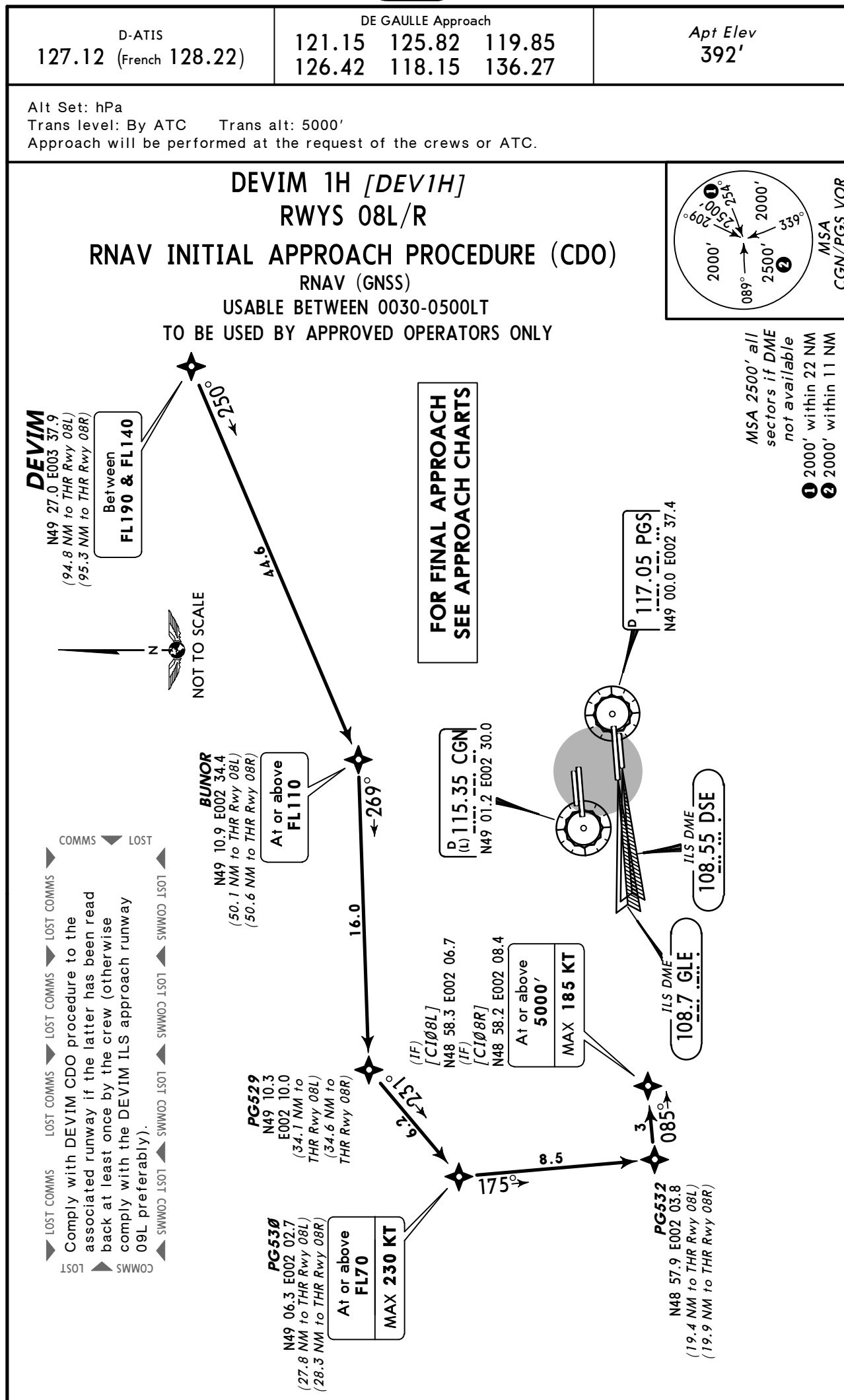
AVLON
N47 33.6 E003 48.8

MOULINS
(H) **116.7 MOU**
N46 42.4 E003 37.9

PIBAT
N46 48.4 E004 15.6

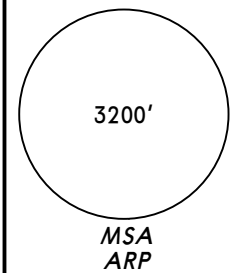
STAR	ROUTING	RESTRICTION
MOU 6P PROP ACFT MOU 6W JET ACFT	MOU - TRO - URELO - OKIPA.	From lower airspace.
PIBAT 6P PROP ACFT PIBAT 6W JET ACFT	PIBAT - AVLON - TRO - URELO - OKIPA.	
TRO 6P PROP ACFT TRO 6W JET ACFT	TRO - URELO - OKIPA.	Only coming from night airways: UQ-204, UQ-213, UQ-236, UQ-238.

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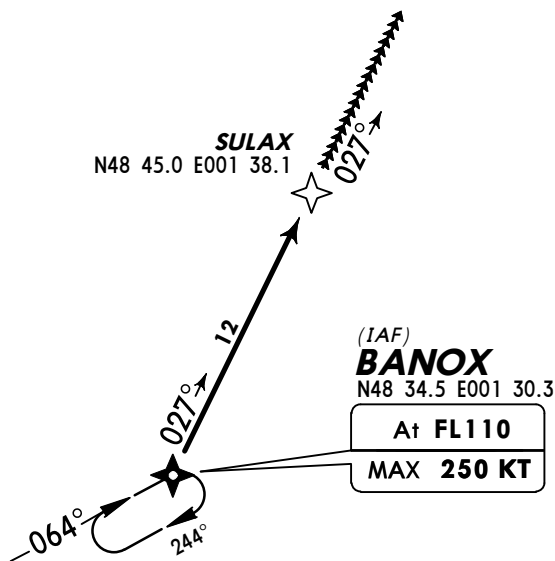
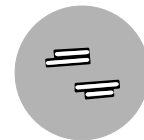
D-ATIS	127.12	DE GAULLE Approach				
ATIS (French)	128.22)	121.15	125.82	119.85	126.42	118.15 136.27
Apt Elev 392'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (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 [BANIE]
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.



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

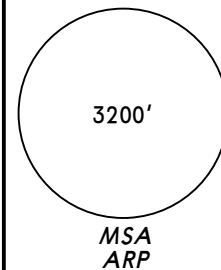
D-ATIS 127.12
ATIS (French) 128.22)

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 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.

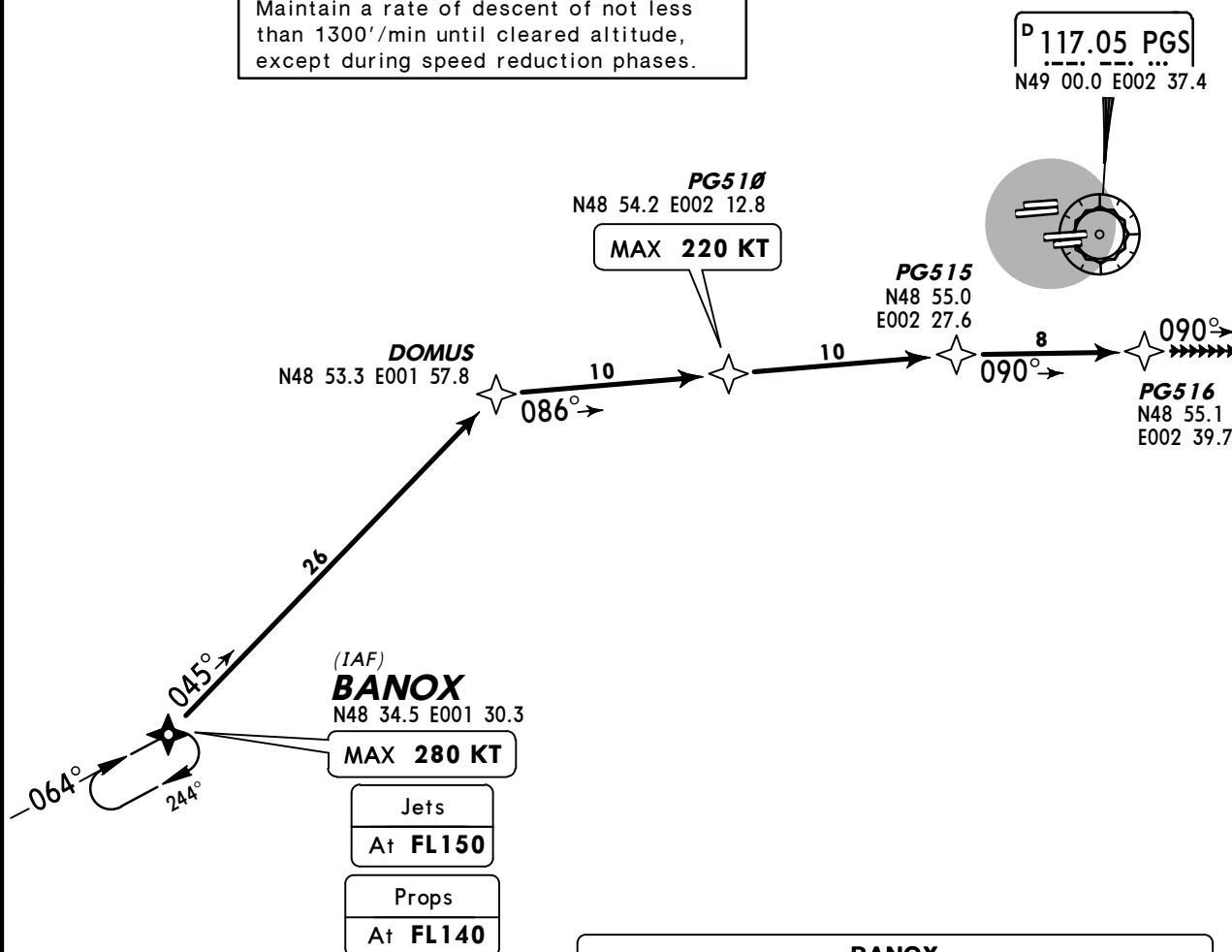
BANOX 1W [BAN1W]
RWYS 26L/R, 27L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED



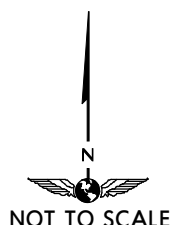
**FOR FINAL APPROACH
SEE APPROACH CHARTS**

RWYs 26L/R

Maintain a rate of descent of not less than 1300'/min until cleared altitude, except during speed reduction phases.



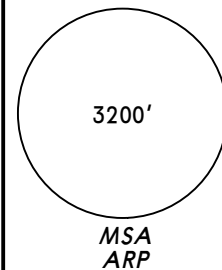
BANOX	
LOW FL70/140, inbound 064°	HIGH FL150/180, inbound 064° MAX 240 KT 1 1/2min



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).
▶ SSWW03 1S01 ▲ SSWW03 1S01 ▲ SSWW03 1S01 ▲ SSWW03 1S01
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

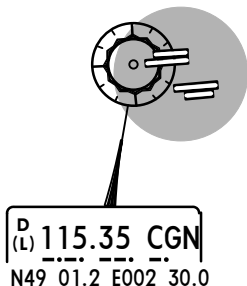
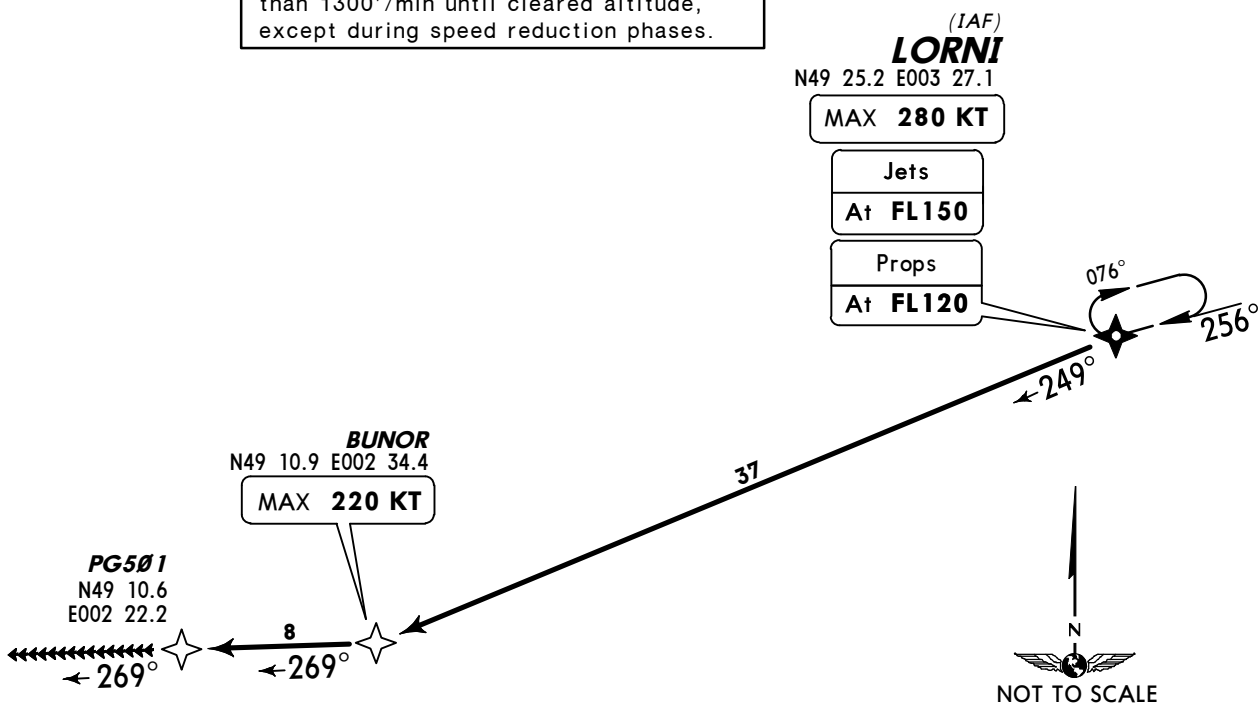
D-ATIS	127.12	DE GAULLE Approach				
ATIS (French)	128.22)	121.15	125.82	119.85	126.42	118.15 136.27
Apt Elev 392'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (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 1E [LORIE]
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.

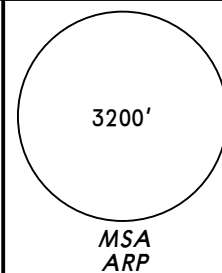


LORNI	
LOW FL70/140, inbound 256°	HIGH FL150/170, inbound 256° MAX 240 KT 1 1/2min

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ 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).
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

D-ATIS	127.12	DE GAULLE Approach				
ATIS (French)	128.22)	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.					

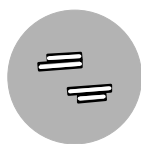
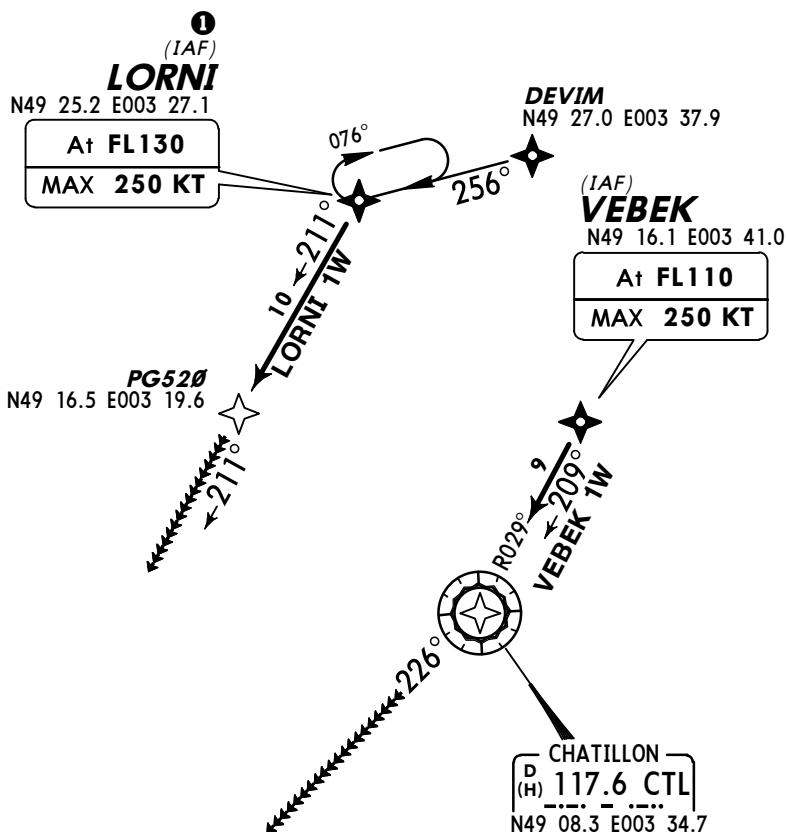
LORNI 1W [LOR1W]
VEBEK 1W [VEB1W]
RWYS 26L/R, 27L/R
RNAV INITIAL APPROACHES
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED



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**

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



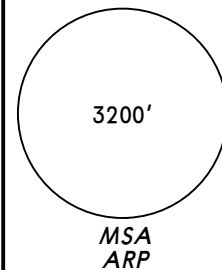
LORNI	
LOW FL70/140, inbound 256°	HIGH FL150/170, inbound 256° MAX 240 KT 1 1/2min

LORNI 1W
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).
SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01

VEBEK 1W
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).
SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01

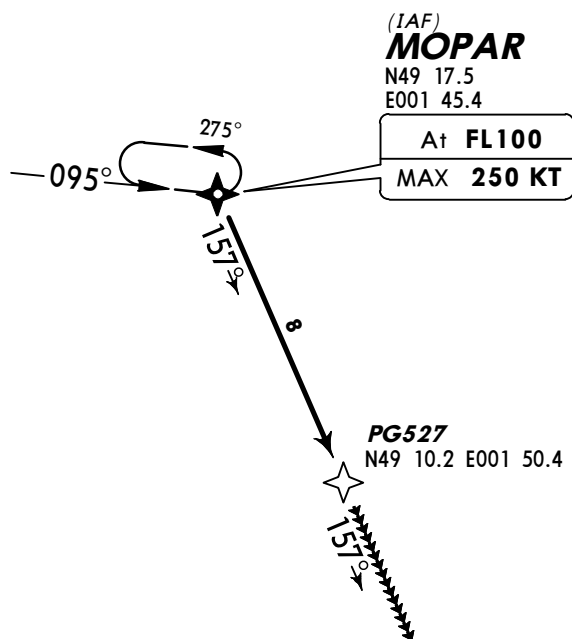
D-ATIS	127.12	DE GAULLE Approach				
ATIS (French)	128.22)	121.15	125.82	119.85	126.42	118.15 136.27
Apt Elev 392'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (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.					

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

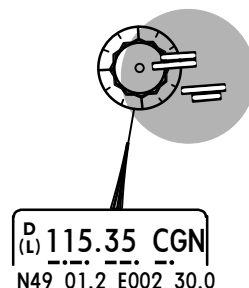


**FOR FINAL APPROACH
 SEE APPROACH CHARTS**

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



MOPAR
 FL70/140, inbound 095°



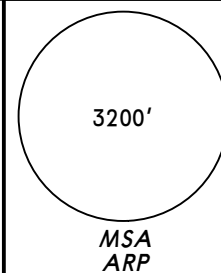
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 ► Carry out or join published procedure.
 At MOPAR descend to 4000', continue on 157° track, at CGN R-287 turn LEFT, 131° track, intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).
 LOST COMMS ▲ LOST COMMS ▲ LOST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

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



**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.



(IAF)
MOBRO
N49 27.3 E001 36.4

Props
At **FL70**
MAX **250 KT**

KOLIV
N49 18.0
E001 34.2

275°
095°→

(IAF)
MOPAR
N49 17.5 E001 45.4

At **FL120**
MAX **280 KT**

29
MOBRO 1W

PG524
N49 25.7 E002 21.4

118° 8
PG526
N49 22.0 E002 32.3

25
MOPAR 1W

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

PG536
N49 13.9
E002 42.9

D(L) **115.35 CGN**
N49 01.2 E002 30.0

MOPAR

FL70/140, inbound 095°

① 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).

SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT

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).

SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT

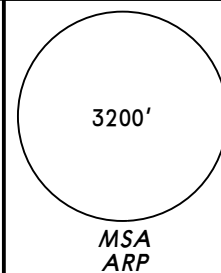
D-ATIS **127.12**
ATIS (French) **128.22**

DE GAULLE Approach
121.15 125.82 119.85 126.42 118.15 136.27

Apt Elev
392'

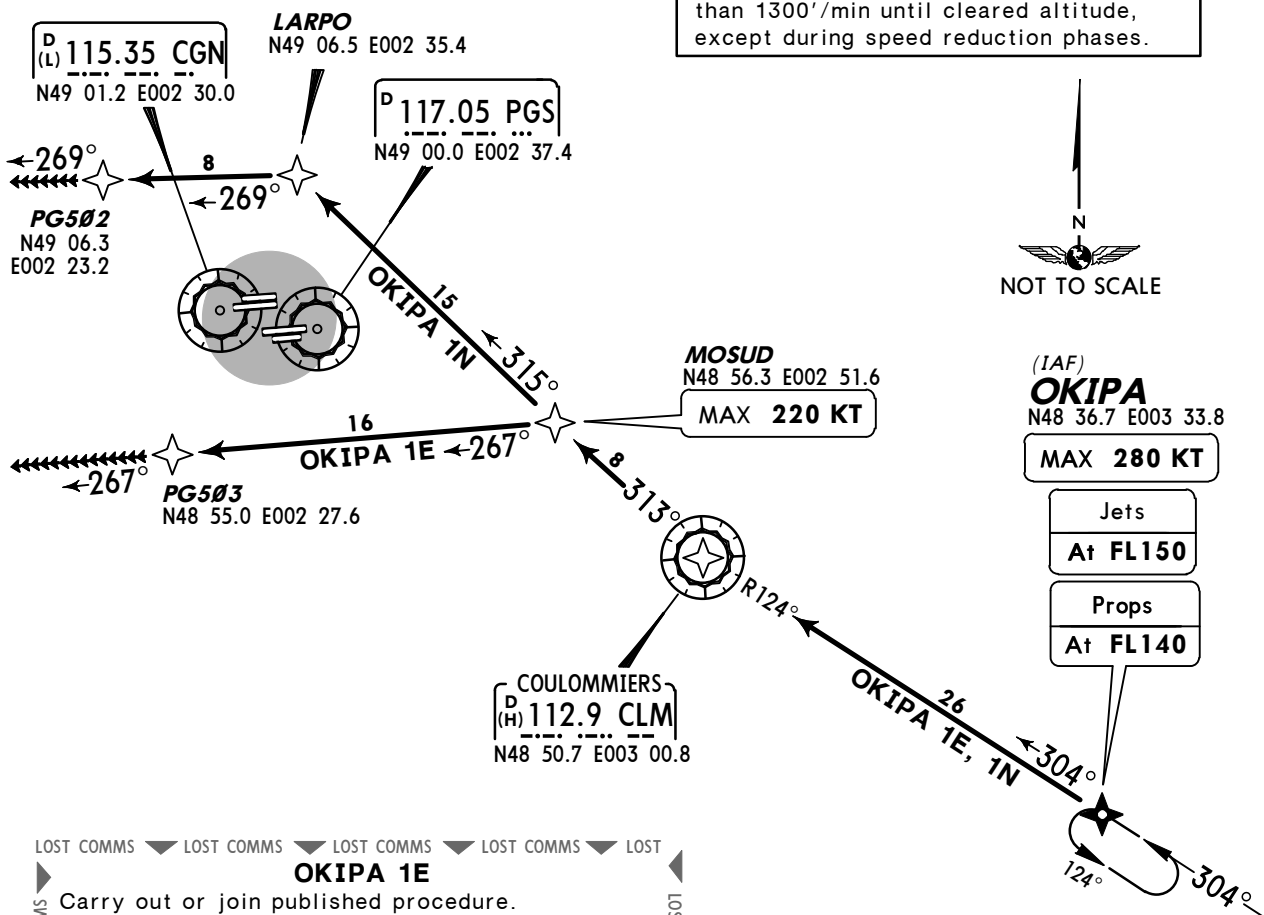
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC). 2. In case of lost of RNAV capability, the pilot must report 'Non RNAV 1' as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



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).
LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

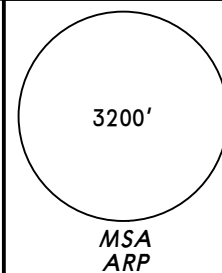
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

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).
LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

FOR FINAL APPROACH
SEE APPROACH CHARTS

D-ATIS	127.12	DE GAULLE Approach				
ATIS (French)	128.22)	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.					

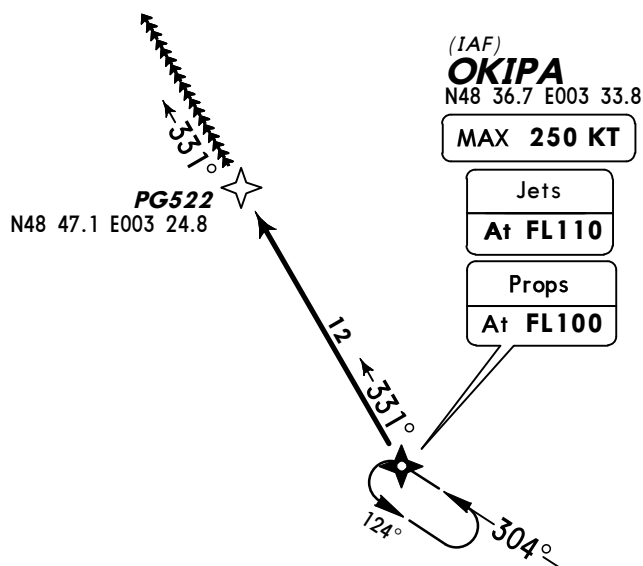
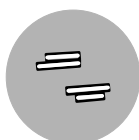
OKIPA 1W [OKI1W]
RWYS 26L/R, 27L/R
RNAV INITIAL APPROACH
RNAV 1 (GNSS AND/OR DME/DME)
VOR AND DME REQUIRED



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

▶ 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).

SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01

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

BANOX

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

REIMS

FL90/110, inbound 239°
RIGHT turn

LORNI

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

ROMGO

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

OKIPA

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

ROUEN

FL70/110, inbound 172°
LEFT turn

MOPAR

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

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

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

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:

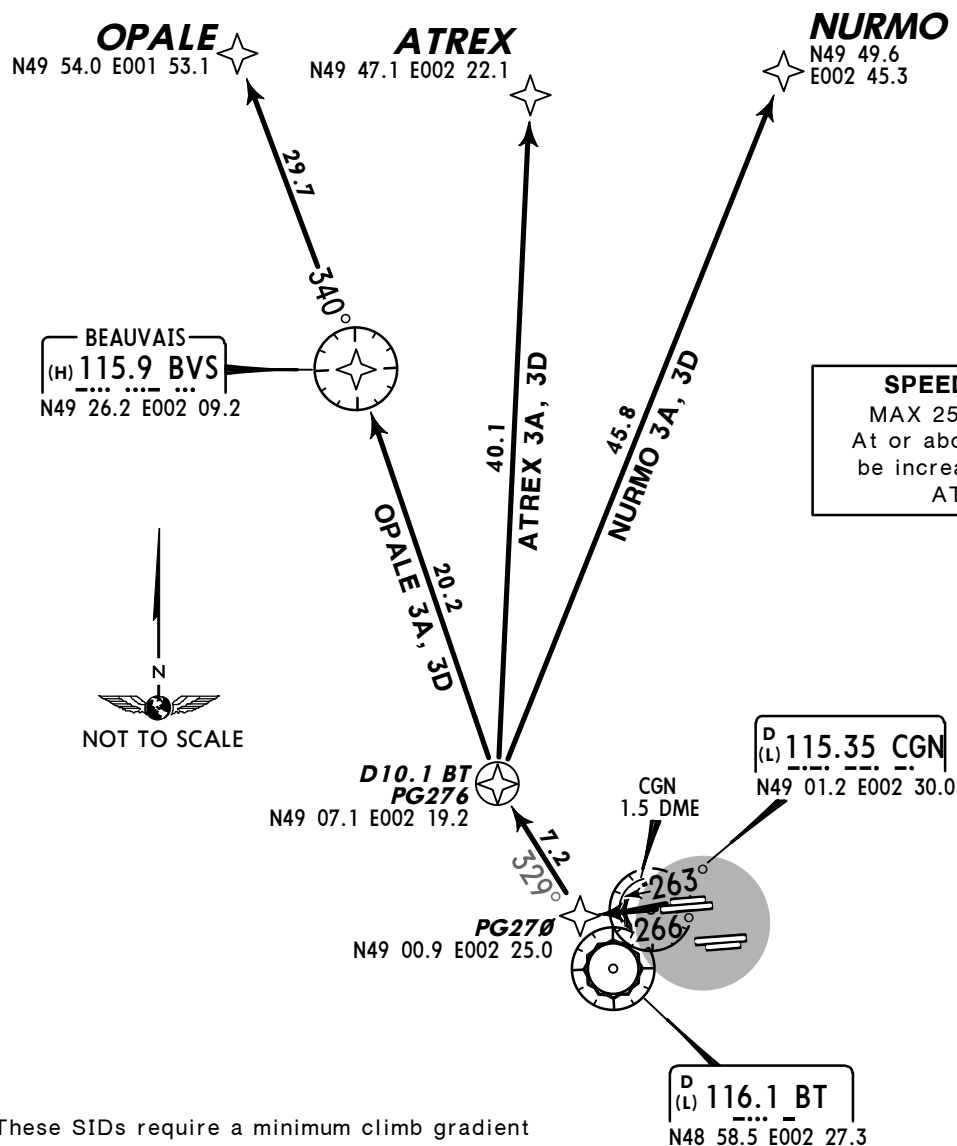
night initial departure to join SID... .

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



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.

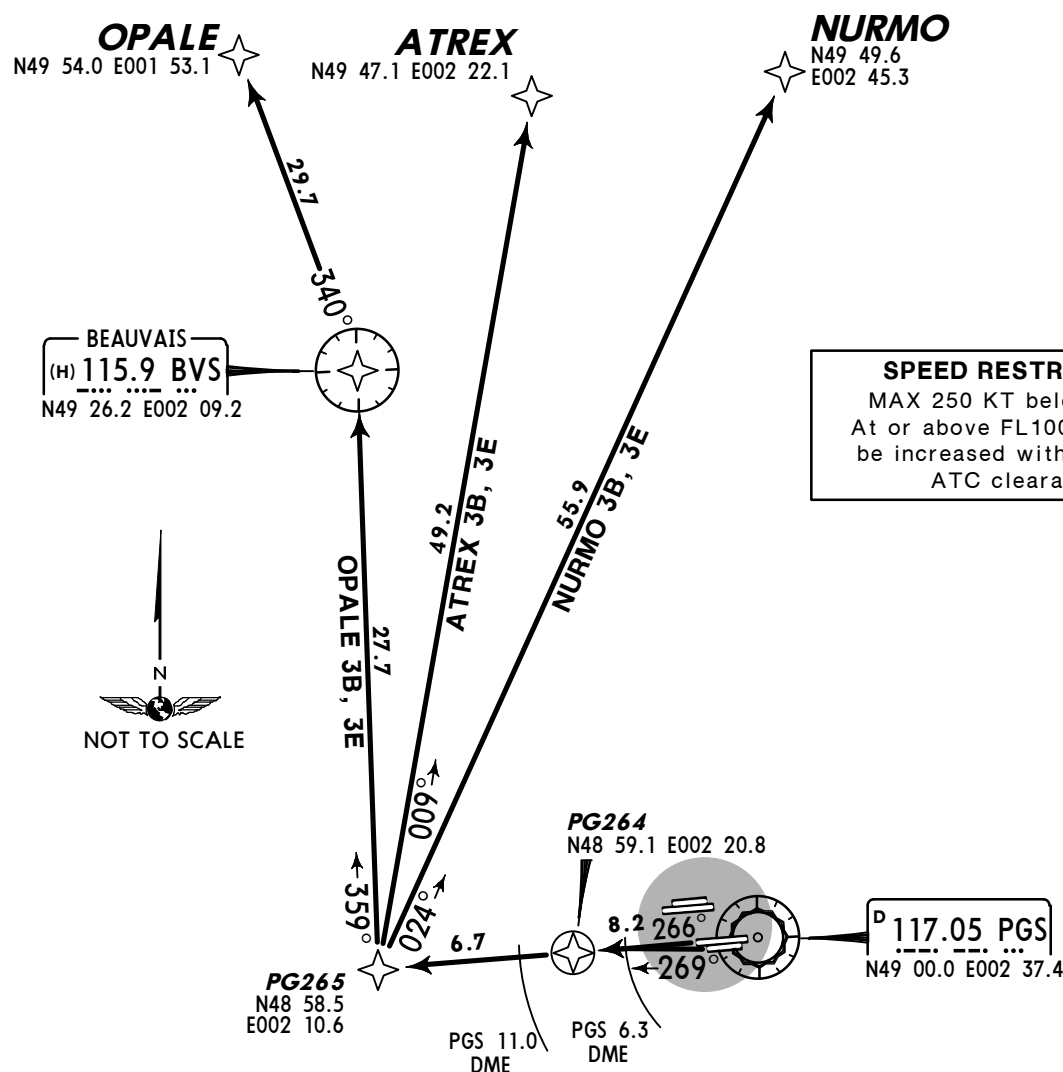
RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D10.1 BT. RNAV: PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). RNAV: PG270.
SID	ROUTING
ATREX 3A [ATRE3A], ATREX 3D [ATRE3D]①	PG270 - PG276 - ATREX.
NURMO 3A [NURM3A], NURMO 3D [NURM3D]②	PG270 - PG276 - NURMO.
OPALE 3A [OPAL3A], OPALE 3D [OPAL3D]③	PG270 - PG276 - BVS - OPALE.
For flights to destinations specified via airways ① UT-225, ② UN-874, ③ UT-425.	

DE GAULLE
Departure
124.35Apt 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. 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.

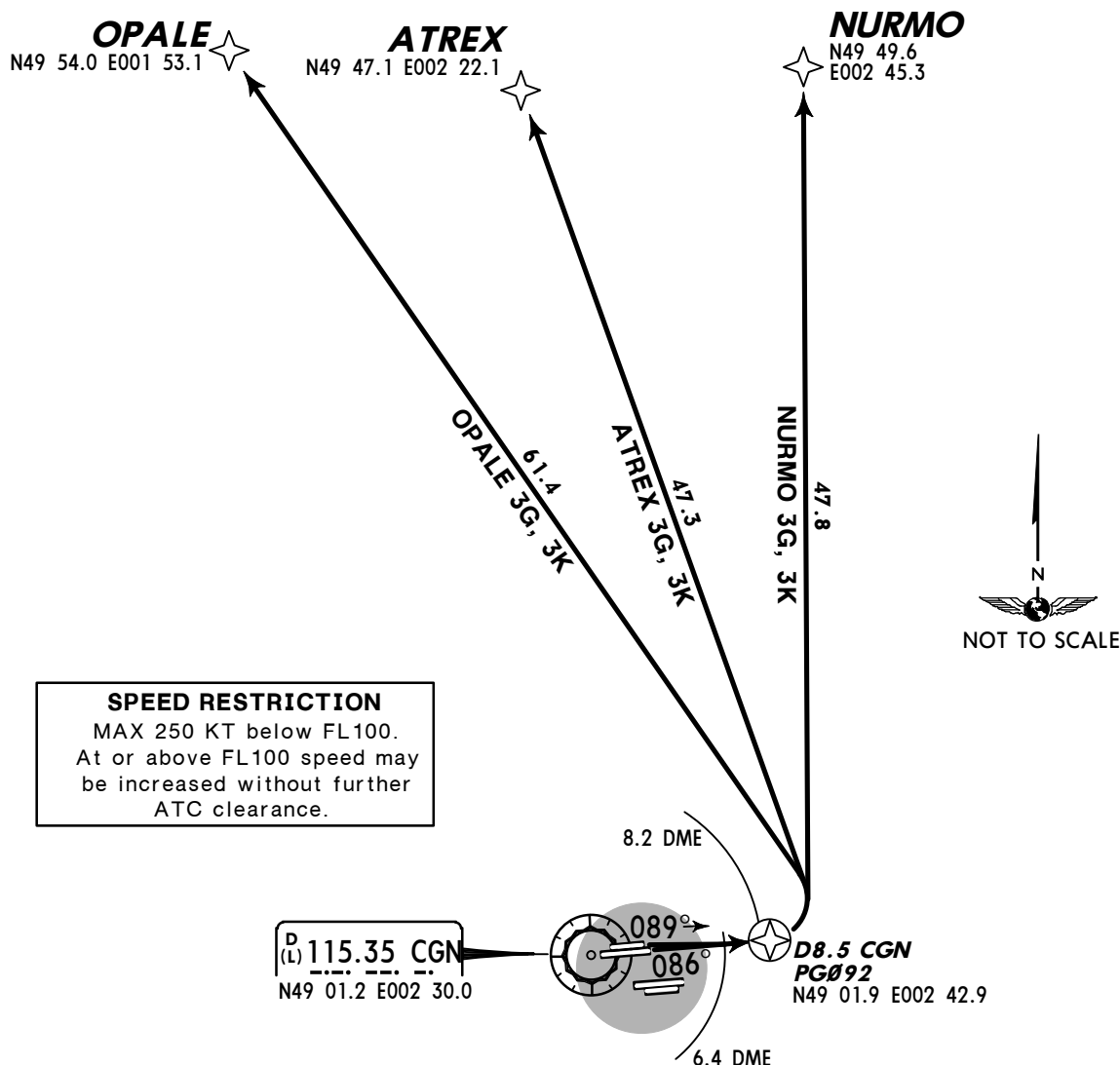
RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). RNAV: PG264 - PG265.
26R	Intercept PGS R-266 to PGS 11.0 DME. RNAV: PG264 - PG265.
SID	ROUTING
ATREX 3B [ATRE3B], ATREX 3E [ATRE3E] ①	PG264 - PG265 - ATREX.
NURMO 3B [NURM3B], NURMO 3E [NURM3E] ②	PG264 - PG265 - NURMO.
OPALE 3B [OPAL3B], OPALE 3E [OPAL3E] ③	PG264 - PG265 - BVS - OPALE.
For flights to destinations specified via airways ① UT-225, ② UN-874, ③ UT-421.	

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.

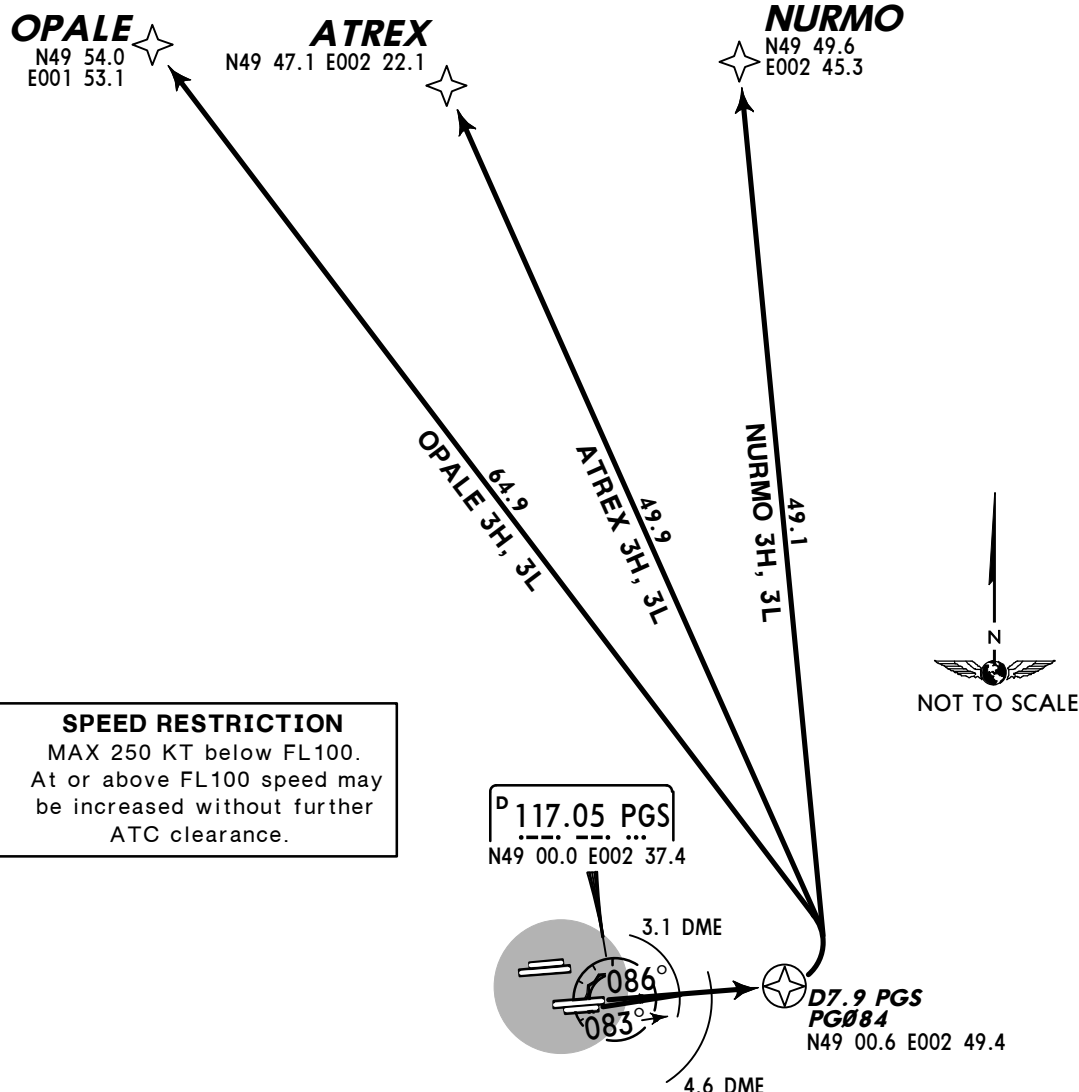
RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). RNAV: PG092.
09R	Intercept CGN R-086 to D8.5 CGN. RNAV: PG092.
SID	ROUTING
ATREX 3G [ATRE3G], ATREX 3K [ATRE3K]①	PG092 - ATREX.
NURMO 3G [NURM3G], NURMO 3K [NURM3K]②	PG092 - NURMO.
OPALE 3G [OPAL3G], OPALE 3K [OPAL3K]③	PG092 - OPALE.
For flights to destinations specified via airways ① UT-225, ② UN-874, ③ UT-425.	

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. 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%.

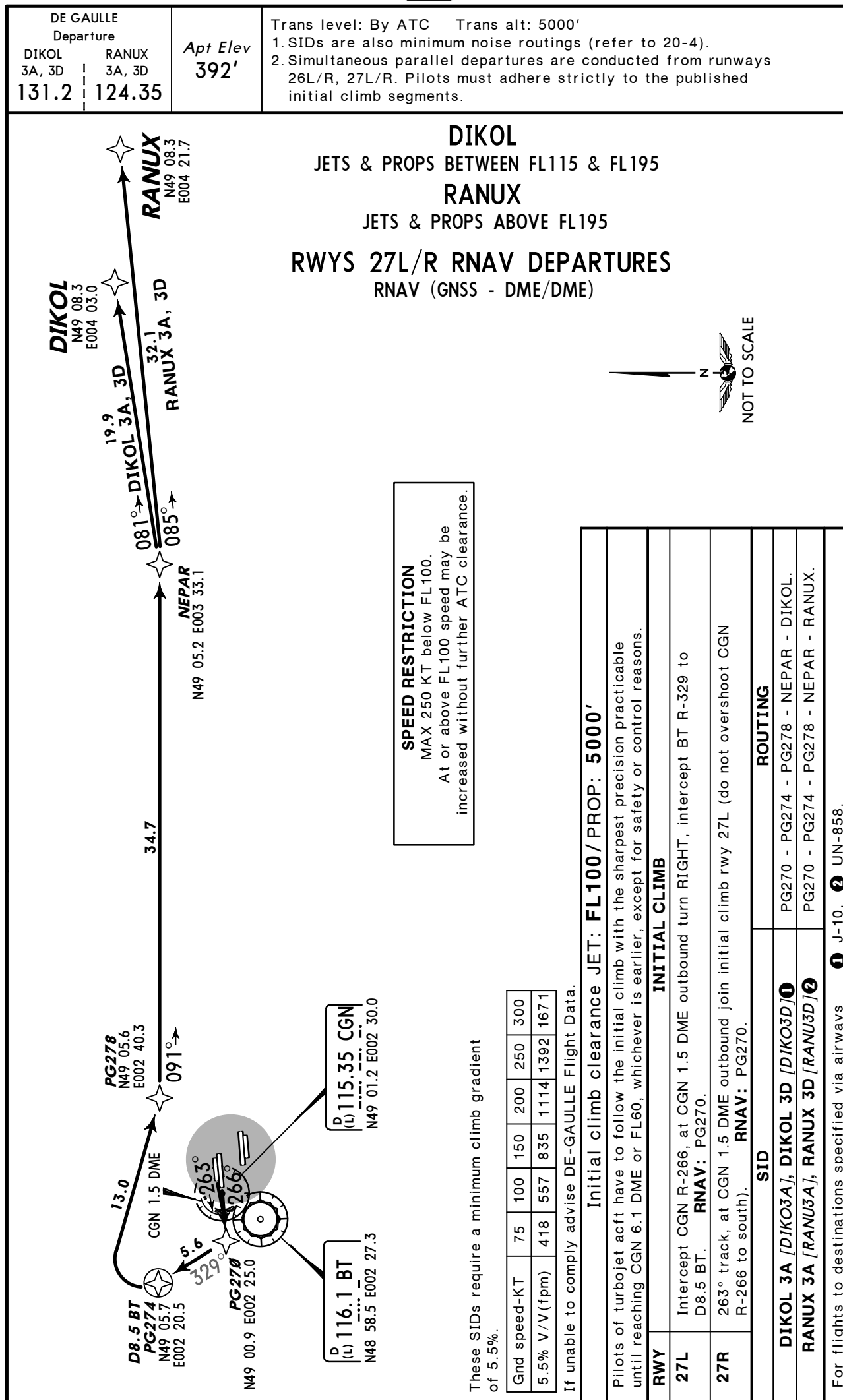
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V(fpm)	418	557	835	1114	1392	1671

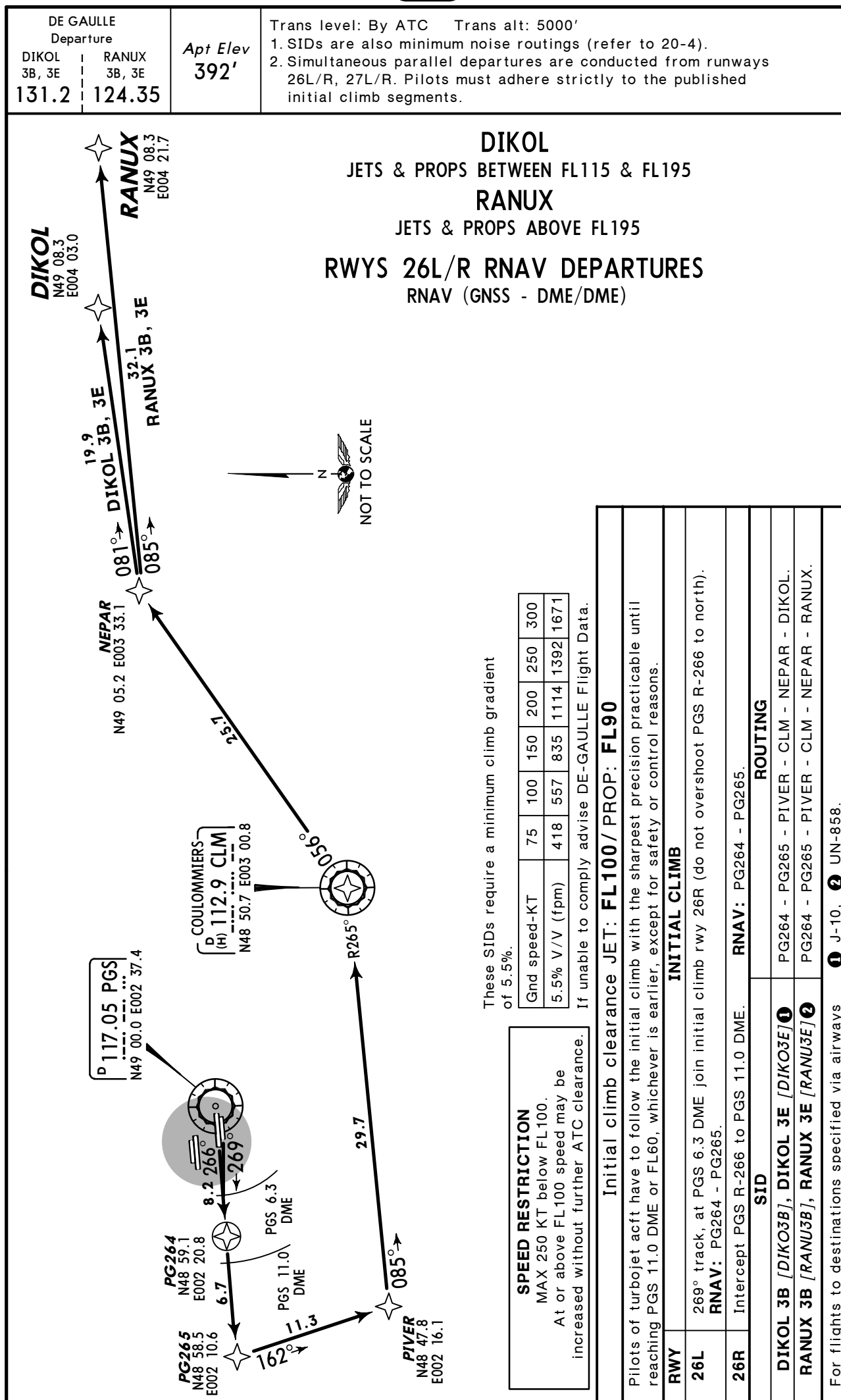
If unable to comply advise DE-GAULLE Flight Data.

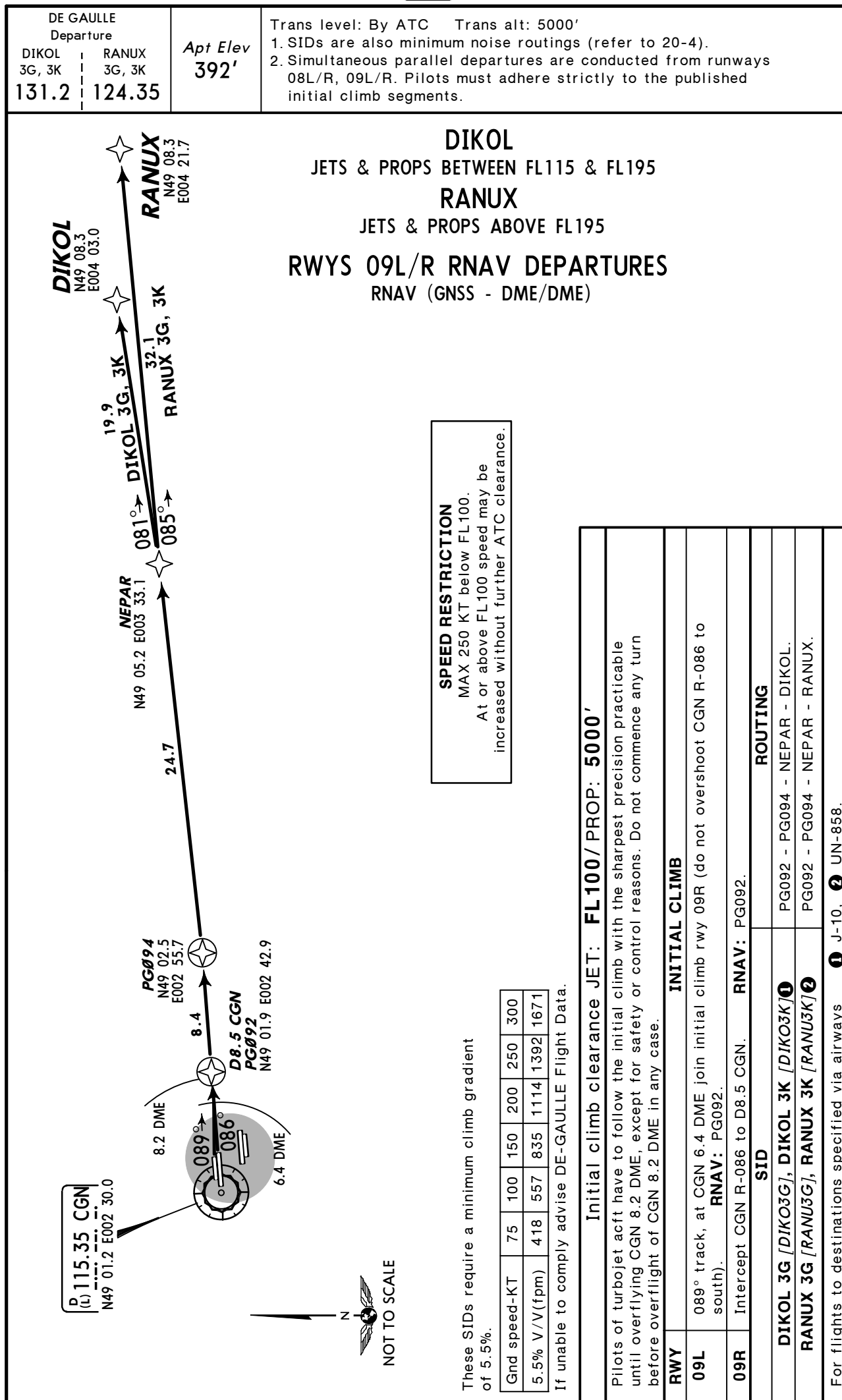
Initial climb clearance JET: FL100/ PROP: 5000'

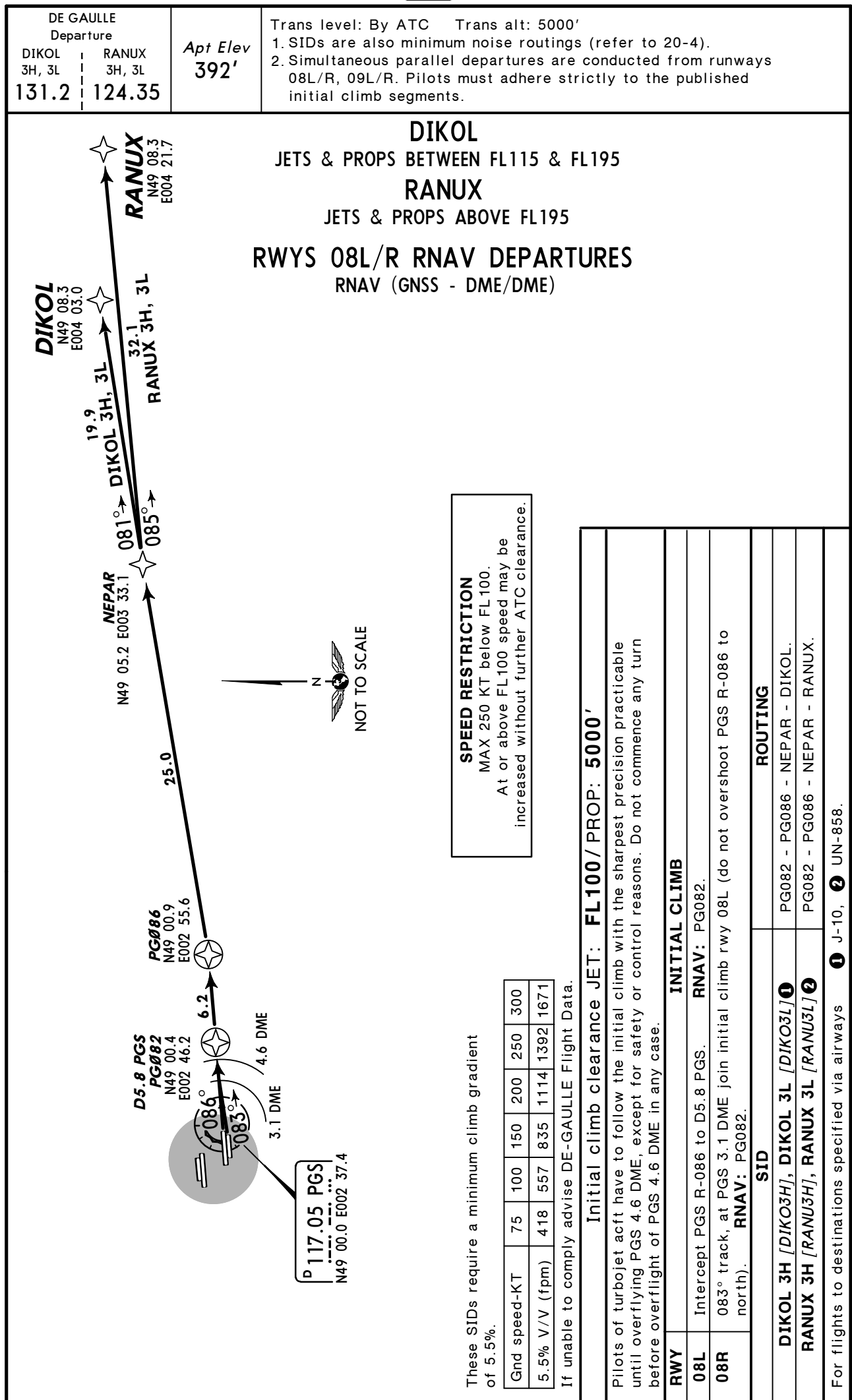
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

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.





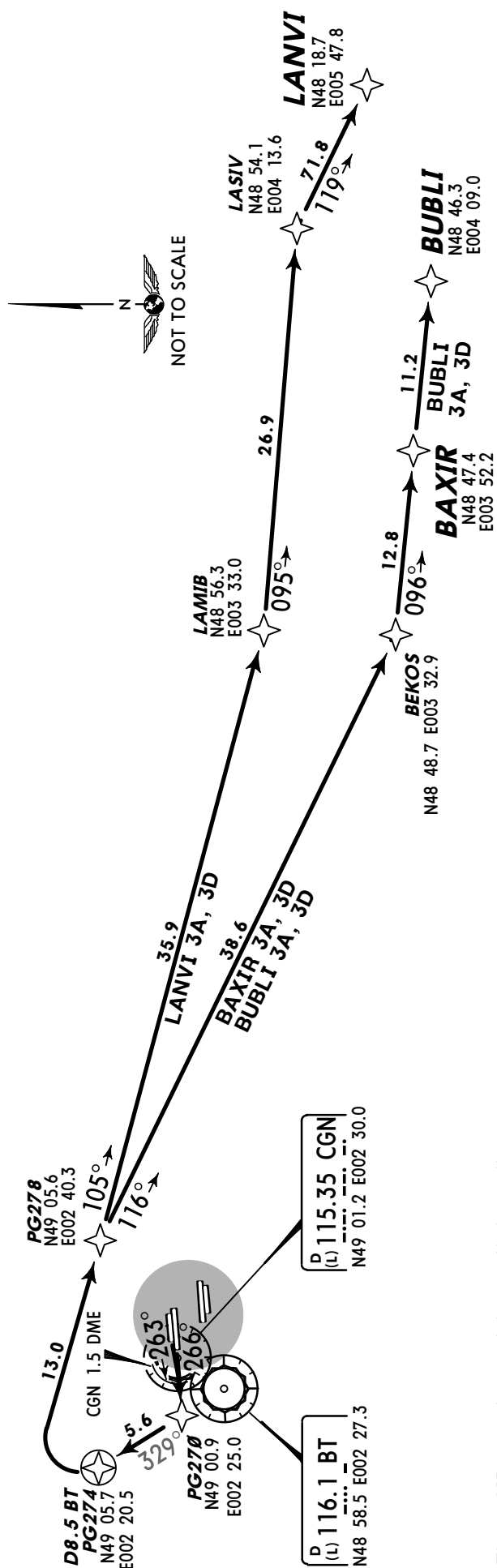




DE GAULLE
Departure
131.2Apt Elev
392'

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.

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****BAXIR 3A** [BAXI3A], **BAXIR 3D** [BAXI3D] ① PG270 - PG274 - PG278 - BEKOS - BAXIR.**BUBLI 3A** [BUBLI3A], **BUBLI 3D** [BUBLI3D] ② PG270 - PG274 - PG278 - BEKOS - BUBLI.**LANVI 3A** [LANV3A], **LANVI 3D** [LANV3D] ③ JET ONLY PG270 - PG274 - PG278 - LAMIB - LASIV - LANVI.

For flights to destinations specified via airways ① B-13, ② UG-42, ③ UM-164/UL-851.

④ Usable during weekends and at night. Other times by ATC.

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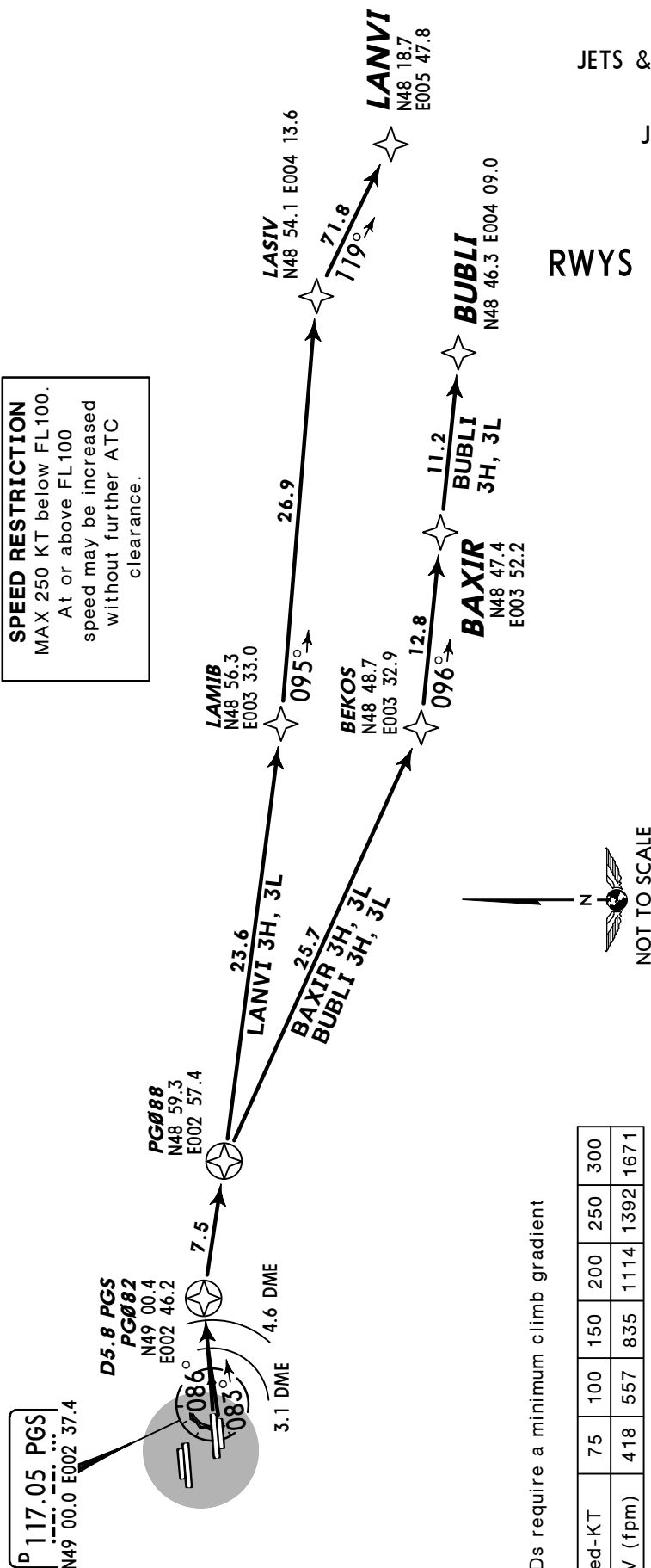
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DE GAULLE
Departure
131.2

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.

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.

INITIAL CLIMB	
RWY	RNAV: PG082.
08L	Intercept PGS R-086 to D5.8 PGS.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). RNAV: PG082.
ROUTING	
BAXIR 3H [BAXI3H], BAXIR 3L [BAXI3L] ①	PG082 - PG088 - BEKOS - BAXIR.
BUBLI 3H [BUBL3H], BUBLI 3L [BUBL3L] ②	PG082 - PG088 - BEKOS - BUBLI.
LANVI 3H [LANV3H], LANVI 3L [LANV3L] ③ JET ONLY	PG082 - PG088 - LAMIB - LASIV - LANVI.

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

BAXIR
JETS & PROPS BETWEEN FL115 & FL195
BUBLI
JETS & PROPS ABOVE FL195
LANVI
JETS ABOVE FL195
RWYS 08L/R RNAV DEPARTURES
RNAV (GNSS - DME/DME)

DE GAULLE
Departure
133.37Apt Elev
392'

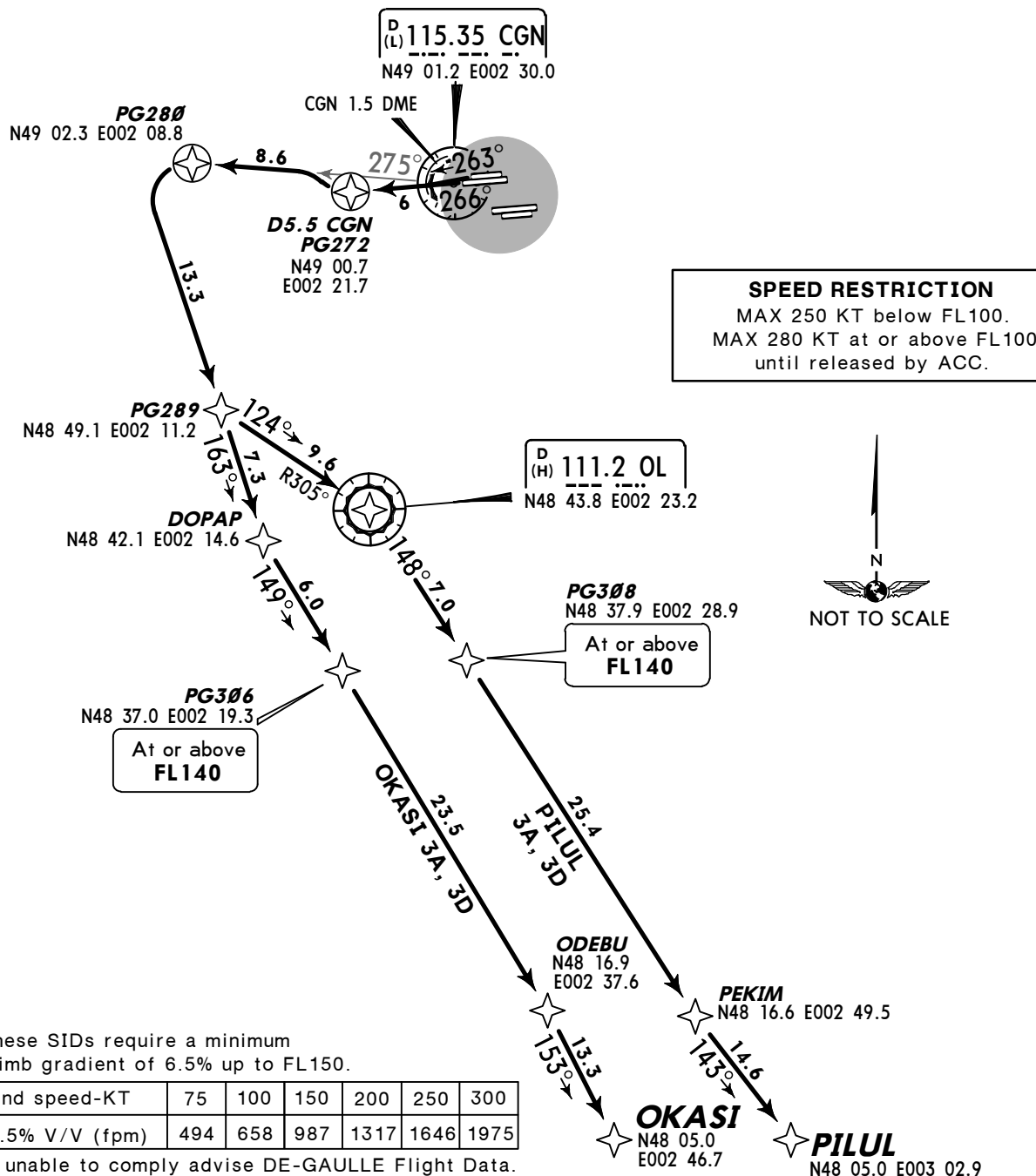
Trans level: By ATC Trans alt: 5000'

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



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] ①	PG272 - PG280 - PG289 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 3A [PILU3A], PILUL 3D [PILU3D] ②	PG272 - PG280 - PG289 - OL - PG308 - PEKIM - PILUL.

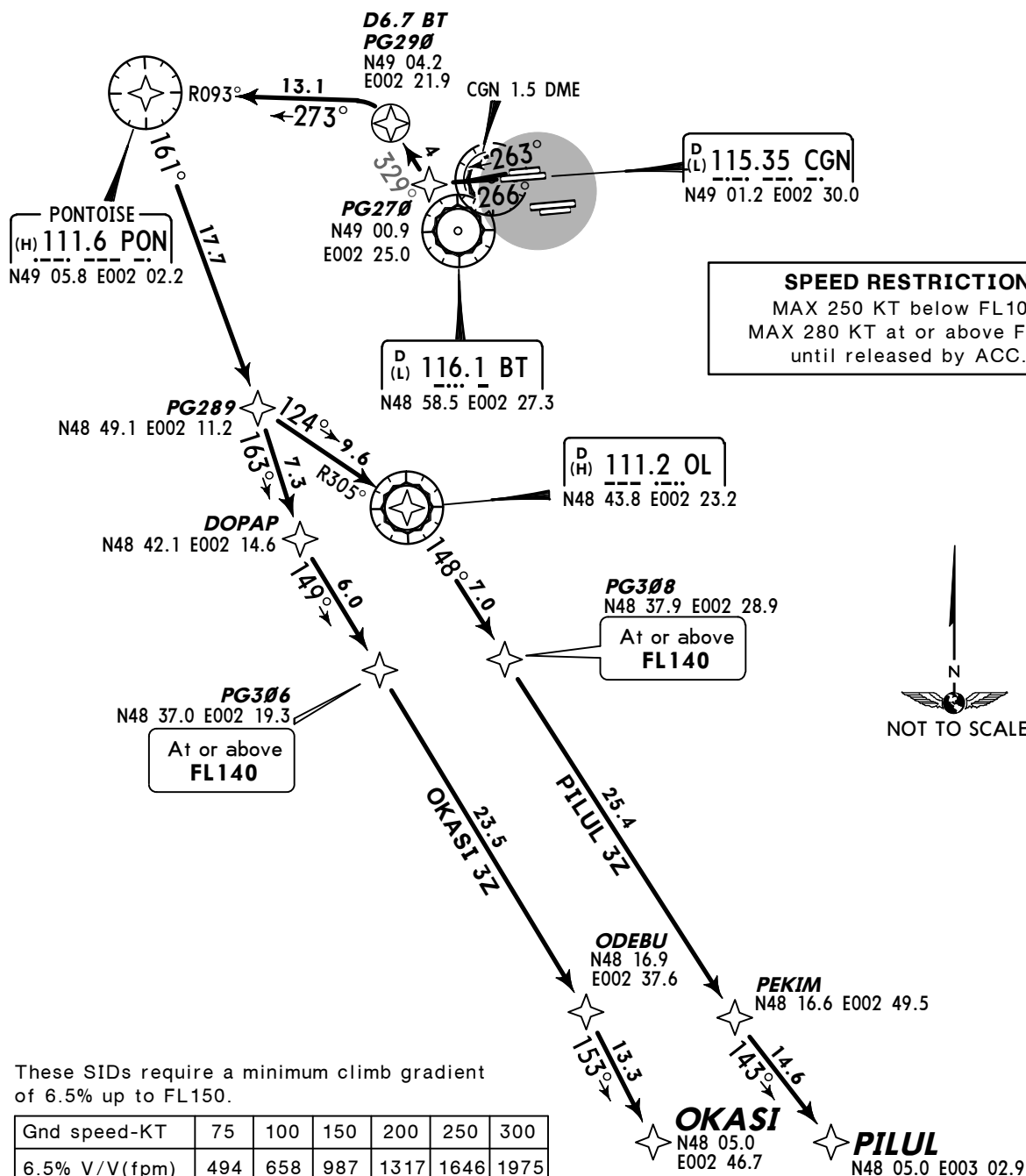
For flights to destinations specified via airways ① UL-612, ② UM-975.

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



If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance MAX FL120

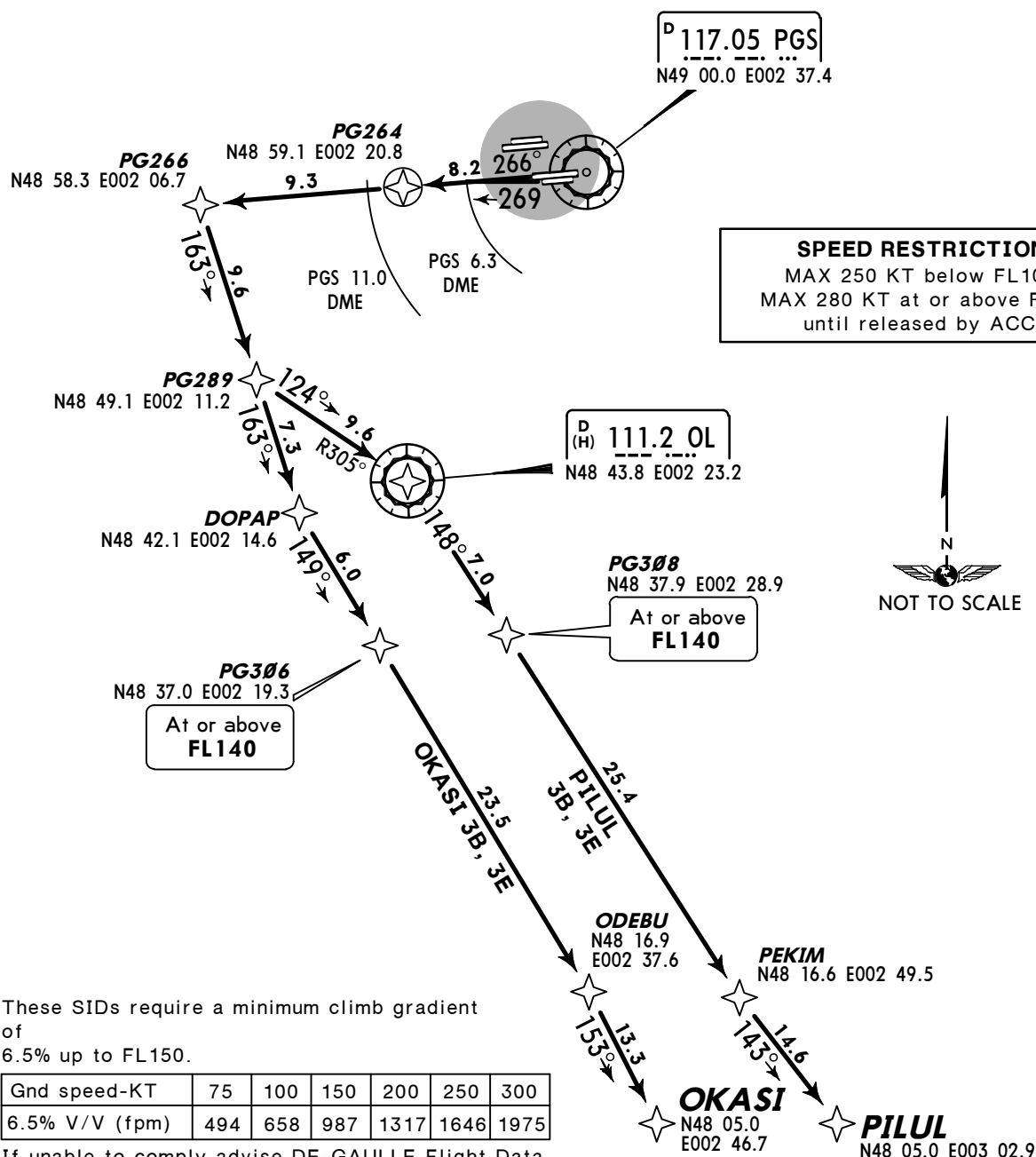
RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT. RNAV: PG270.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). RNAV: PG270.
SID	ROUTING
OKASI 3Z ①	PG270 - PG290 - PON - PG289 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 3Z ②	PG270 - PG290 - PON - PG289 - OL - PG308 - PEKIM - PILUL.
For flights to destinations specified via airways ① UL-612, ② UM-975.	

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. Pilots must adhere strictly to the published initial climb segments.

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



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] ①		PG264 - PG266 - PG289 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 3B [PILU3B], PILUL 3E [PILU3E] ②		PG264 - PG266 - PG289 - OL - PG308 - PEKIM - PILUL.
For flights to destinations specified via airways		① UL-612, ② UM-975.

DE GAULLE
Departure
133.37Apt Elev
392'

Trans level: By ATC Trans alt: 5000'

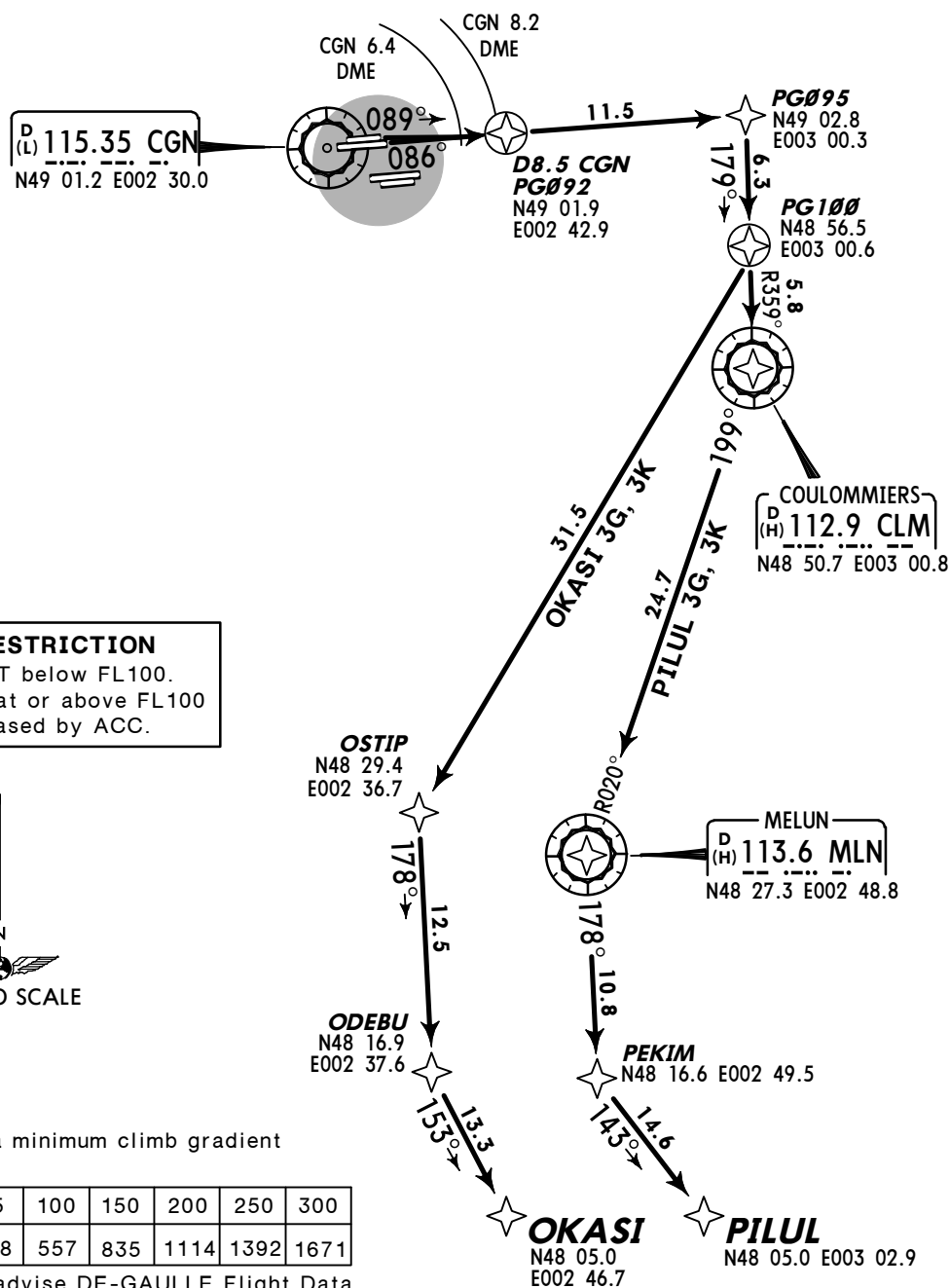
1. SIDs are also minimum noise routings (refer to 20-4).

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



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] ①	PG092 - PG095 - PG100 - OSTIP - ODEBU - OKASI.
PILUL 3G [PILU3G], PILUL 3K [PILU3K] ②	PG092 - PG095 - CLM - MLN - PEKIM - PILUL.
For flights to destinations specified via airways ① UL-612, ② UM-975.	

DE GAULLE
Departure
133.37Apt Elev
392'

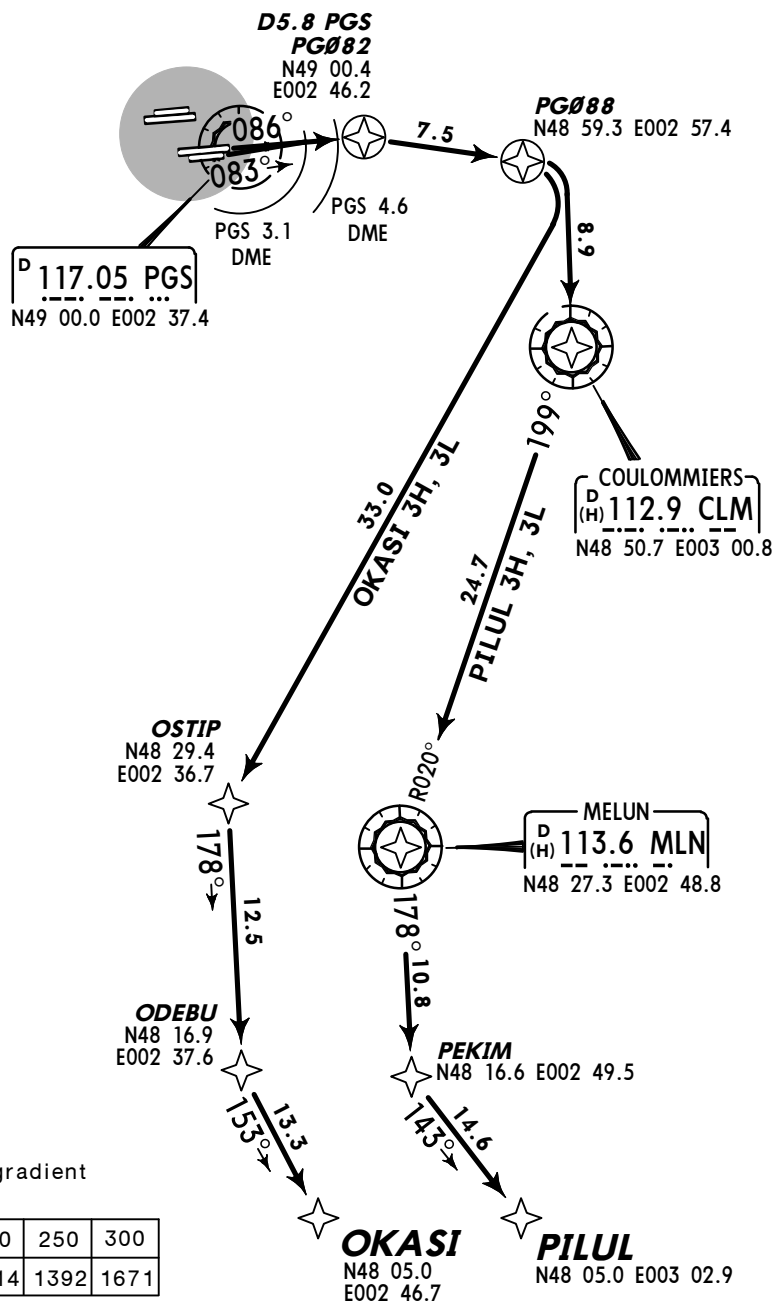
Trans level: By ATC Trans alt: 5000'

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] ①	PG082 - PG088 - OSTIP - ODEBU - OKASI.
PILUL 3H [PILU3H], PILUL 3L [PILU3L] ②	PG082 - PG088 - CLM - MLN - PEKIM - PILUL.
For flights to destinations specified via airways ① UL-612, ② UM-975.	

DE GAULLE
Departure
133.37

Apt Elev
392'

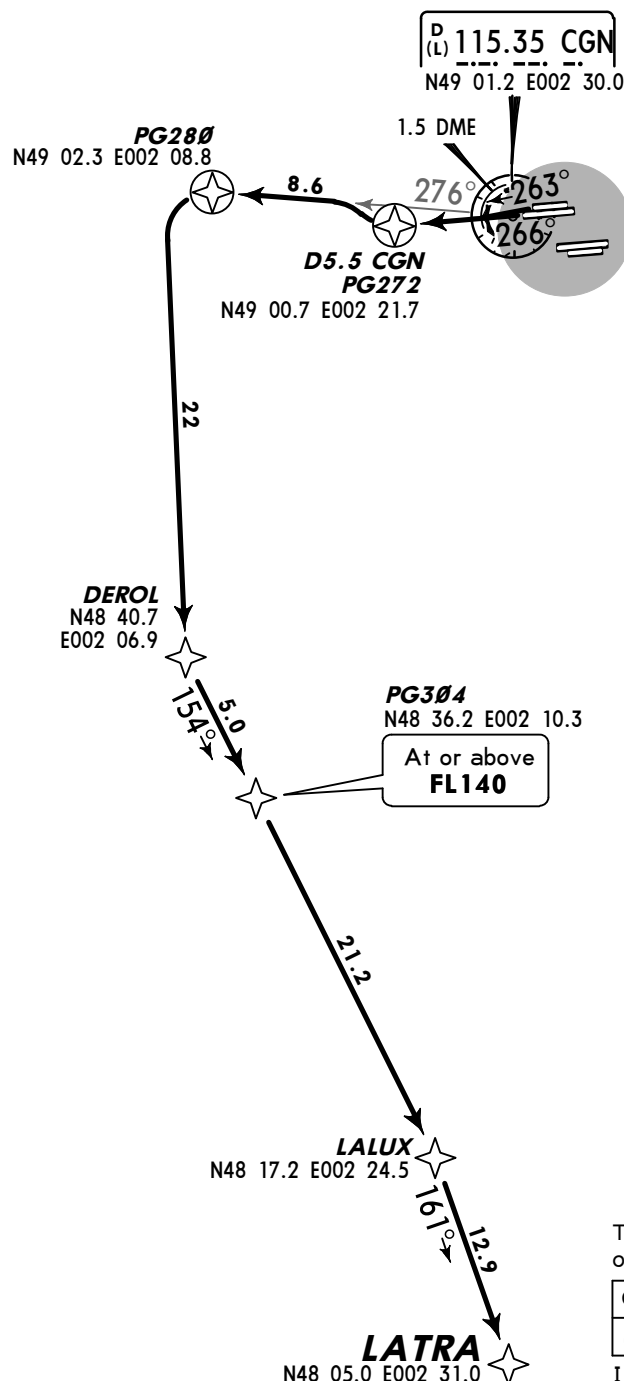
Trans level: By ATC Trans alt: 5000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA RWYS 27L/R RNAV DEPARTURES

RNAV (GNSS - DME/DME)

JETS ABOVE FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



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.

DE GAULLE
Departure
133.37Apt Elev
392'

Trans level: By ATC Trans alt: 5000'

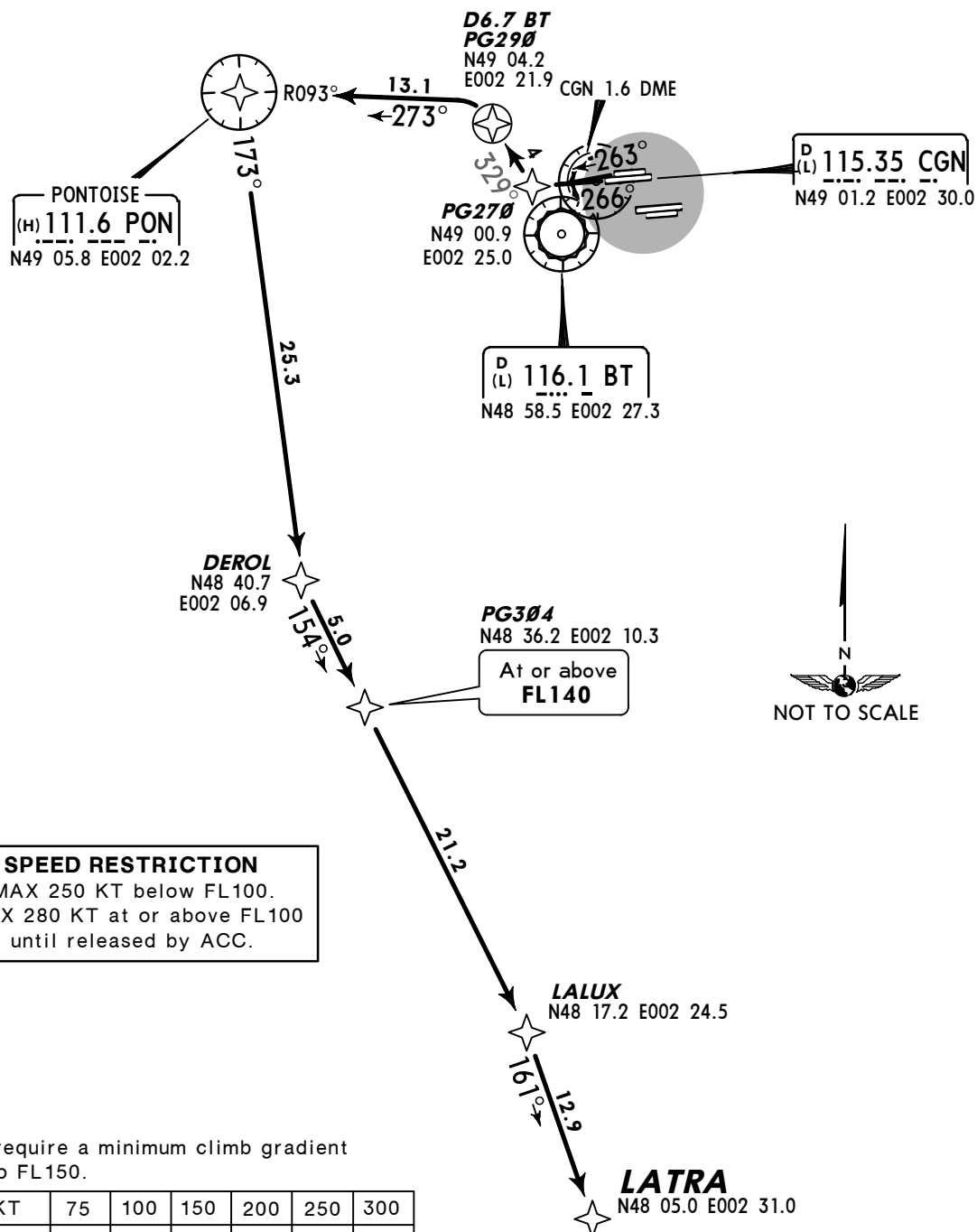
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 27L/R RNAV DEPARTURE

RNAV (GNSS - DME/DME)

JETS ABOVE FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133

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.

DE GAULLE
Departure
133.37

Apt Elev
392'

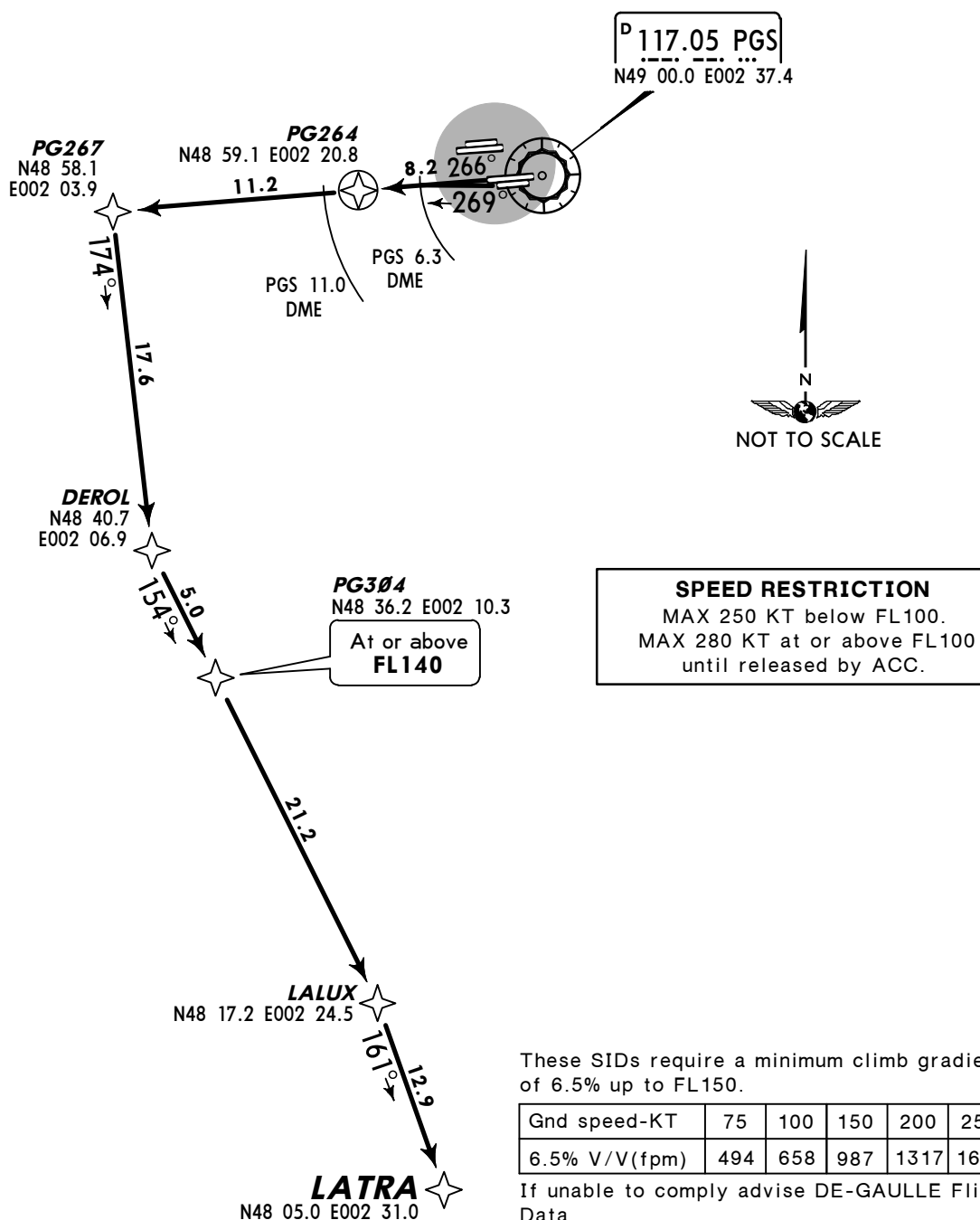
Trans level: By ATC Trans alt: 5000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA RWYS 26L/R RNAV DEPARTURES

RNAV (GNSS - DME/DME)

JETS ABOVE FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



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.

DE GAULLE
Departure
133.37Apt 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.

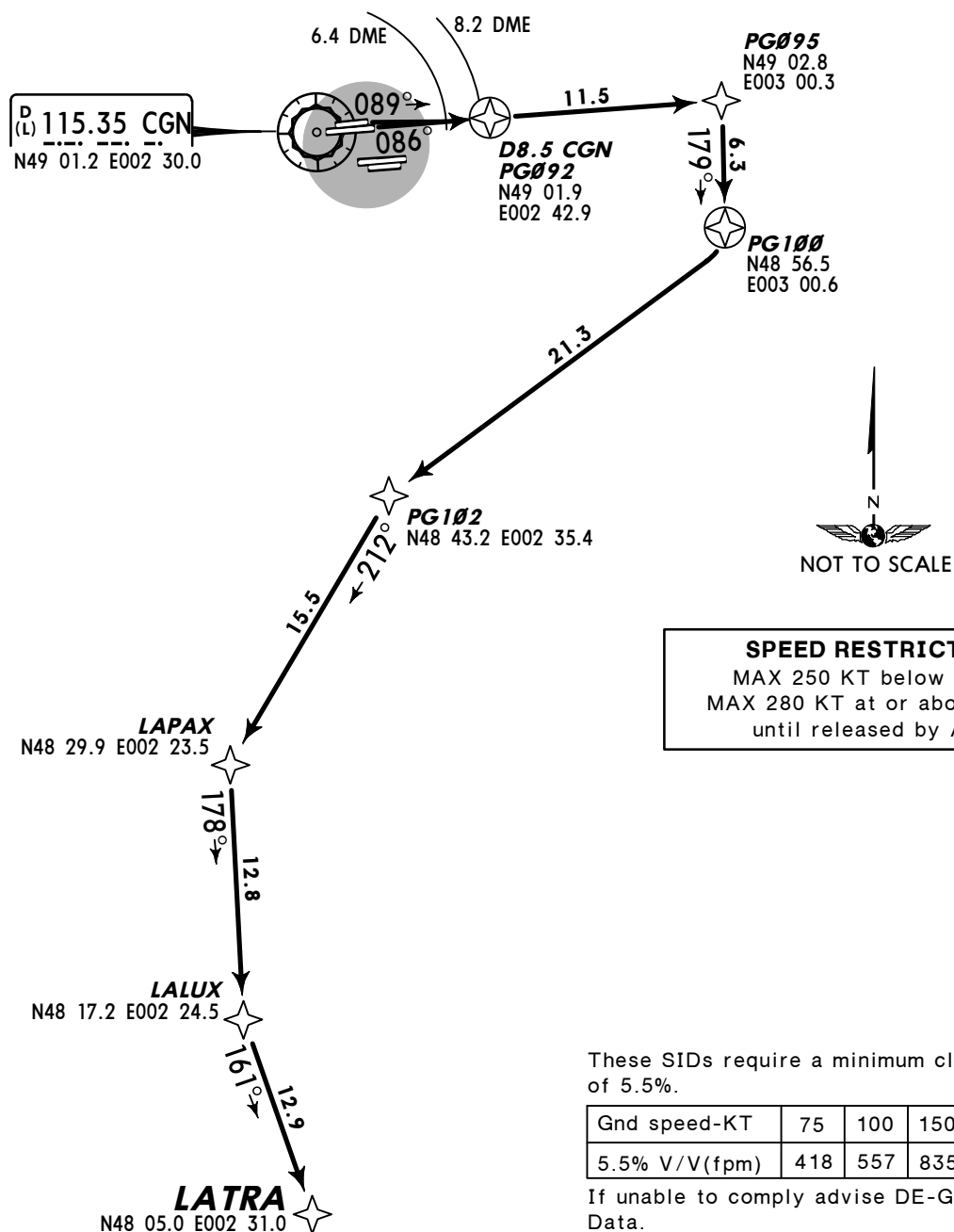
LATRA

RWYS 09L/R RNAV DEPARTURES

RNAV (GNSS - DME/DME)

JETS ABOVE FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133

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.

DE GAULLE
Departure
133.37Apt 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.

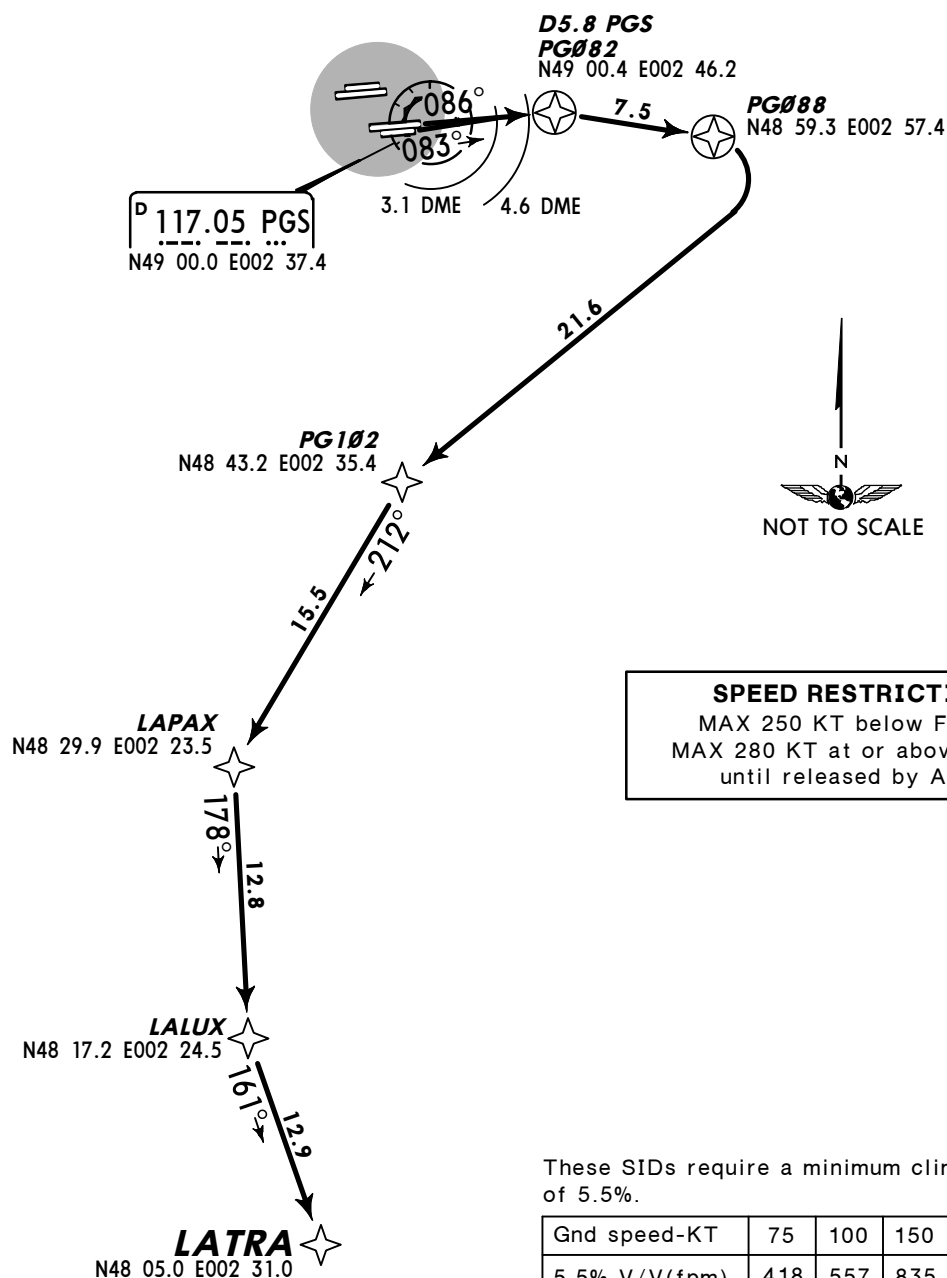
LATRA

RWYS 08L/R RNAV DEPARTURES

RNAV (GNSS - DME/DME)

JETS ABOVE FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133

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.

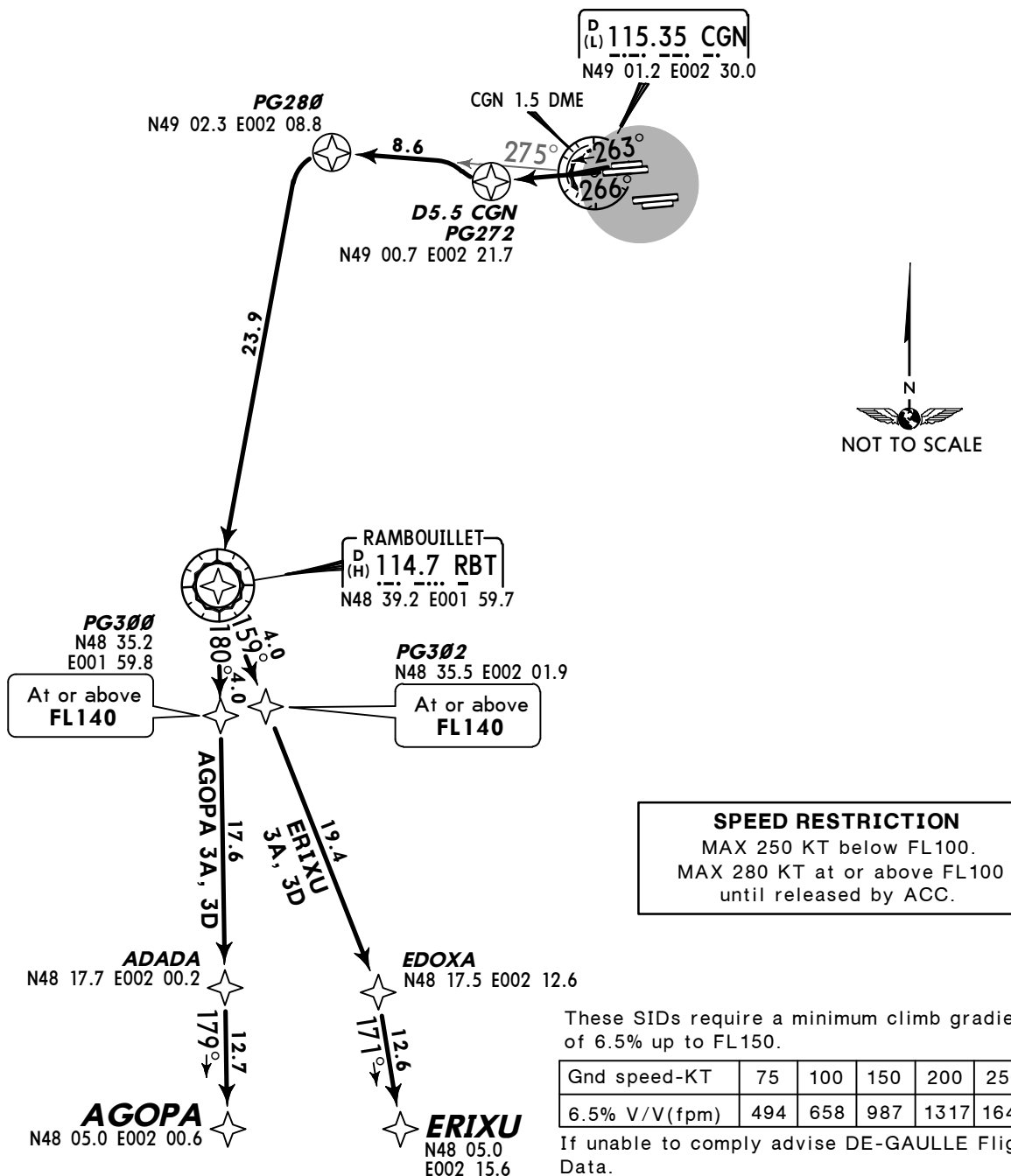
RWY	INITIAL CLIMB	
08L	Intercept PGS R-086 to D5.8 PGS.	RNAV: PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north).	RNAV: PG082.
SID		ROUTING
LATRA 3H [LATR3H], LATRA 3L [LATR3L]		PG082 - PG088 - PG102 - LAPAX - LALUX - LATRA.

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



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] ①	PG272 - PG280 - RBT - PG300 - ADADA - AGOPA.
ERIXU 3A [ERIX3A], ERIXU 3D [ERIX3D] ②	PG272 - PG280 - RBT - PG302 - EDOXA - ERIXU.

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

DE GAULLE
Departure
133.37Apt Elev
392'

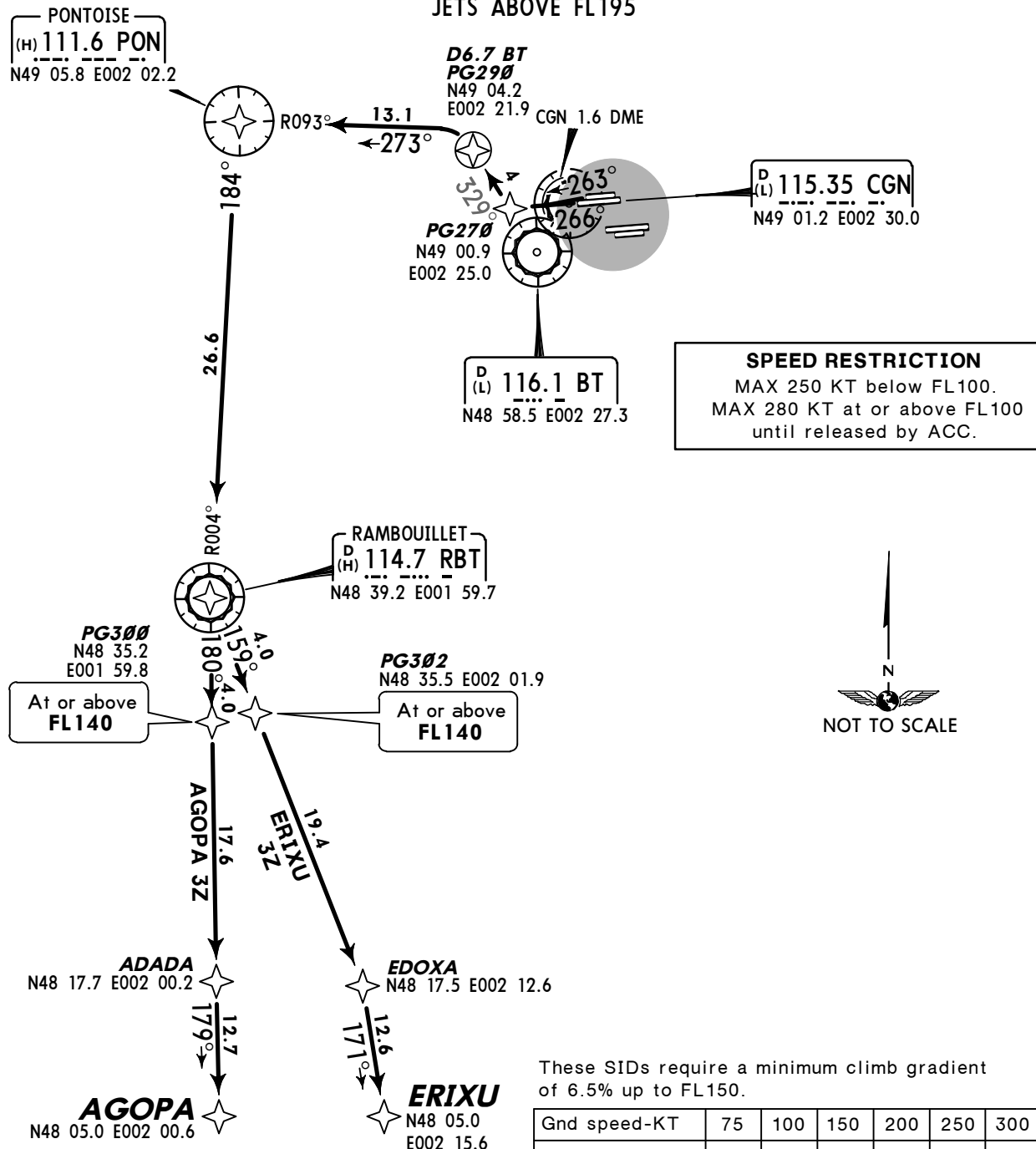
Trans level: By ATC Trans alt: 5000'

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

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] ①	PG270 - PG290 - PON - RBT - PG300 - ADADA - AGOPA.
ERIXU 3Z [ERIX3Z] ②	PG270 - PG290 - PON - RBT - PG302 - EDOXA - ERIXU.
For flights to destinations specified via airways ① UL-167, ② UL-860.	

DE GAULLE
Departure
133.37Apt Elev
392'

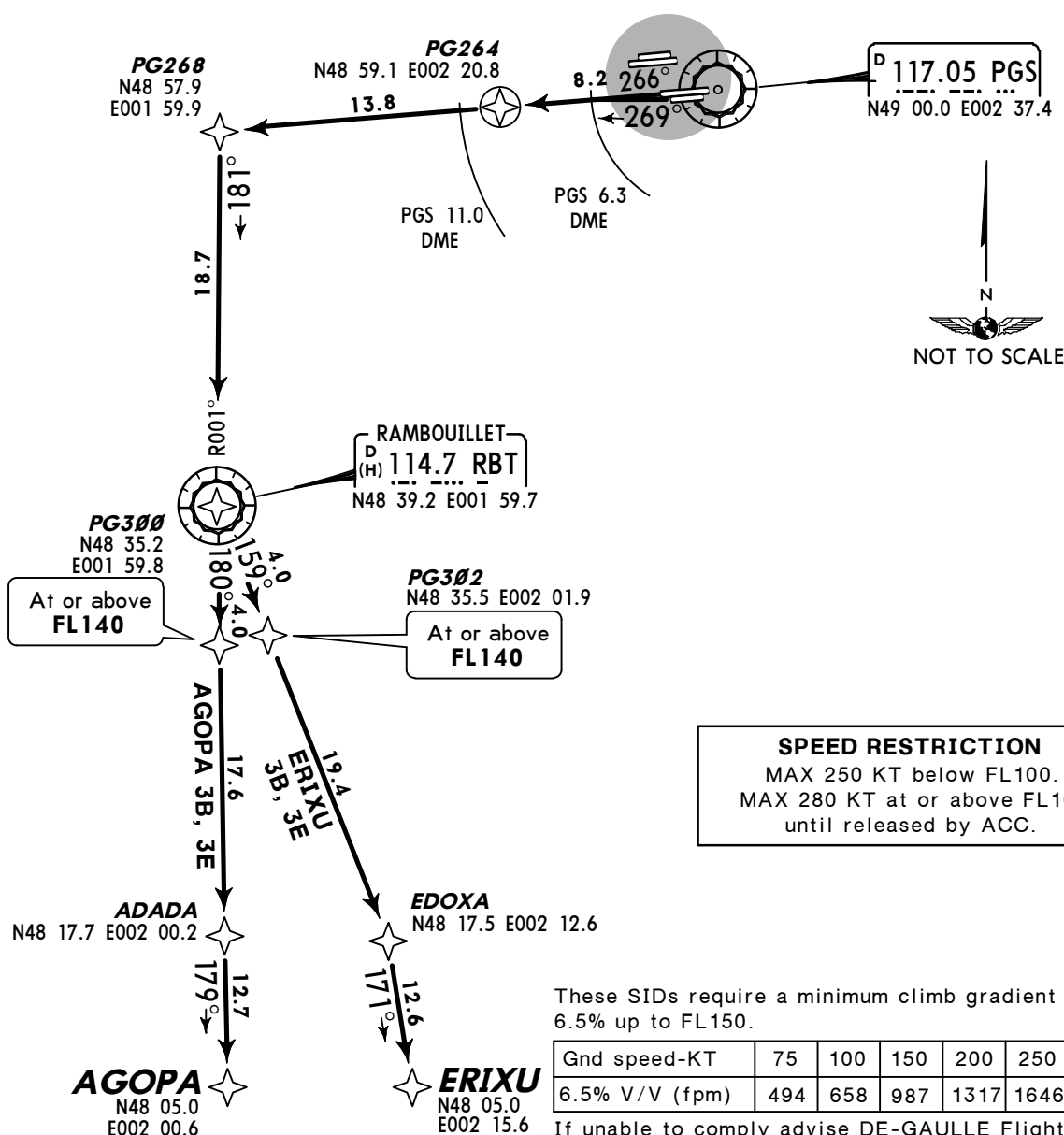
Trans level: By ATC Trans alt: 5000'

1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 26L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU

RWYS 26L/R RNAV DEPARTURES

RNAV (GNSS - DME/DME)
JETS ABOVE FL195

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] ①	PG264 - PG268 - RBT - PG300 - ADADA - AGOPA.
ERIXU 3B [ERIX3B], ERIXU 3E [ERIX3E] ②	PG264 - PG268 - RBT - PG302 - EDOXA - ERIXU.
For flights to destinations specified via airways ① UL-167, ② UL-860.	

DE GAULLE
Departure
133.37Apt Elev
392'

Trans level: By ATC Trans alt: 5000'

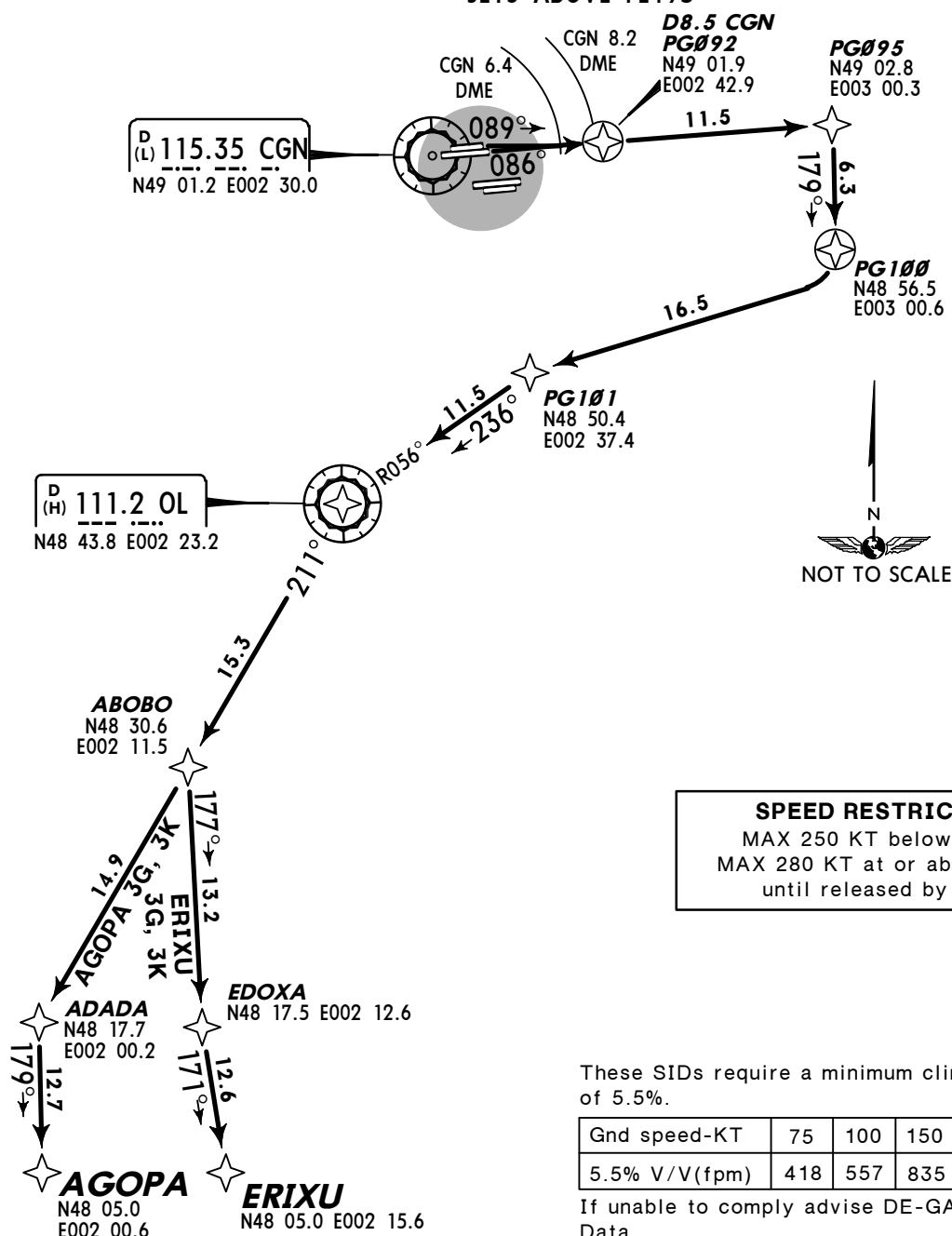
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU

RWYS 09L/R RNAV DEPARTURES

RNAV (GNSS - DME/DME)

JETS ABOVE FL195



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] ①	PG092 - PG095 - PG100 - PG101 - OL - ABOBO - ADADA - AGOPA.
ERIXU 3G [ERIX3G], ERIXU 3K [ERIX3K] ②	PG092 - PG095 - PG100 - PG101 - OL - ABOBO - EDOXA - ERIXU.

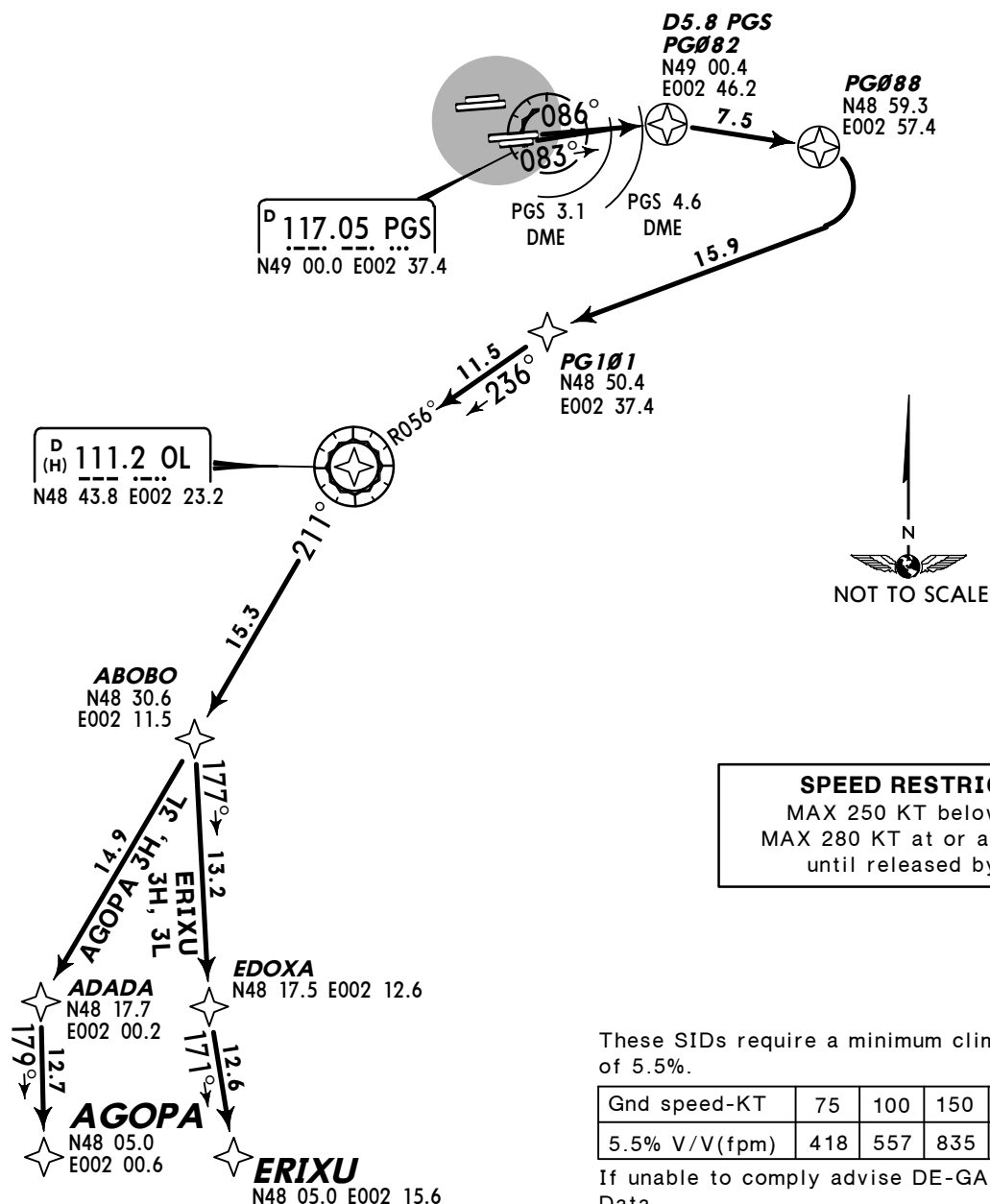
For flights to destinations specified via airways ① UL-167, ② UL-860.

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



Initial climb clearance **MAX FL120**

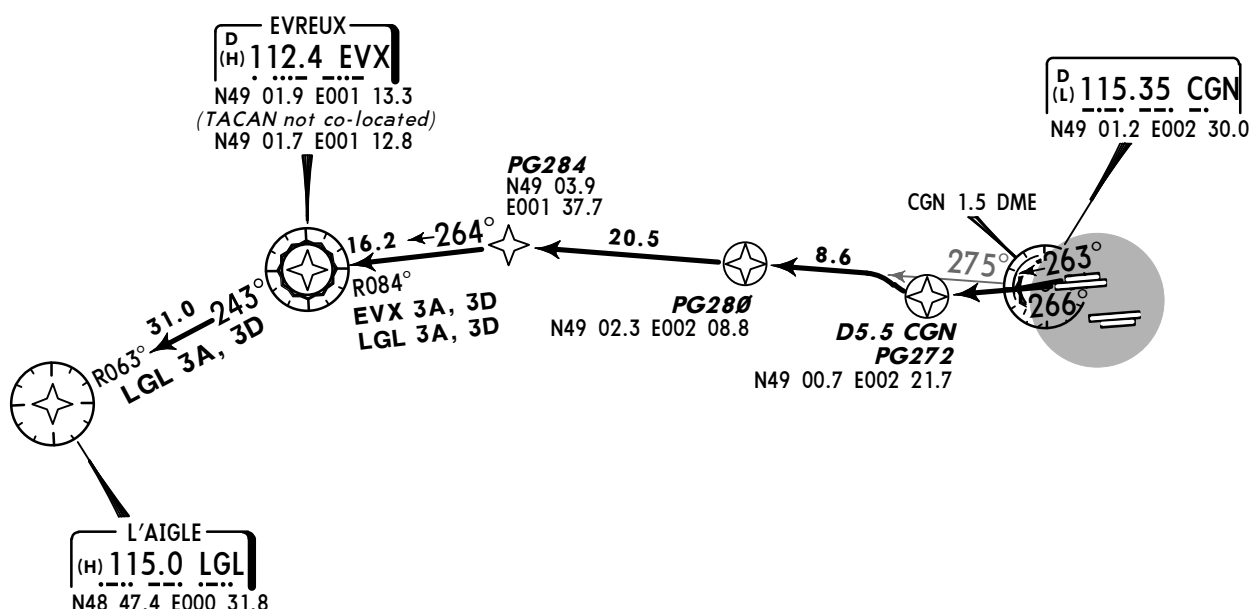
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.

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.		

DE GAULLE Departure EVX 3A, 3D LGL 3A, 3D 124.35 133.37	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.
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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.



Initial climb clearance JET: FL100 /PROP: 5000'

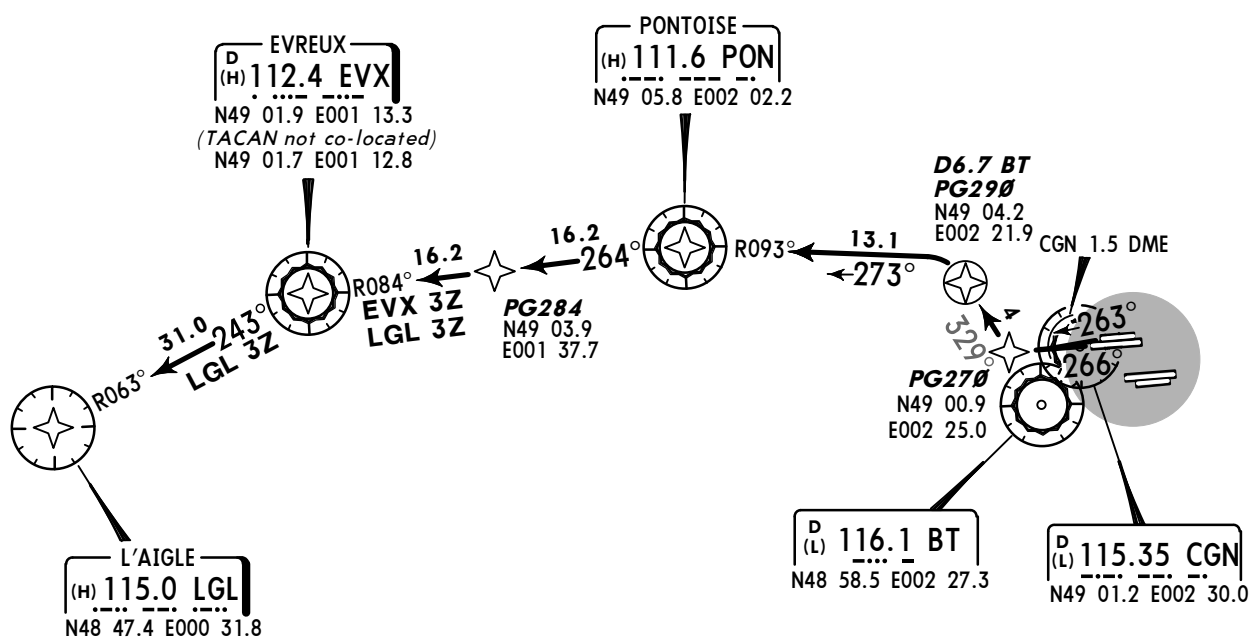
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

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 ①	PG272 - PG280 - PG284 - EVX.
LGL 3A, 3D ②	PG272 - PG280 - PG284 - EVX - LGL.
For flights to destinations specified via airways ① UT-300, ② UN-502.	

DE GAULLE Departure EVX 3Z LGL 3Z 124.35 133.37		Apt E/lev 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.
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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.



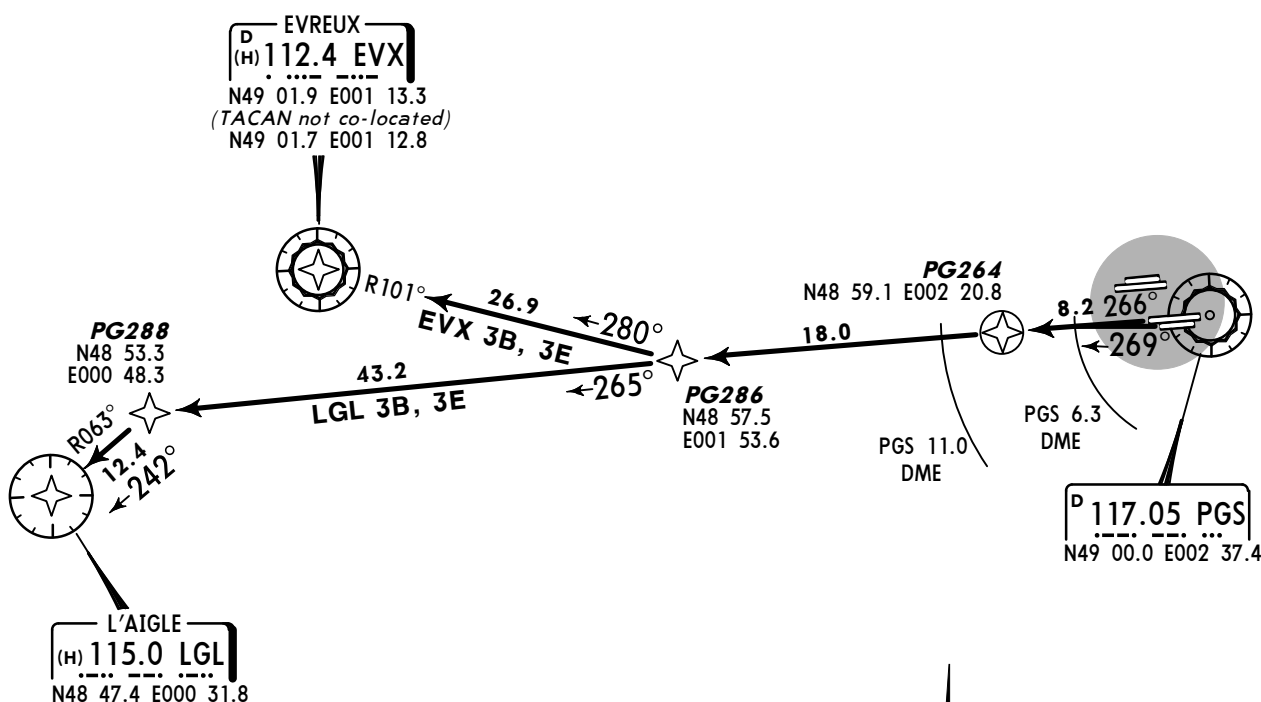
Initial climb clearance JET: **FL100 /PROP: 5000'**

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 ①	PG270 - PG290 - PON - EVX.
LGL 3Z ②	PG270 - PG290 - PON - EVX - LGL.
For flights to destinations specified via airways ① UT-300, ② UN-502.	

DE GAULLE Departure EVX 3B, 3E LGL 3B, 3E 124.35 133.37	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.
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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 ①	PG264 - PG286 - EVX.
LGL 3B, 3E ②	PG264 - PG286 - PG288 - LGL.
For flights to destinations specified via airways ① UT-300, ② UN-502.	

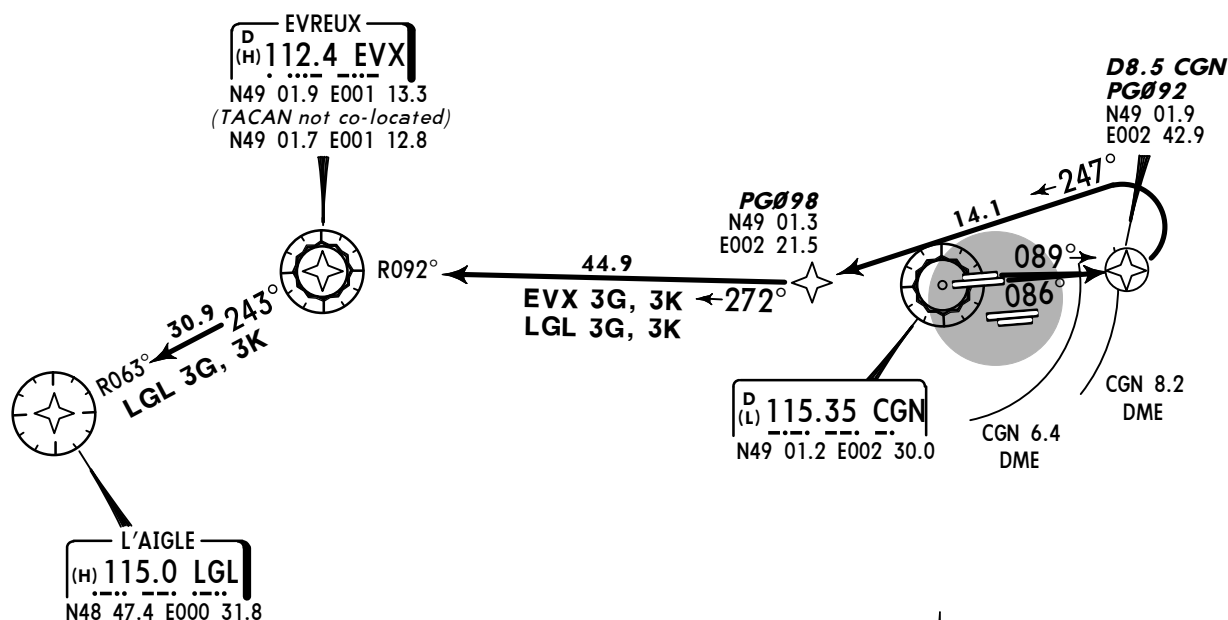
DE GAULLE
Departure
EVX 3G, 3K | LGL 3G, 3K
124.35 | 133.37Apt Elev
392'

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.

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.

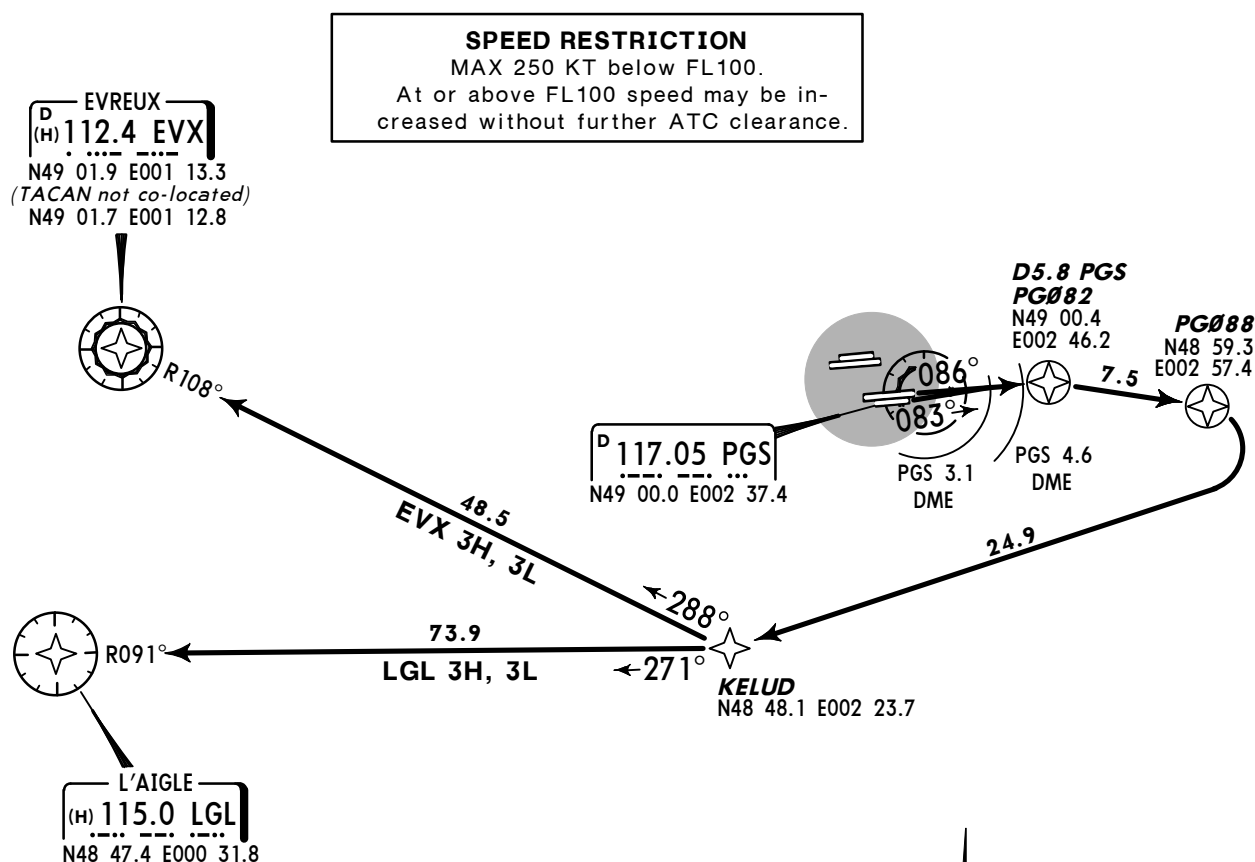
Initial climb clearance JET: **FL100** /PROP: **5000'**

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 ①	PG092 - PG098 - EVX.
LGL 3G, 3K ②	PG092 - PG098 - EVX - LGL.
For flights to destinations specified via airways ① UT-300, ② UN-502.	

DE GAULLE Departure EVX 3H, 3L LGL 3H, 3L 124.35 133.37	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.
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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.

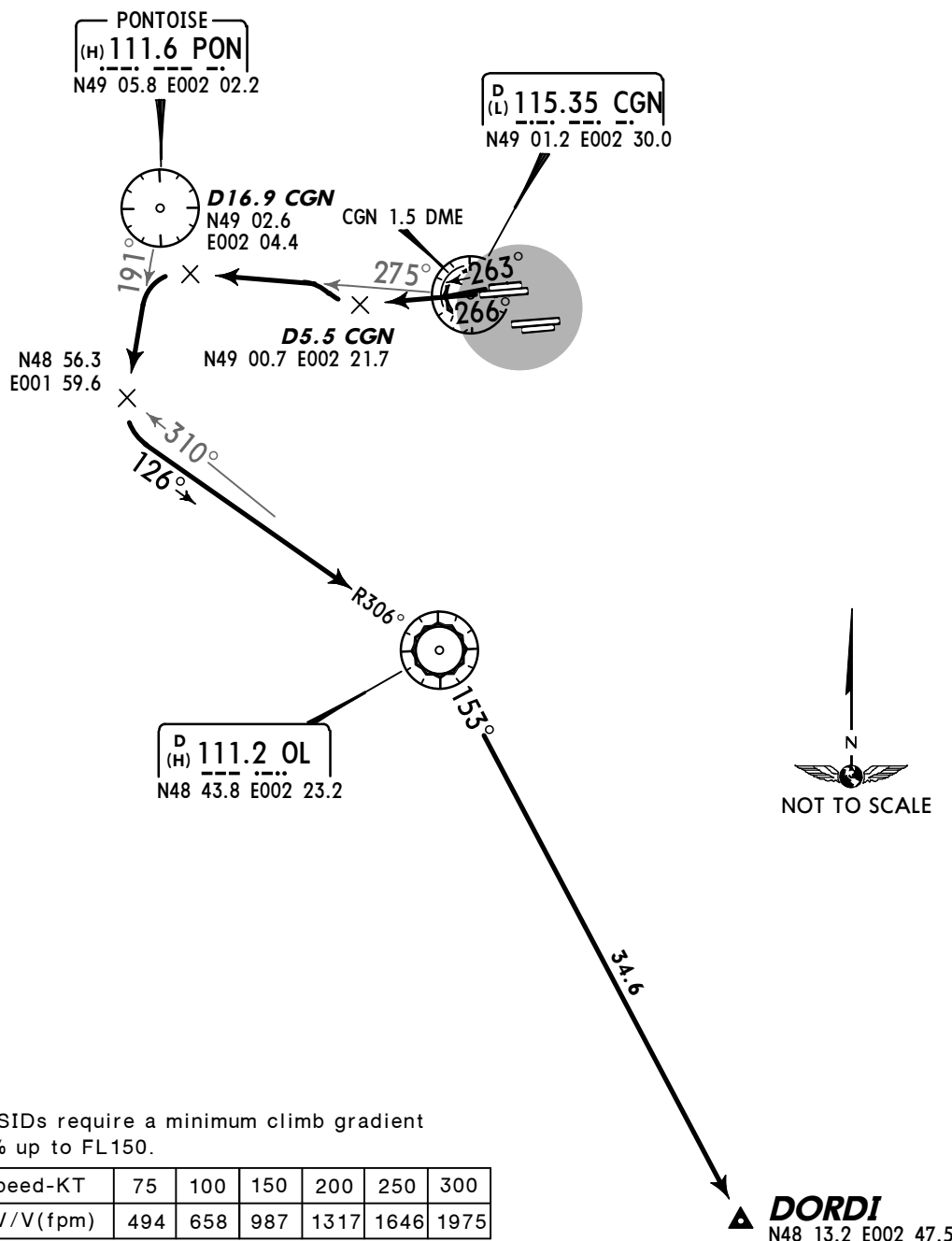
RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. RNAV: PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). RNAV: PG082.
SID	ROUTING
EVX 3H, 3L ①	PG082 - PG088 - KELUD - EVX.
LGL 3H, 3L ②	PG082 - PG088 - KELUD - LGL.
For flights to destinations specified via airways ① UT-300, ② UN-502.	

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.

DE GAULLE
Departure
133.37Apt Elev
392'

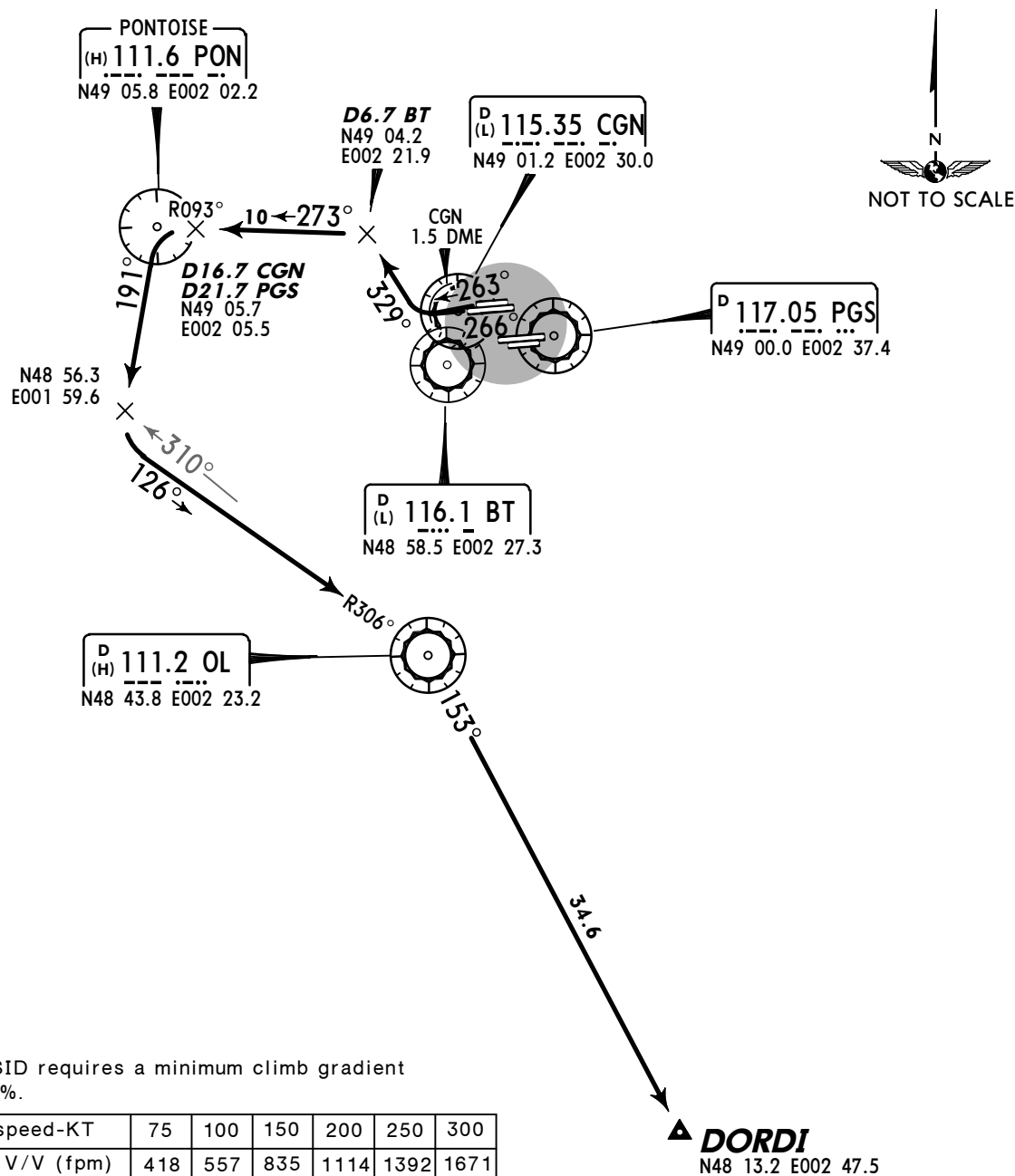
Trans level: By ATC Trans alt: 5000'

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'**

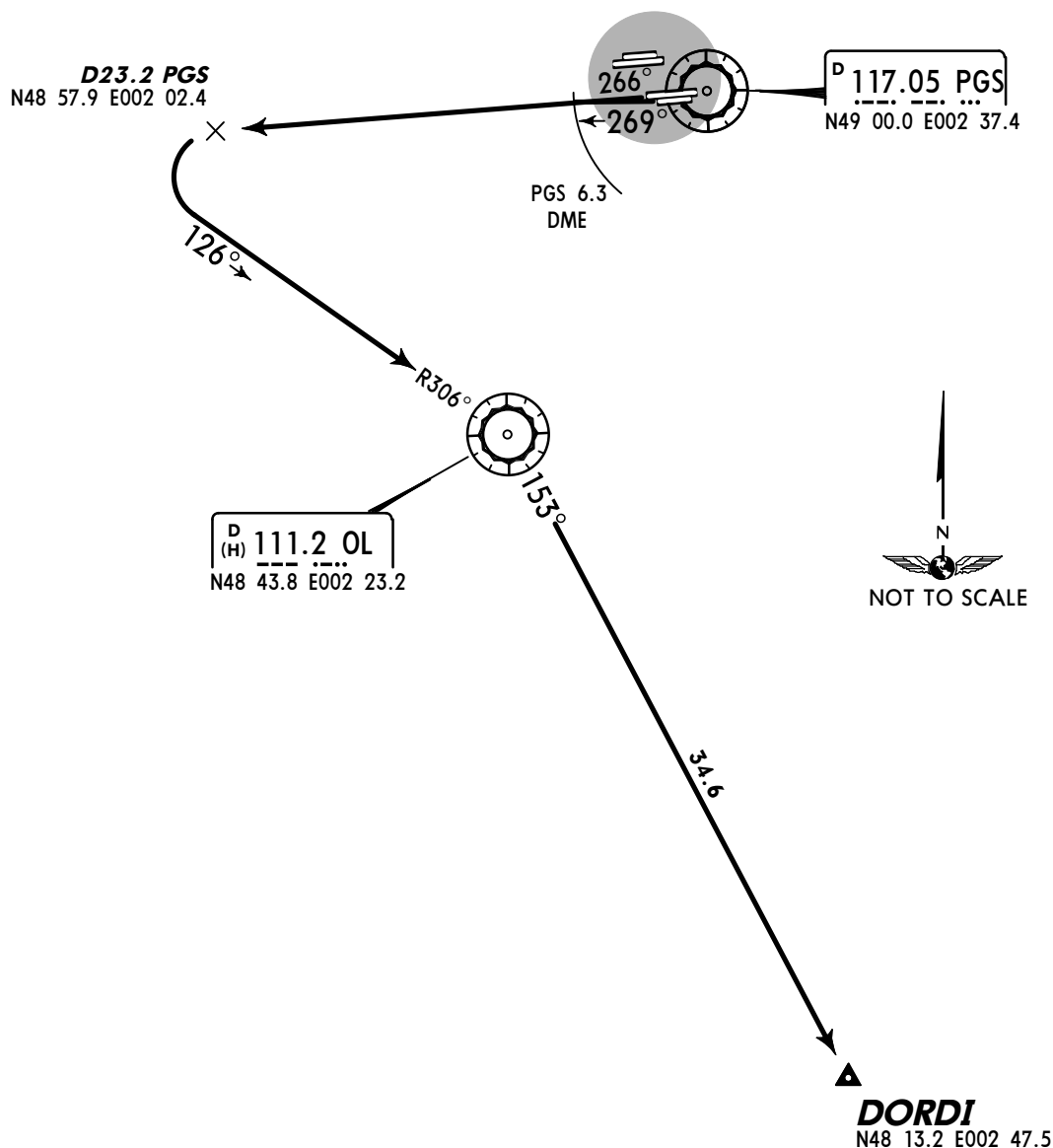
RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, OL R-153 to DORDI.
27R	263° track, at CGN 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.

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.

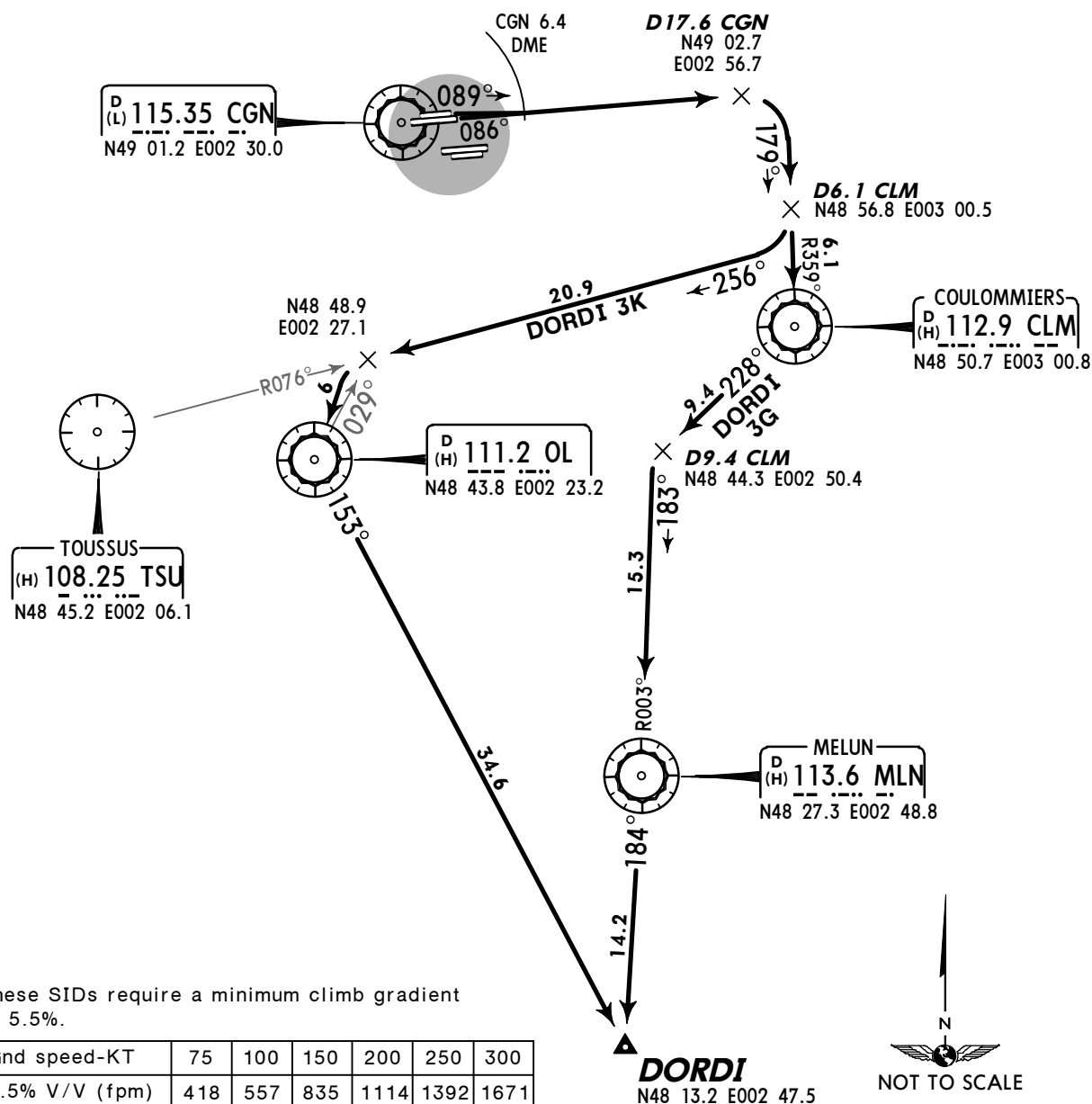
RWY	INITIAL CLIMB/ROUTING
26L	269° track, at PGS 6.3 DME intercept PGS R-266 (do not overshoot to north) to D23.2 PGS, turn LEFT, intercept OL R-306 inbound to OL, OL R-153 to DORDI.
26R	Intercept PGS R-266 to D23.2 PGS, turn LEFT, intercept OL R-306 inbound to OL, OL R-153 to DORDI.

DE GAULLE
Departure
133.37Apt 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

**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.

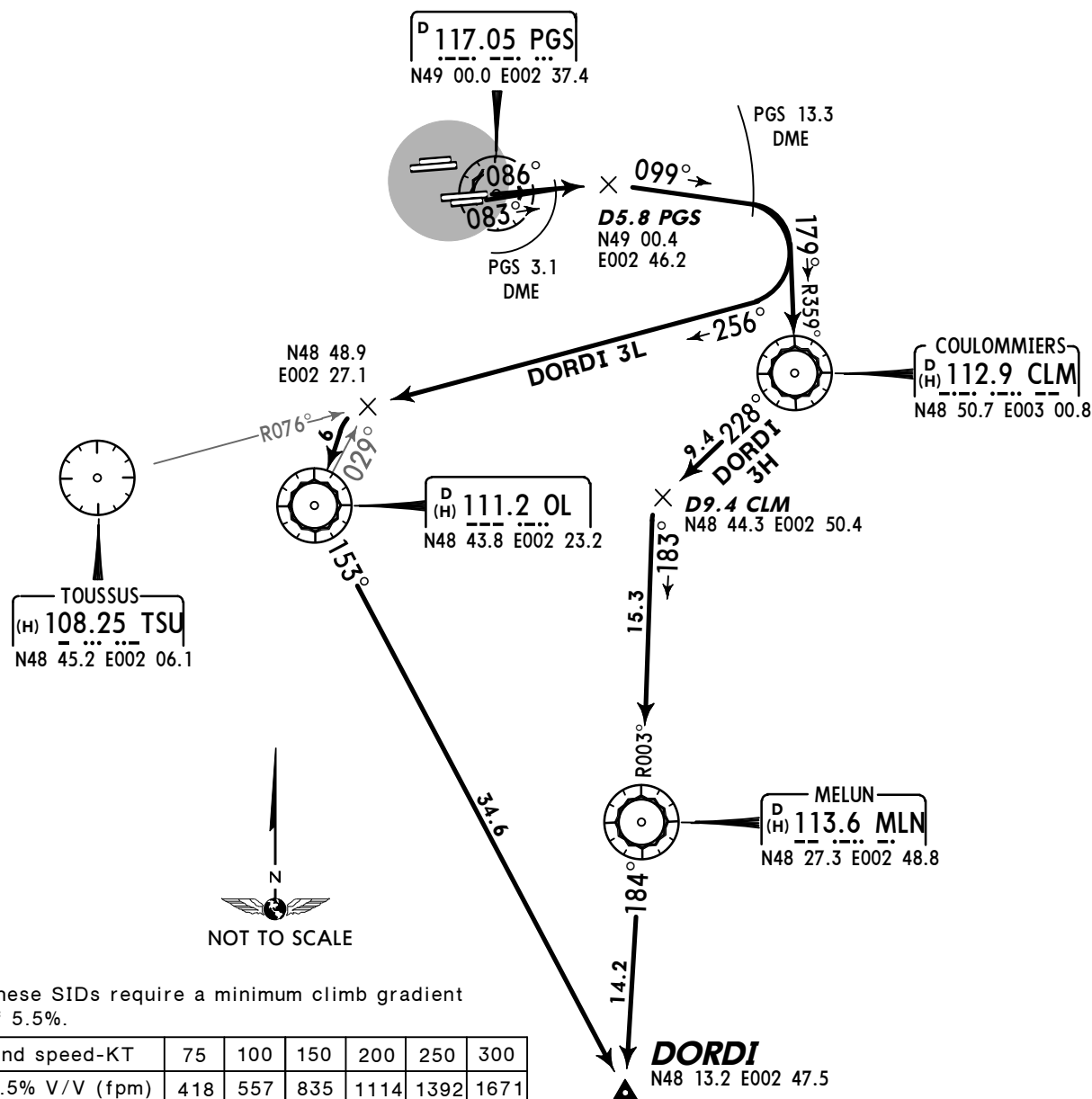
RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME intercept CGN R-086 (do not overshoot to south) to D17.6 CGN.
09R	Intercept CGN R-086 to D17.6 CGN.
SID	ROUTING
DORDI 3G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-228 to D9.4 CLM, turn LEFT, intercept MLN R-003 inbound to MLN, 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.

DE GAULLE
Departure
133.37Apt 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



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.

DE GAULLE
Departure
133.37

Apt Elev
392'

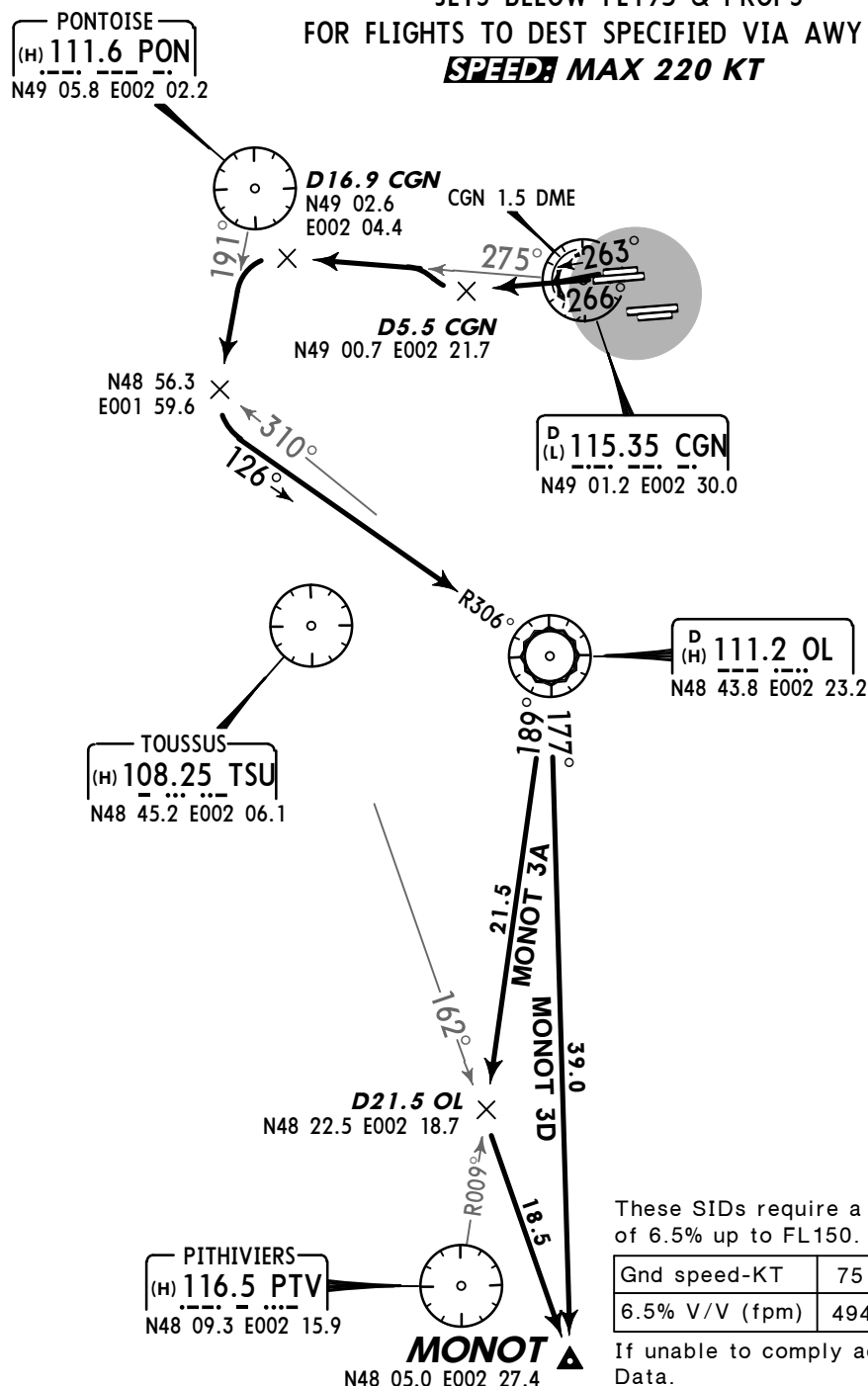
Trans level: By ATC Trans alt: 5000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

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.

DE GAULLE
Departure
133.37

Apt Elev
392'

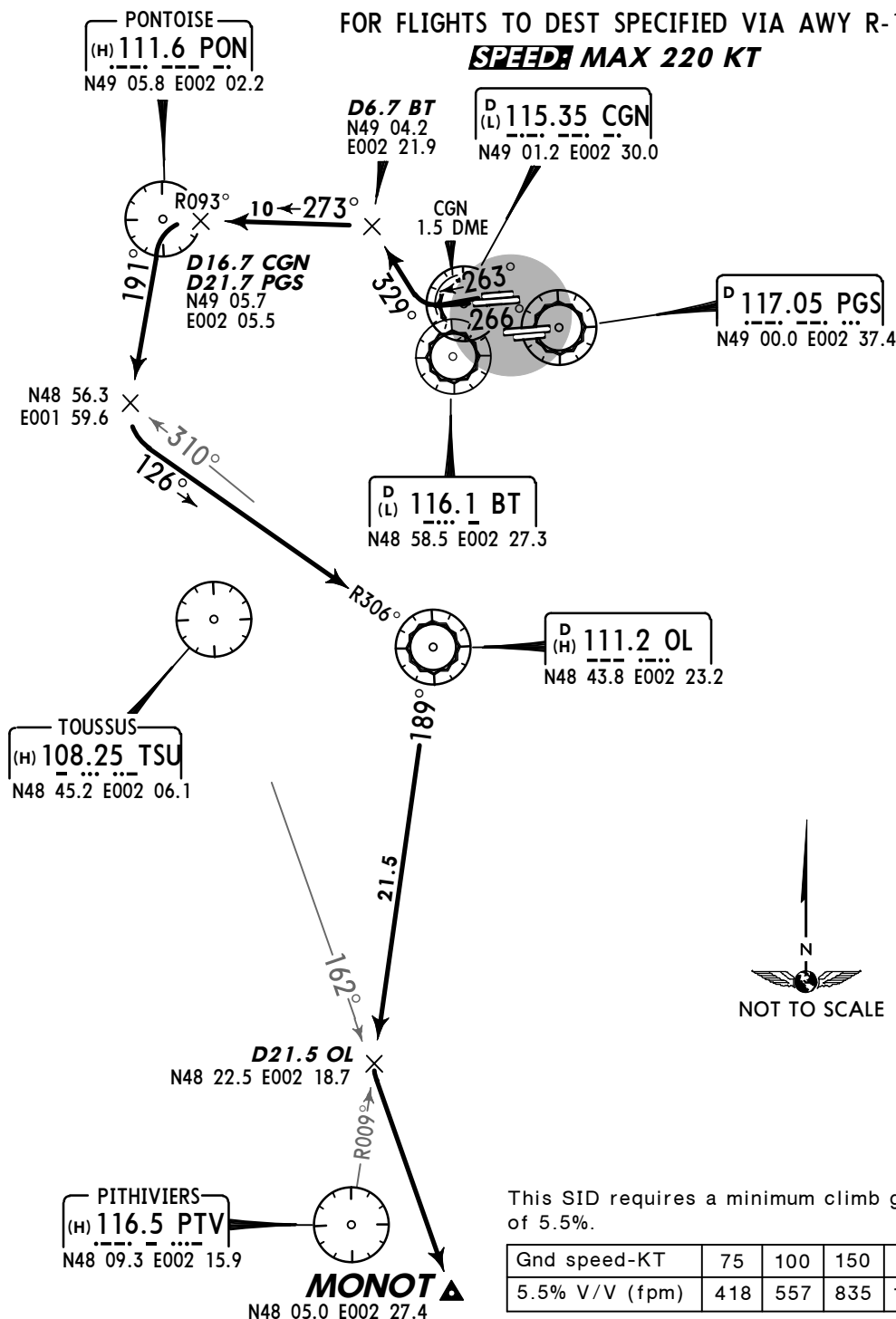
Trans level: By ATC Trans alt: 5000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

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.

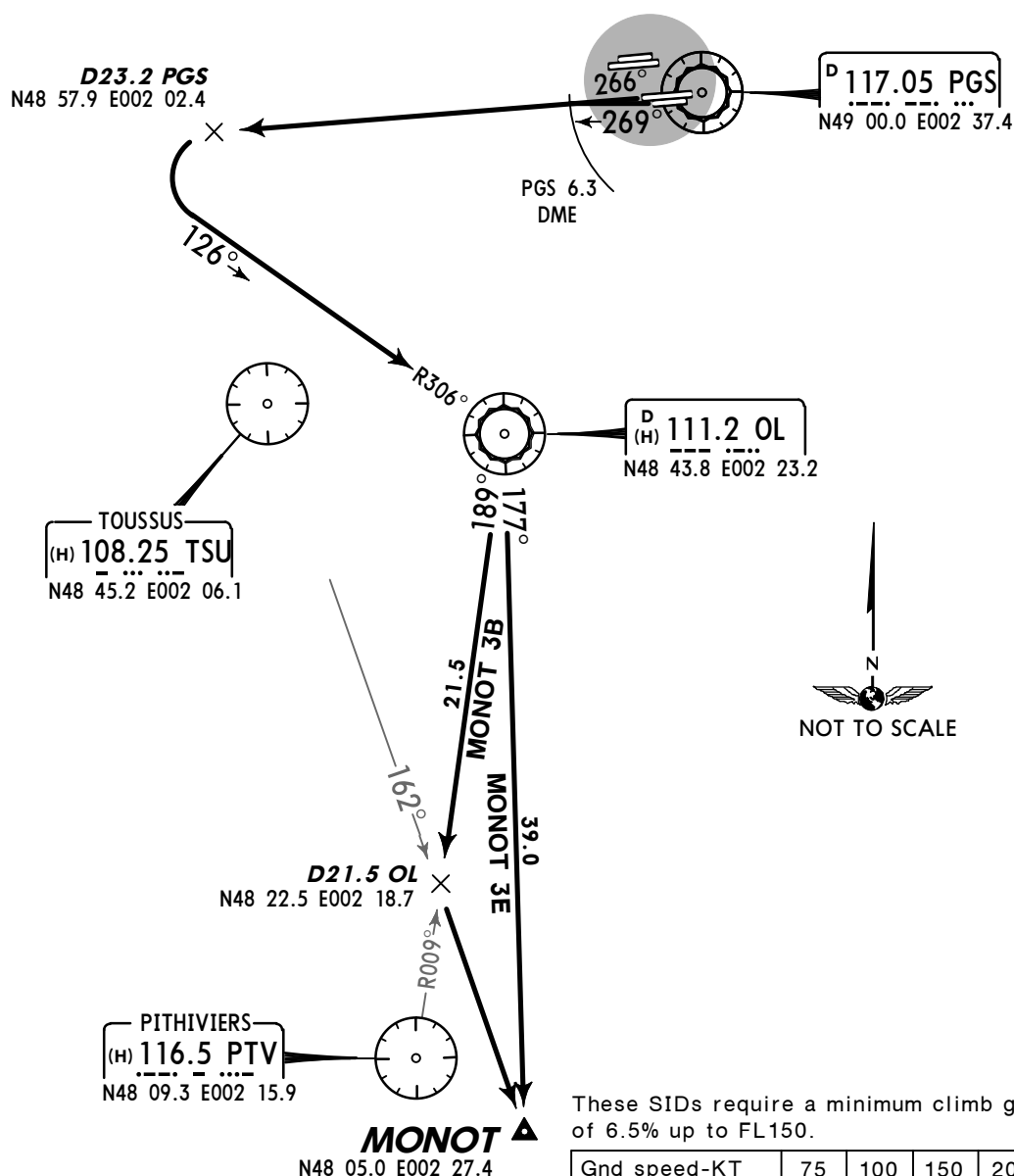
27R

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.

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.

SPEED: MAX 220 KT



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.

DE GAULLE
Departure
133.37Apt Elev
392'

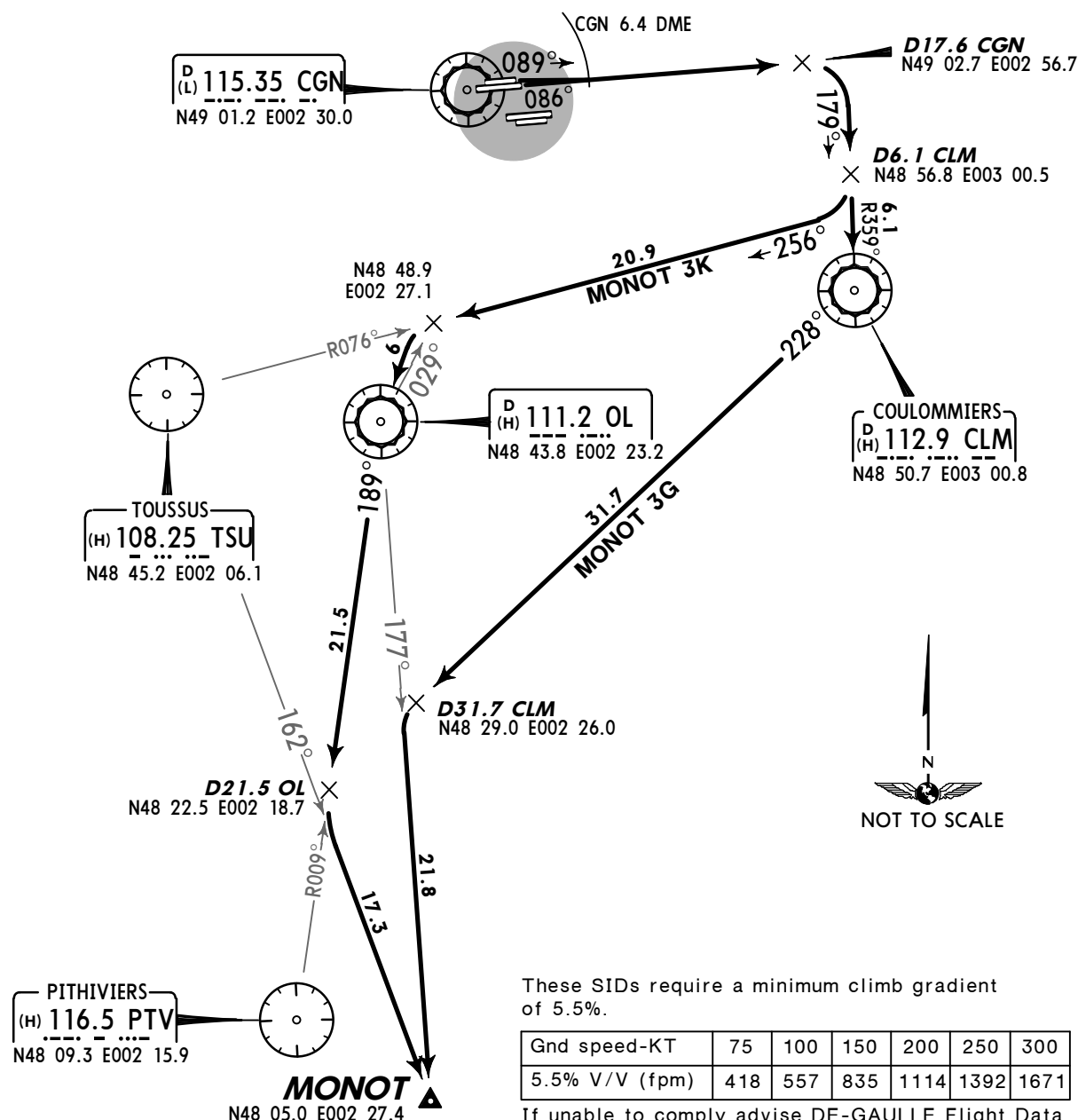
Trans level: By ATC Trans alt: 5000'

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**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.

DE GAULLE
Departure
133.37Apt Elev
392'

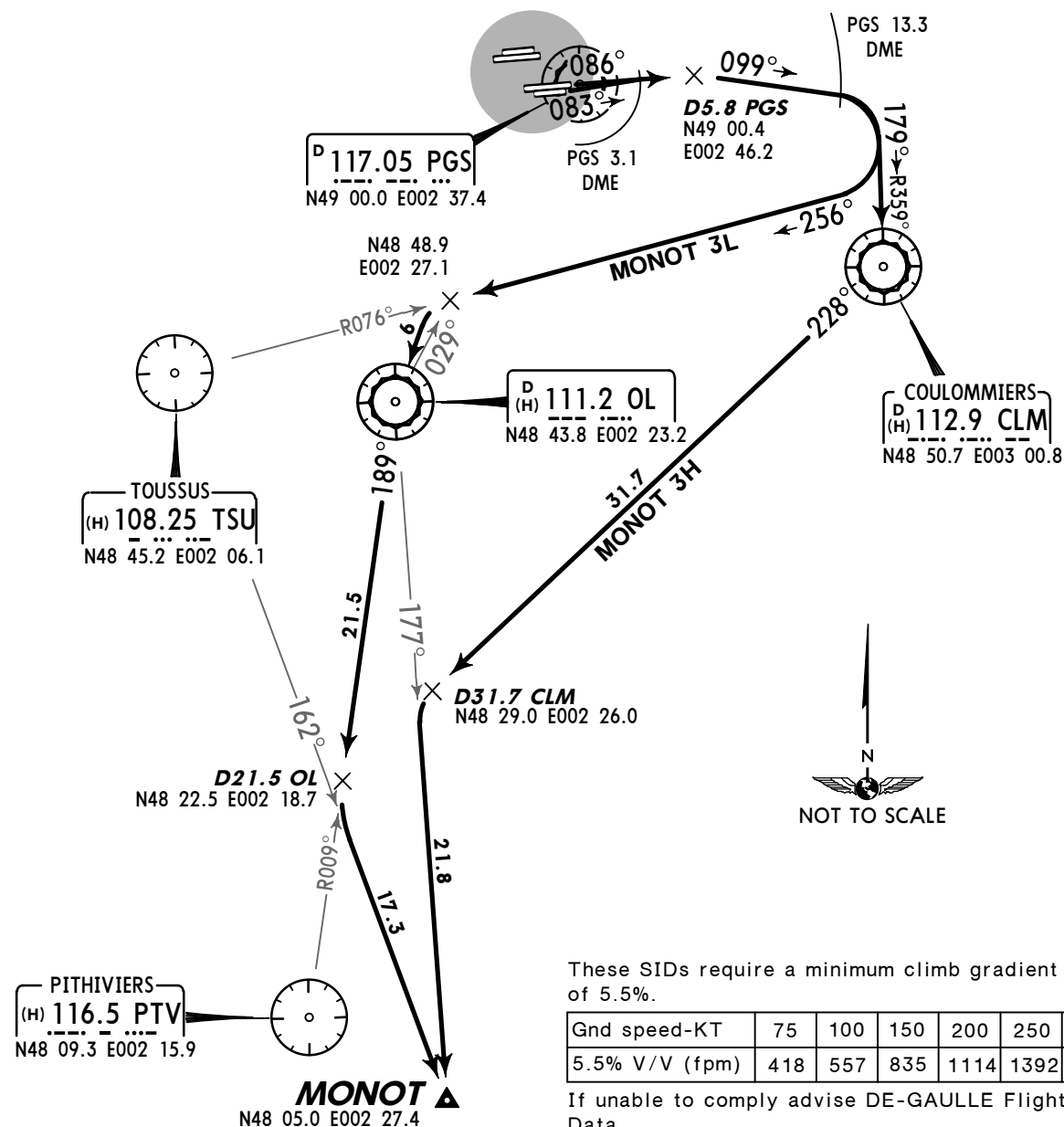
Trans level: By ATC Trans alt: 5000'

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**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.

DE GAULLE
Departure
133.37Apt Elev
392'

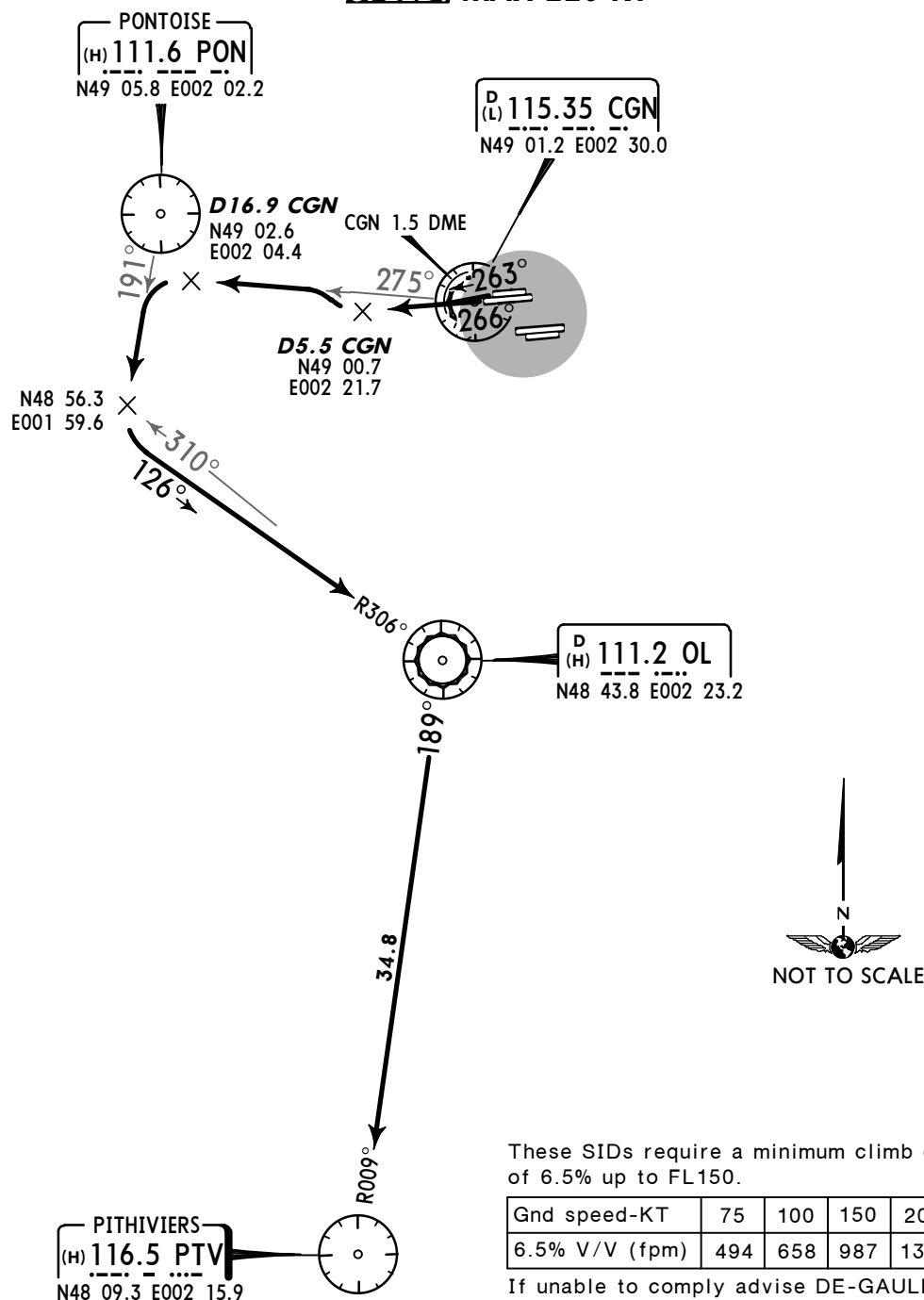
Trans level: By ATC Trans alt: 5000'

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 KTInitial 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

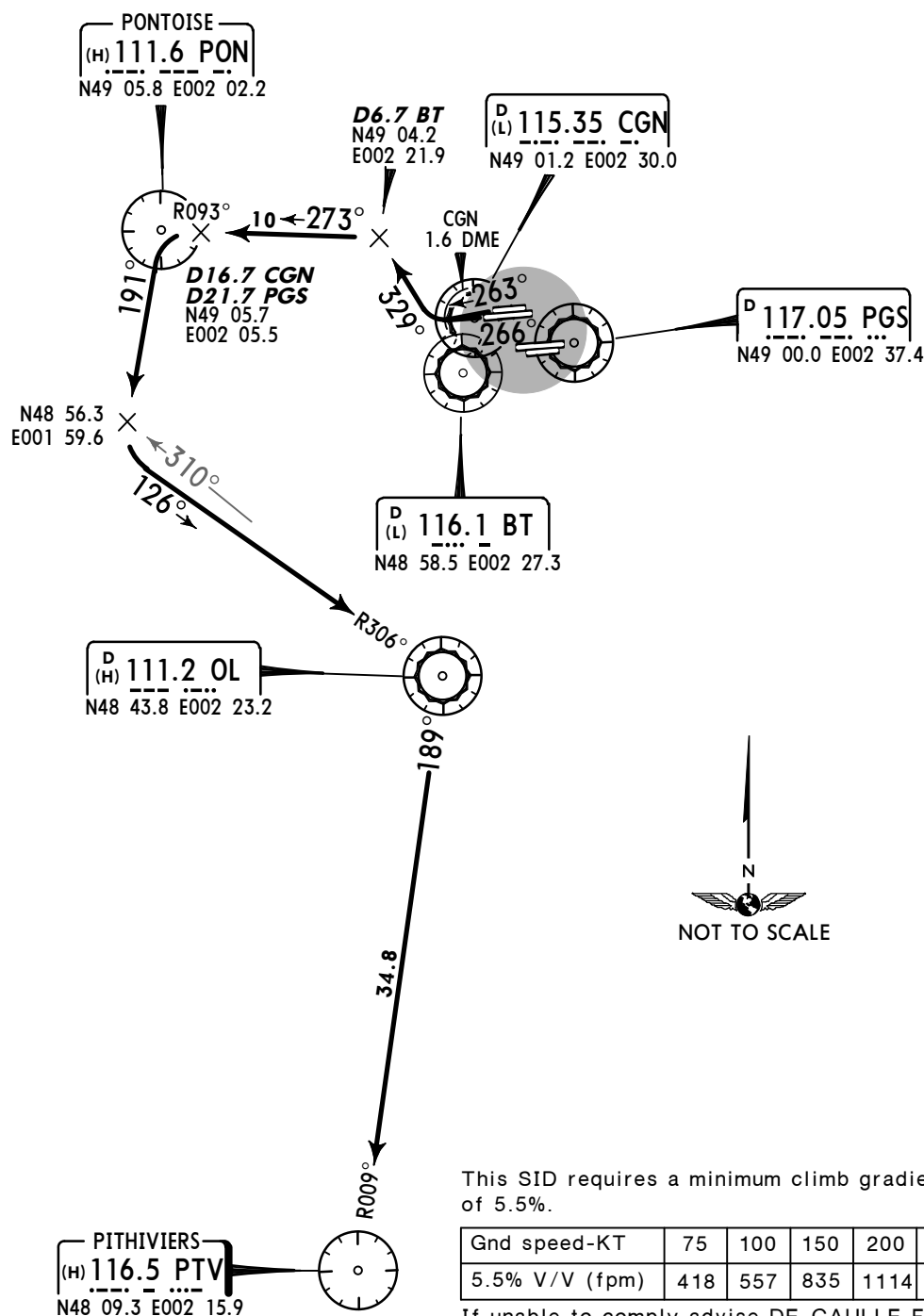
263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south) to D5.5 CGN, turn RIGHT, intercept CGN R-275 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to PTV.

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



Initial climb clearance **3000'**

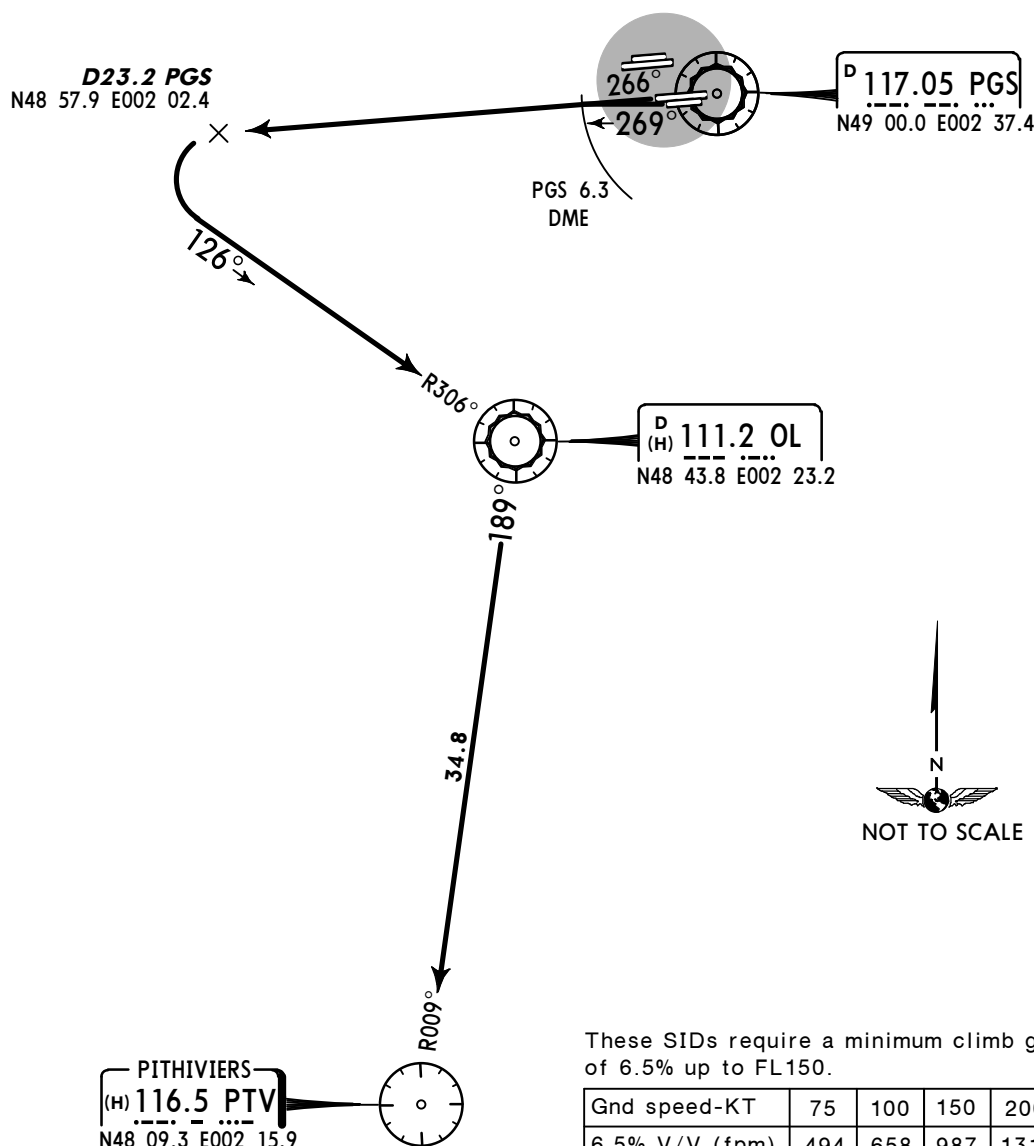
RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D6.7 BT, intercept PON R-093 inbound to D16.7 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to PTV.
27R	263° 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.

DE GAULLE
Departure
133.37Apt 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.

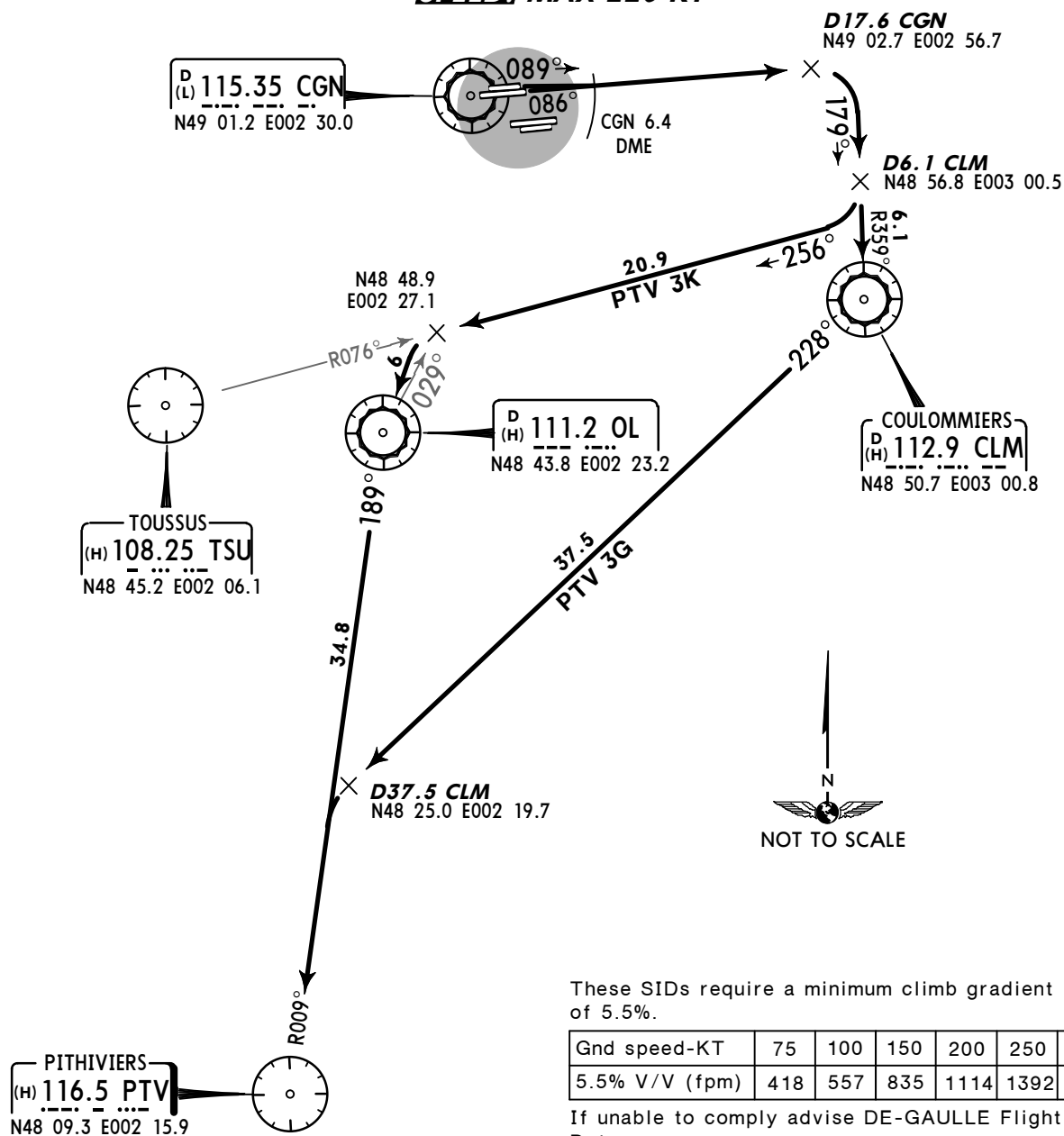
DE GAULLE
Departure
133.37

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



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.

DE GAULLE
Departure
133.37Apt Elev
392'

Trans level: By ATC Trans alt: 5000'

1. SIDs are also minimum noise routings (refer to 20-4).

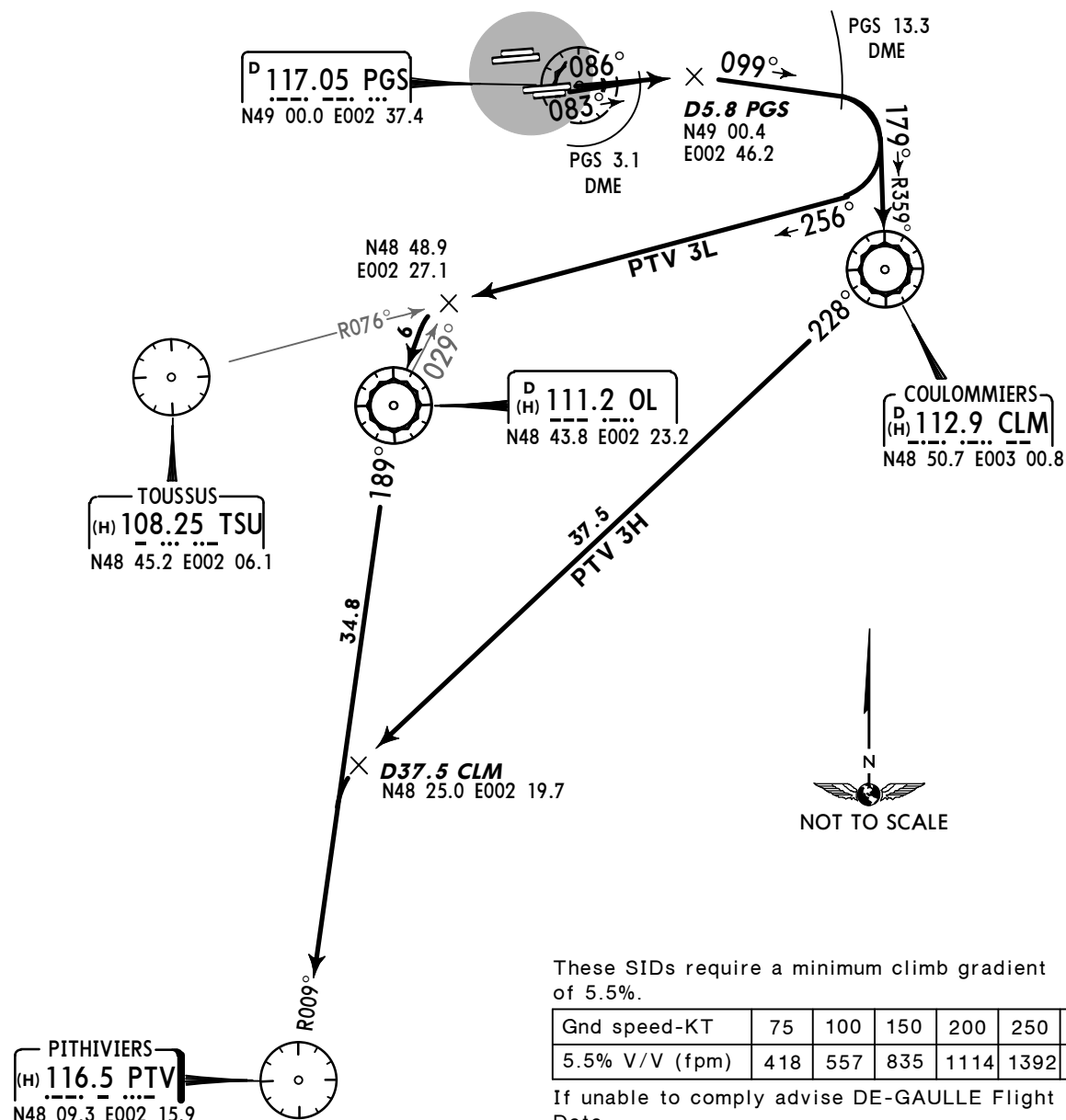
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

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 KTInitial 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.

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

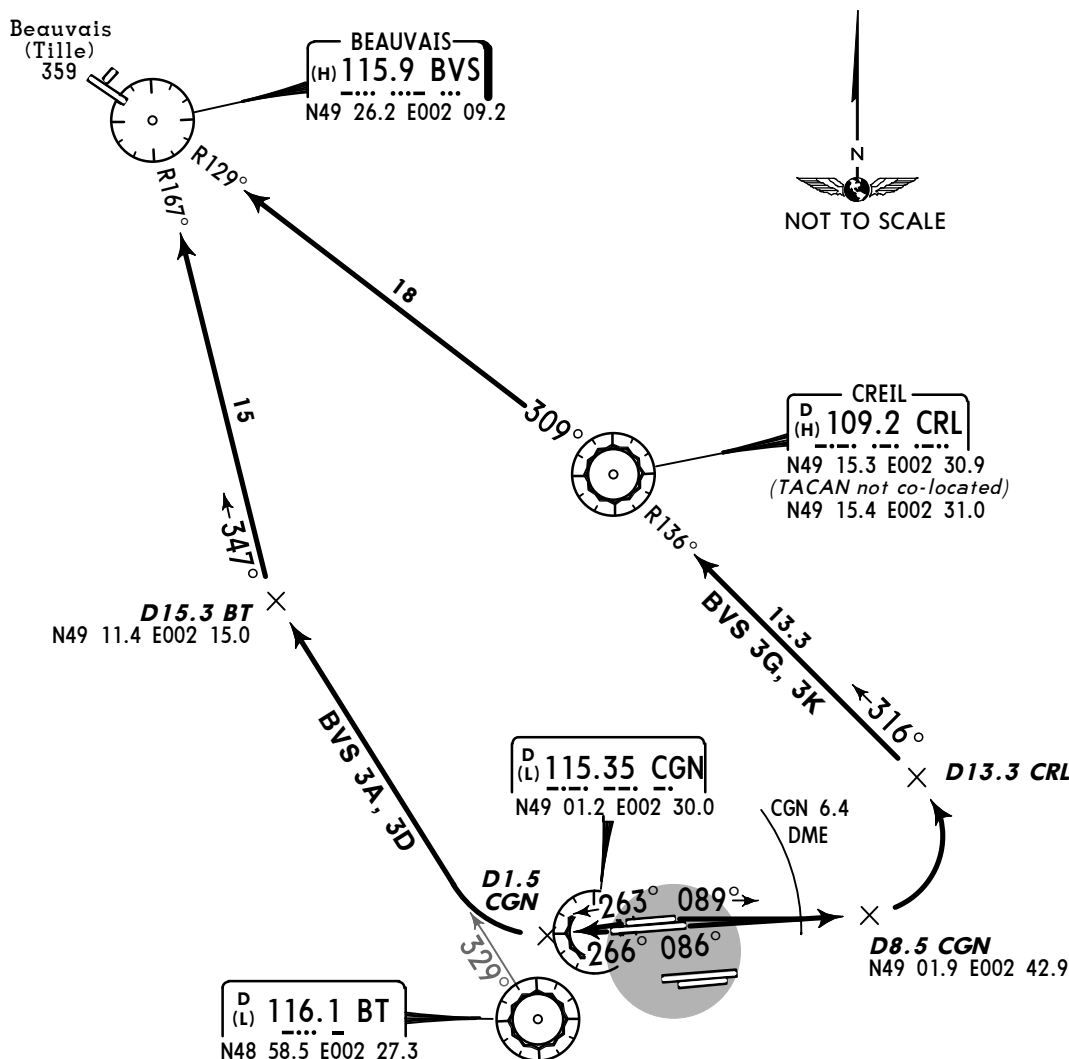
EASTERLY OPERATIONS AT LFPG & LFPO

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%.

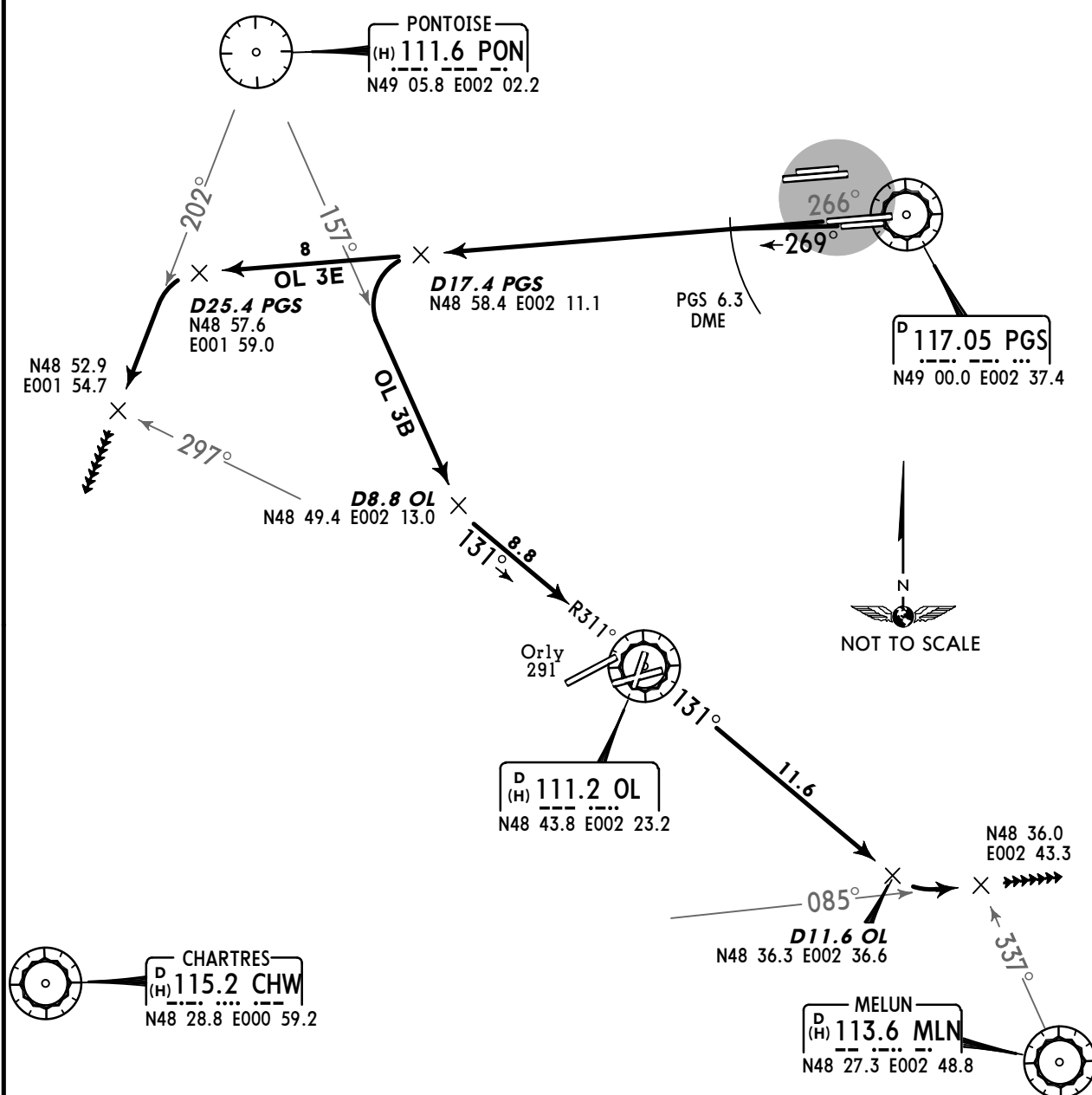
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise DE-GAULLE Flight Data.

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.

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

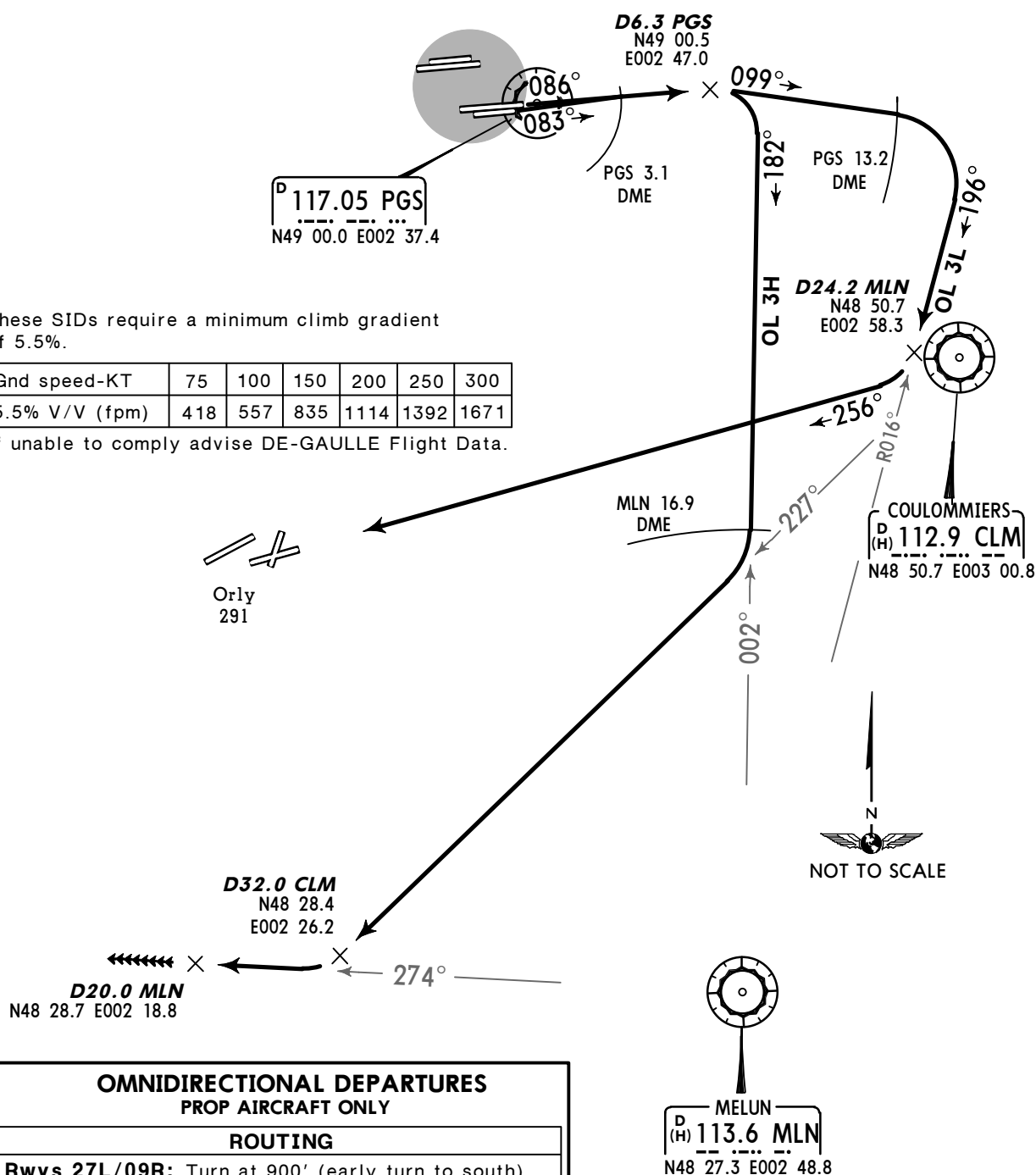
OL 3L
EASTERLY OPERATIONS AT LPFG & WESTERLY OPERATIONS AT LFPO

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).

NOISE ABATEMENT

Vertical limits of environment protection airspace:
the lower limit is defined by a climb gradient of 5.5% from runway end; the upper limit is FL60.

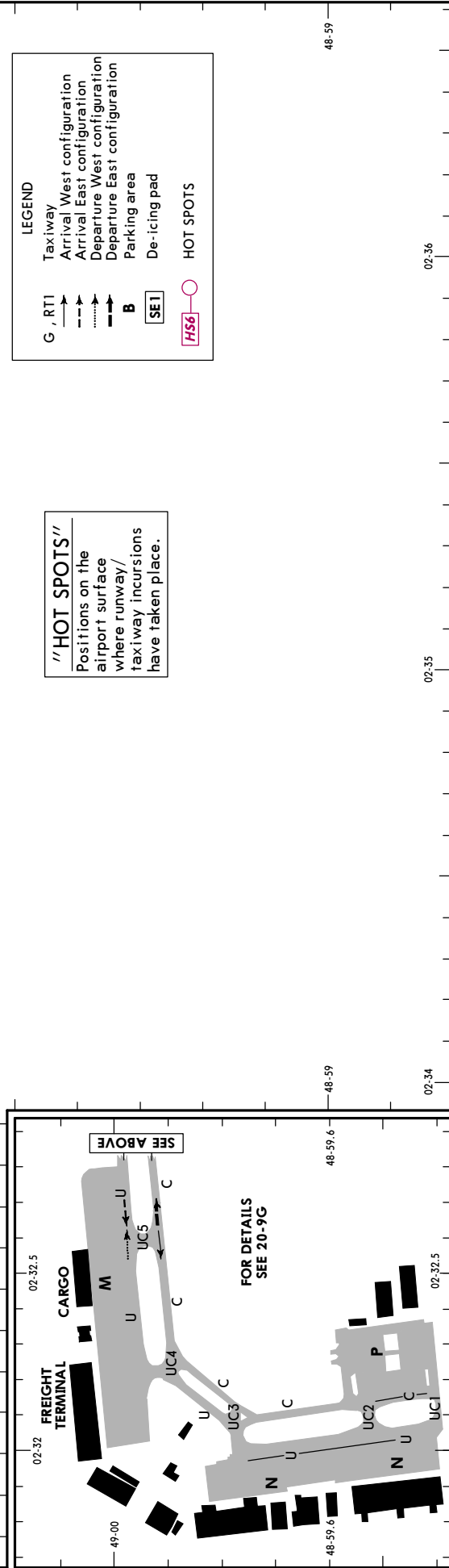
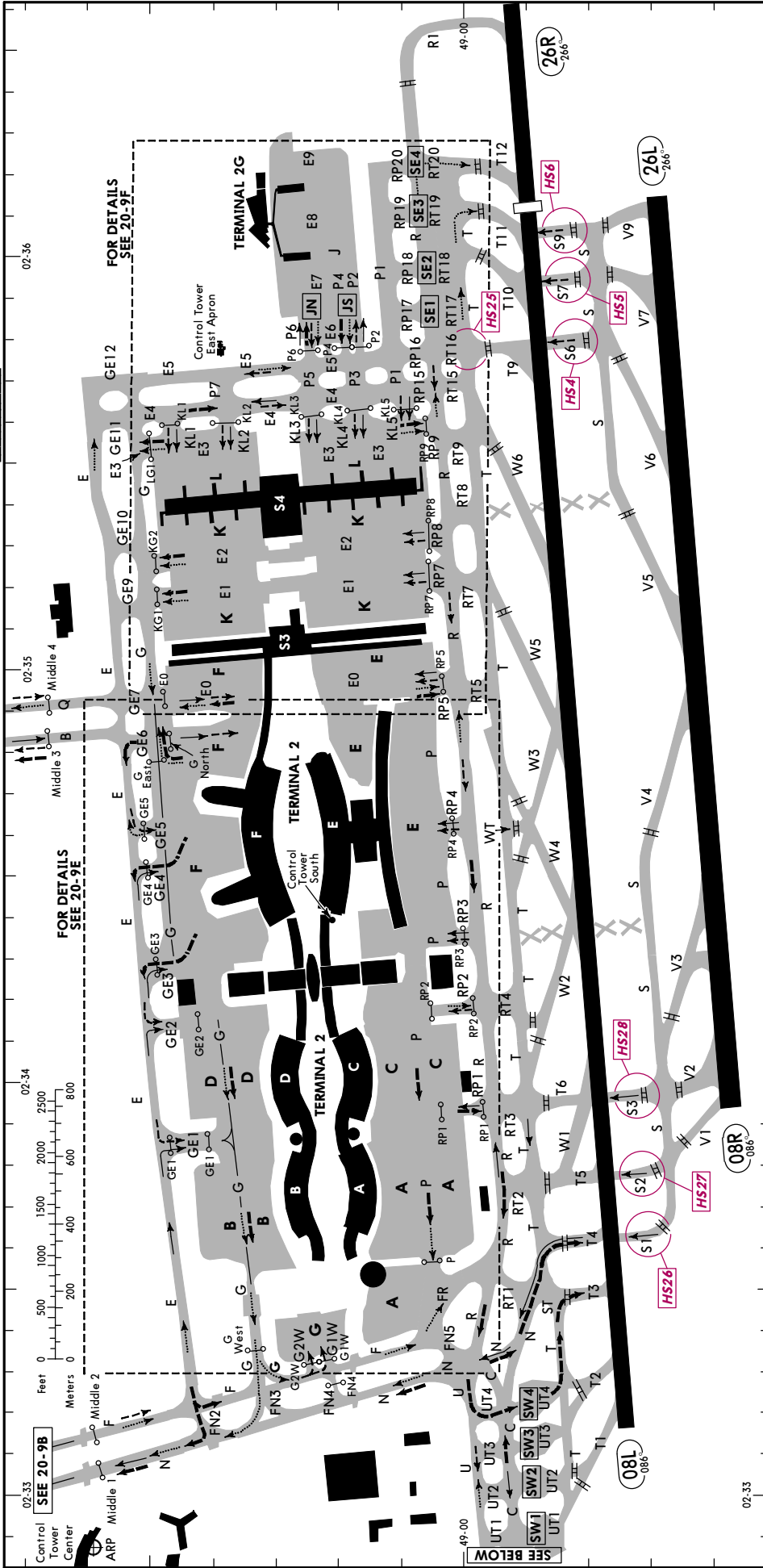
Noise monitoring point

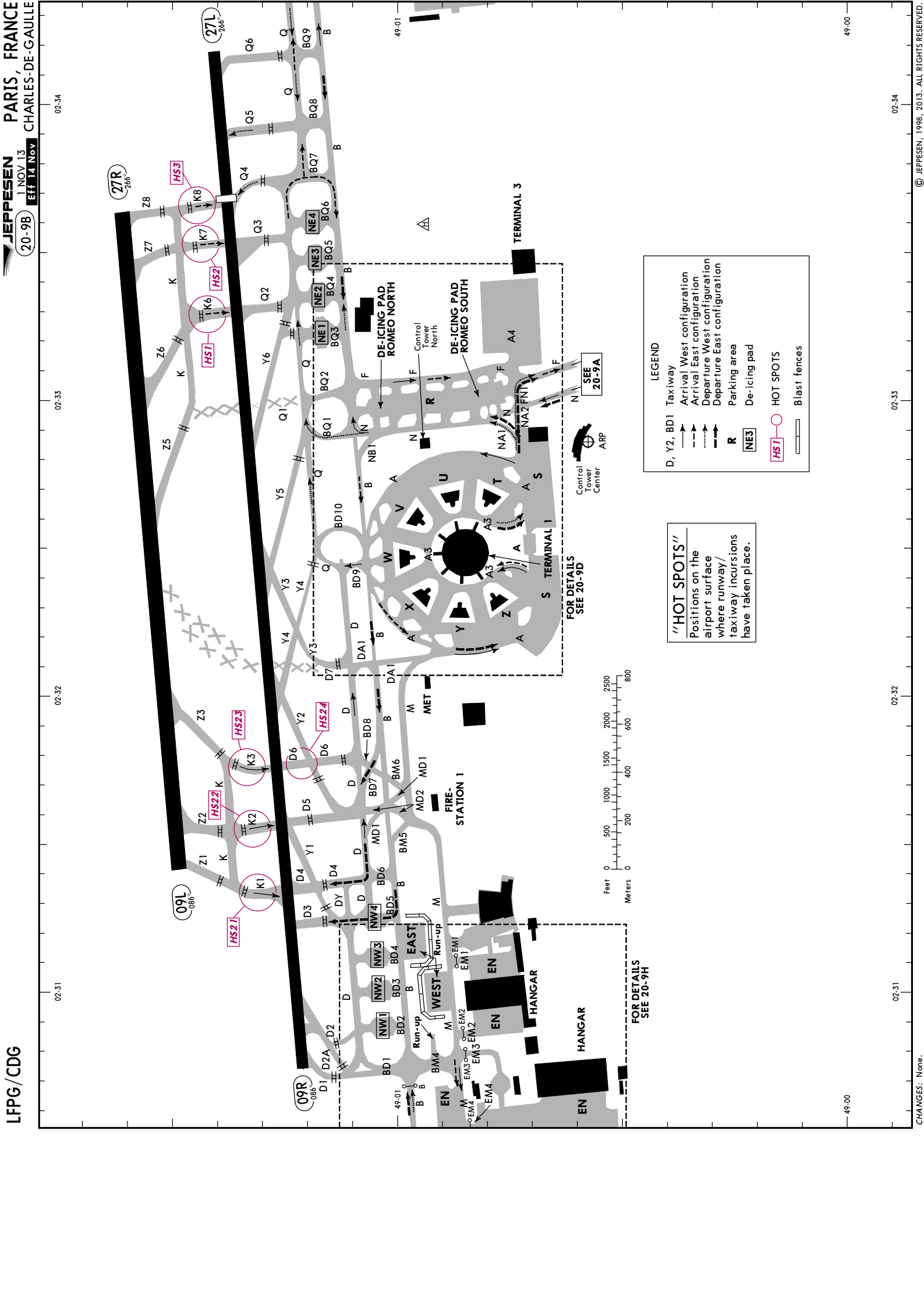
Environment protection airspace

For AIRPORT BRIEFING refer to 20-1P pages

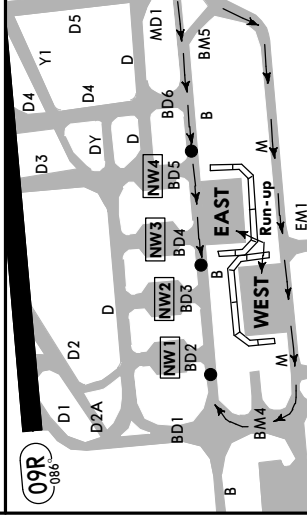
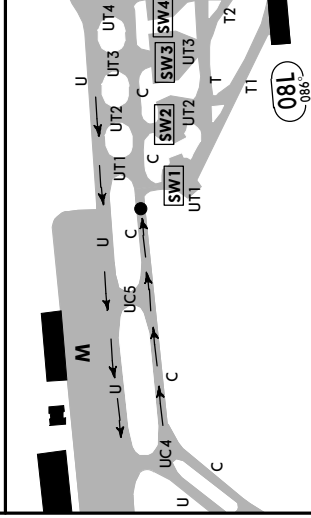
NOISE MONITORING POINT/NAME/LOCATION	NOISE MONITORING POINT/NAME/LOCATION
Goussainville	N49 00.8 E002 27.9
Gonesse	N48 59.4 E002 26.4
Gonesse-Mairie	N48 59.2 E002 27.0
Louvres	N49 02.4 E002 30.1
Le Mesnil-Aubry	N49 03.1 E002 23.7
Compans	N48 59.8 E002 39.8
Villiers Le Bel	N49 00.9 E002 24.5
Deuil-La-Barre	N48 59.0 E002 19.8
Sarcelles	N48 59.3 E002 24.1
Juilly Centre	N49 01.2 E002 42.4
Juilly Saint-Mard	N49 01.9 E002 42.4
Vinantes	N49 00.3 E002 44.4
Nantouillet	N49 00.2 E002 42.3
Le Mesnil-Amelot	N49 01.3 E002 36.1

CHANGES: De-icing pads SW3 & SW4.



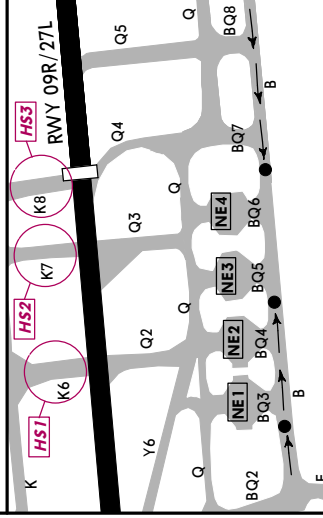


DE-ICING PROCEDURES

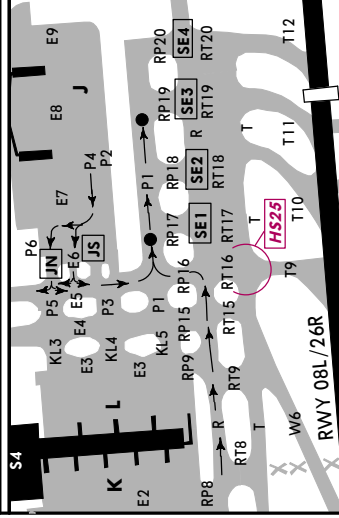
DE-ICING PADS
NW1 THRU NW4

**DE-ICING PADS
SW1 thru SW4**

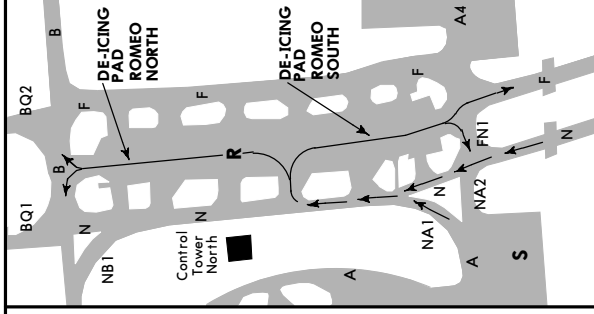
From 15 October to 15 May, subject to the activation of de-icing pads SW1, SW2, SW3 and SW4, two T between twys T1 and T3 is forbidden for Acft with wingspan of more than 102'31m except Control clearance.



**DE-ICING PADS
NE1 THRU NE4**



DE-ICING PADS
JN, JS & SE1 THRU SE4



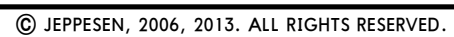
ROMEO NORTH

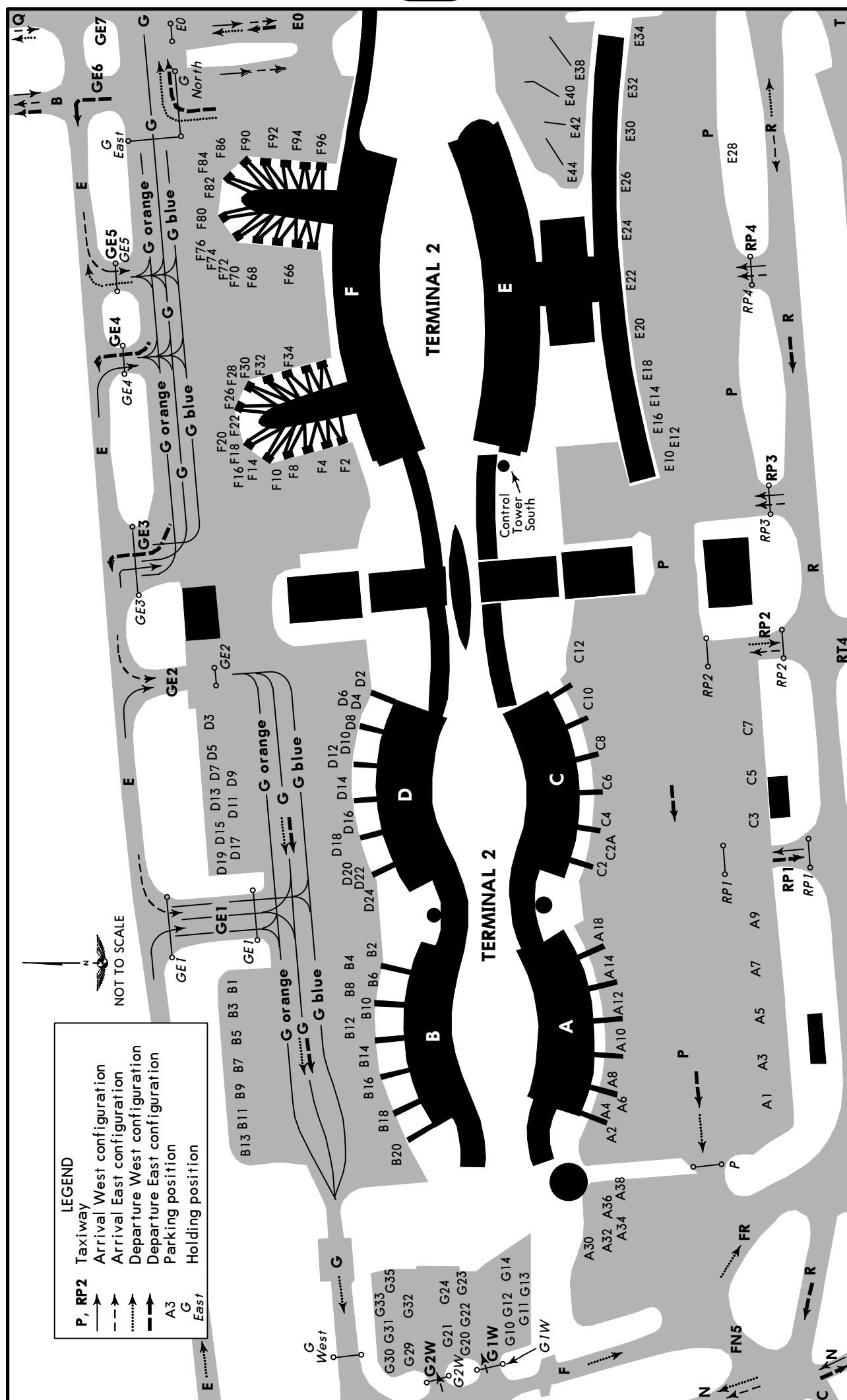
DE-ICING
PAD

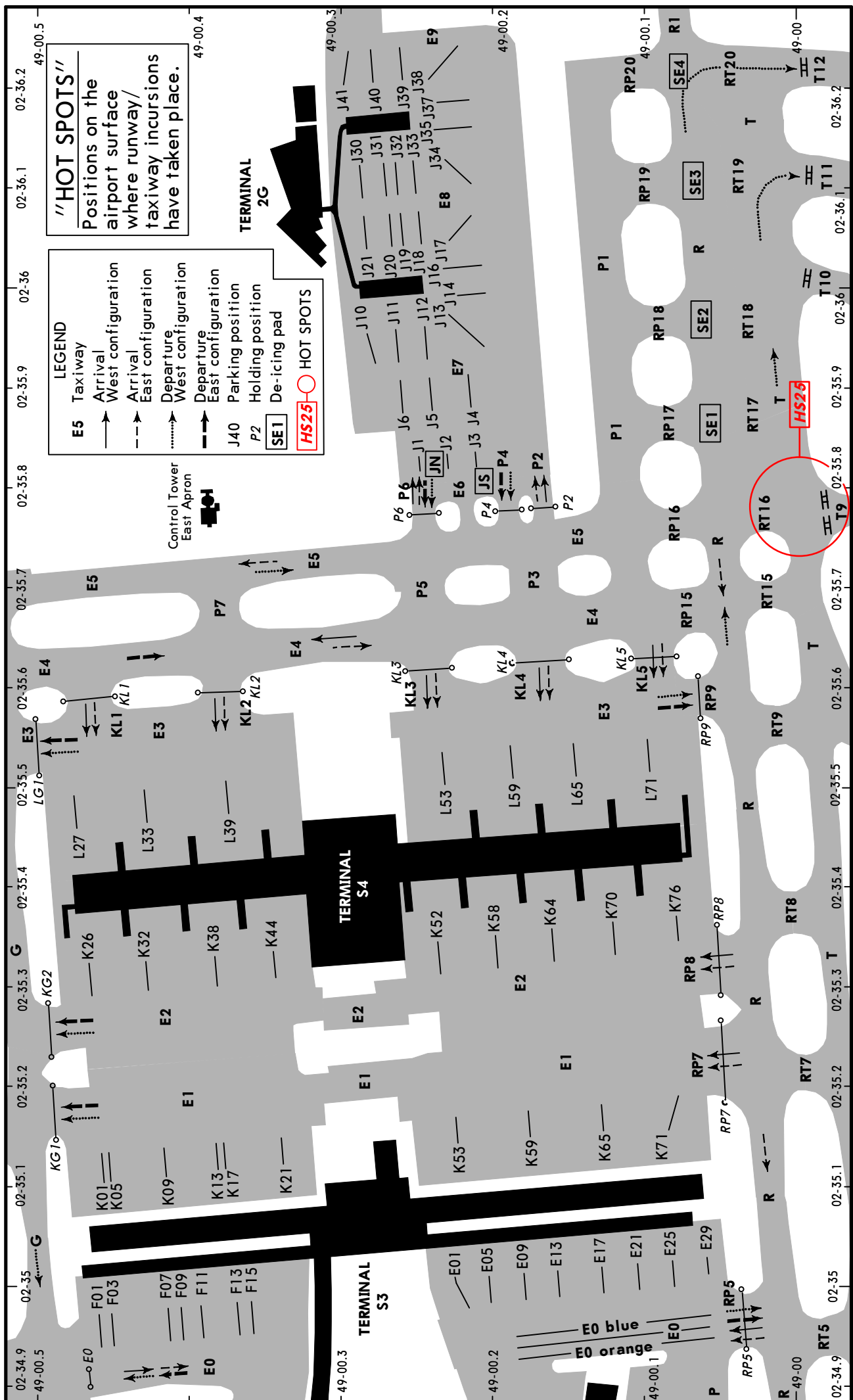
- LEGEND**
- | | |
|-----|--------------|
| C | Taxiway |
| → | One way |
| M | Parking area |
| SW1 | De-icing pad |
| ● | Stop point |
| ▬ | Blast fences |
| H52 | HOT SPOTS |

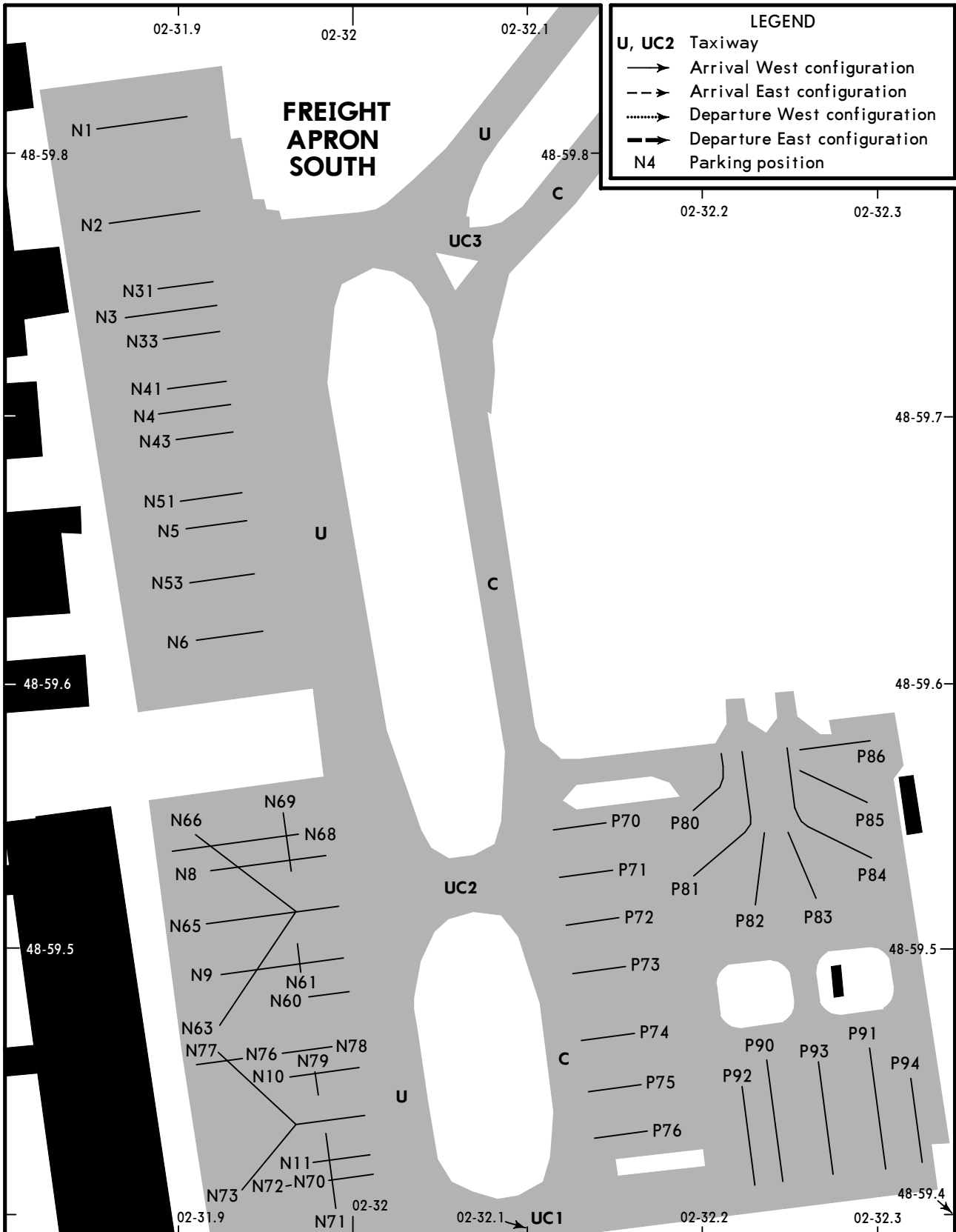
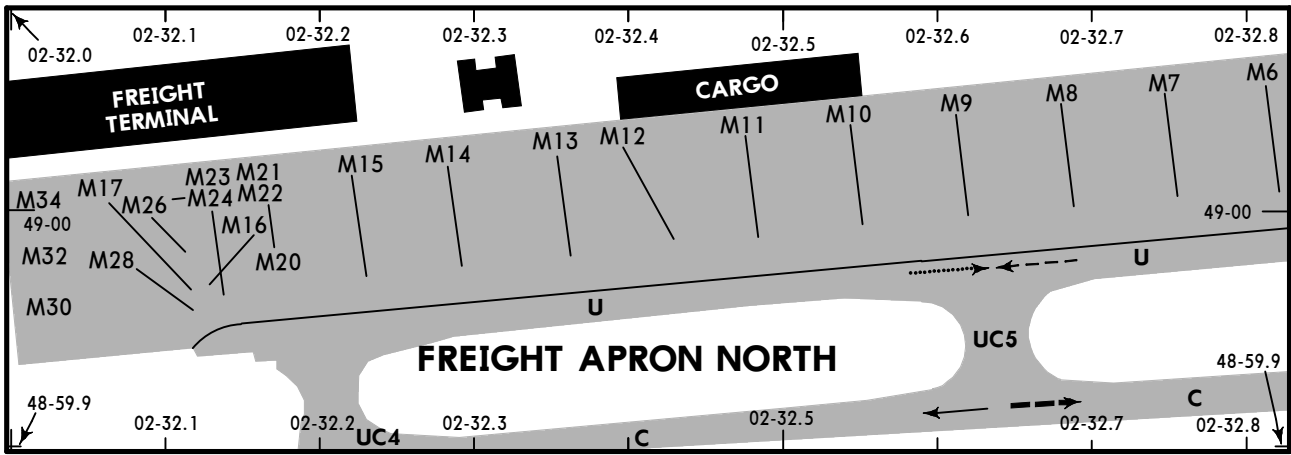
"HOT SPOTS"

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



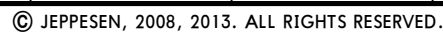


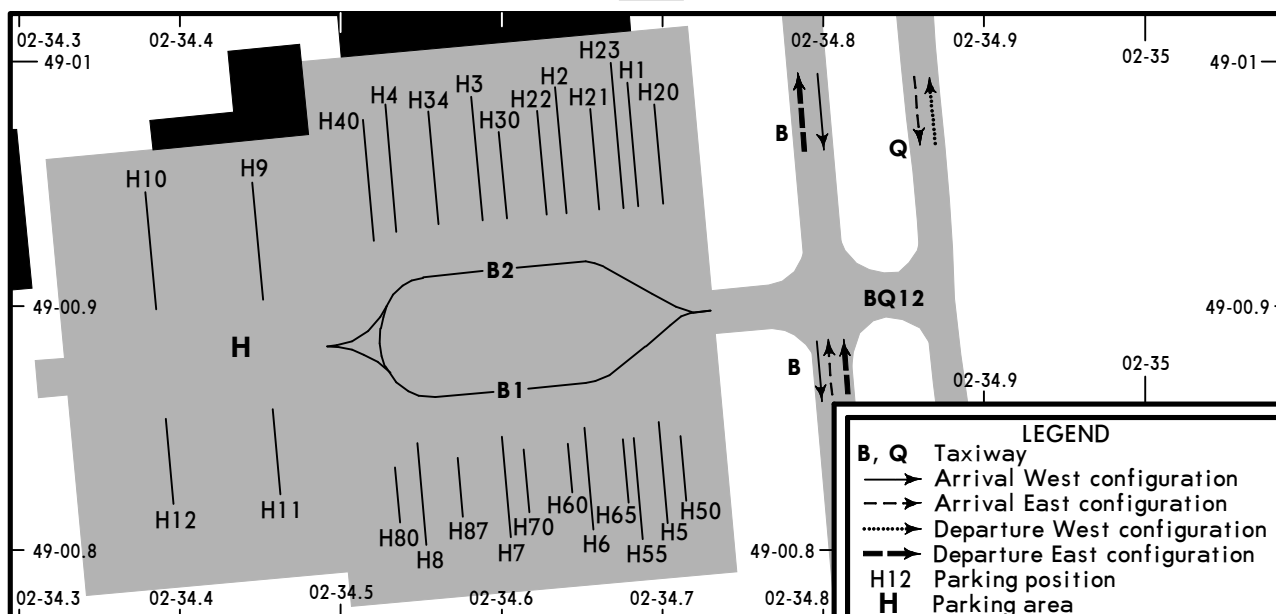




LEGEND

- U, UC2** Taxiway
- Arrival West configuration
- - -→ Arrival East configuration
-→ Departure West configuration
- - -→ Departure East configuration
- N4** Parking position



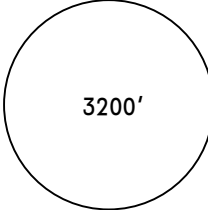


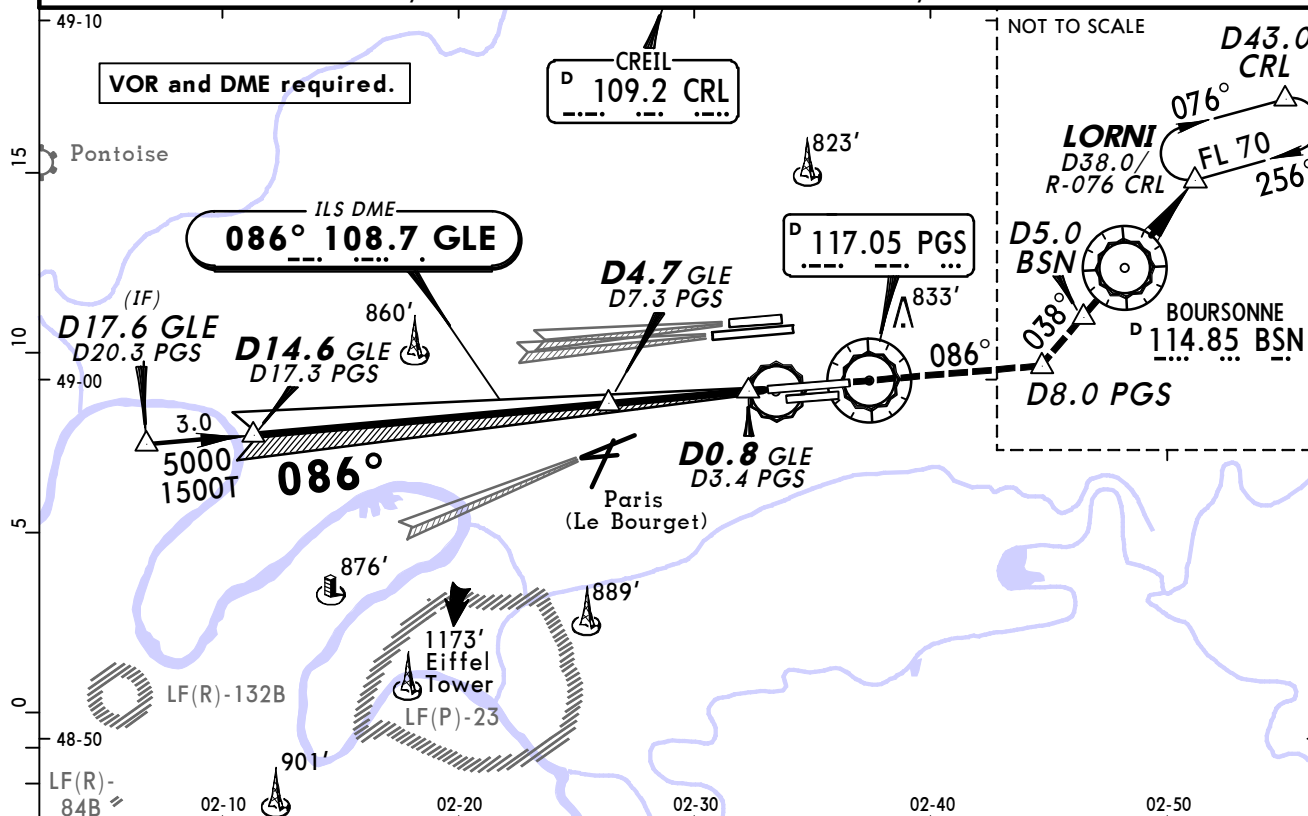
INS COORDINATES

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 00.2 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

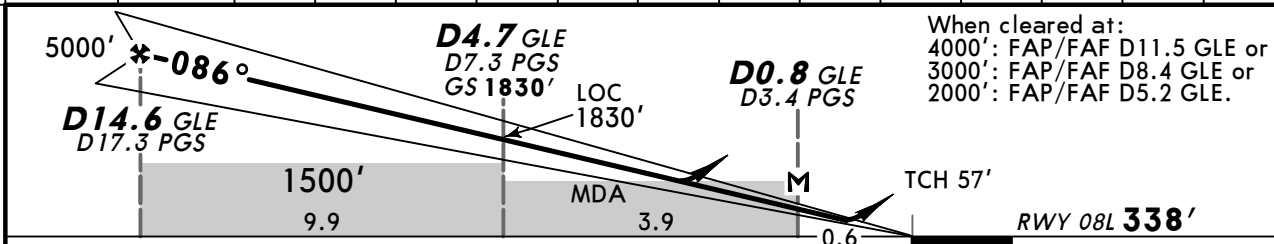
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
E14, E16	N49 00.1 E002 34.5	F22 thru F32	N49 00.4 E002 34.5
E17	N49 00.1 E002 35.1	F34	N49 00.4 E002 34.6
E18	N49 00.1 E002 34.5	F66 thru F84	N49 00.4 E002 34.7
E20	N49 00.1 E002 34.6	F86 thru F96	N49 00.4 E002 34.8
E21	N49 00.1 E002 35.1	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

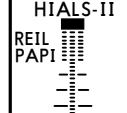
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
J17, J18	N49 00.2 E002 36.1	P80	N48 59.6 E002 32.2
J19 thru J21	N49 00.3 E002 36.1	P81, P82	N48 59.5 E002 32.2
J30 thru J33	N49 00.3 E002 36.2	P83, P84	N48 59.5 E002 32.3
J34 thru J38	N49 00.2 E002 36.2	P85, P86	N48 59.6 E002 32.3
J39 thru 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 35.4	Q1 thru Q3	N49 00.7 E002 33.2
K32	N49 00.4 E002 35.4	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		
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		

BRIEFING STRIP™	D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27				
	DE GAULLE Tower 119.25 123.6 120.9 118.65			Ground 121.6 121.77 121.8 121.97			
	LOC GLE 108.7	Final Apch Crs 086°	GS D4.7 GLE 1830' (1492')	ILS DA(H) Refer to Minimums	Apt Elev 392' RWY 338'		
	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.						
	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'



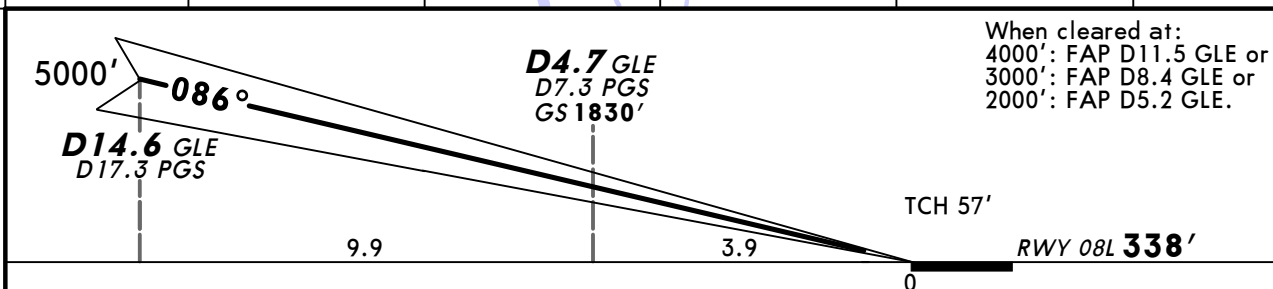
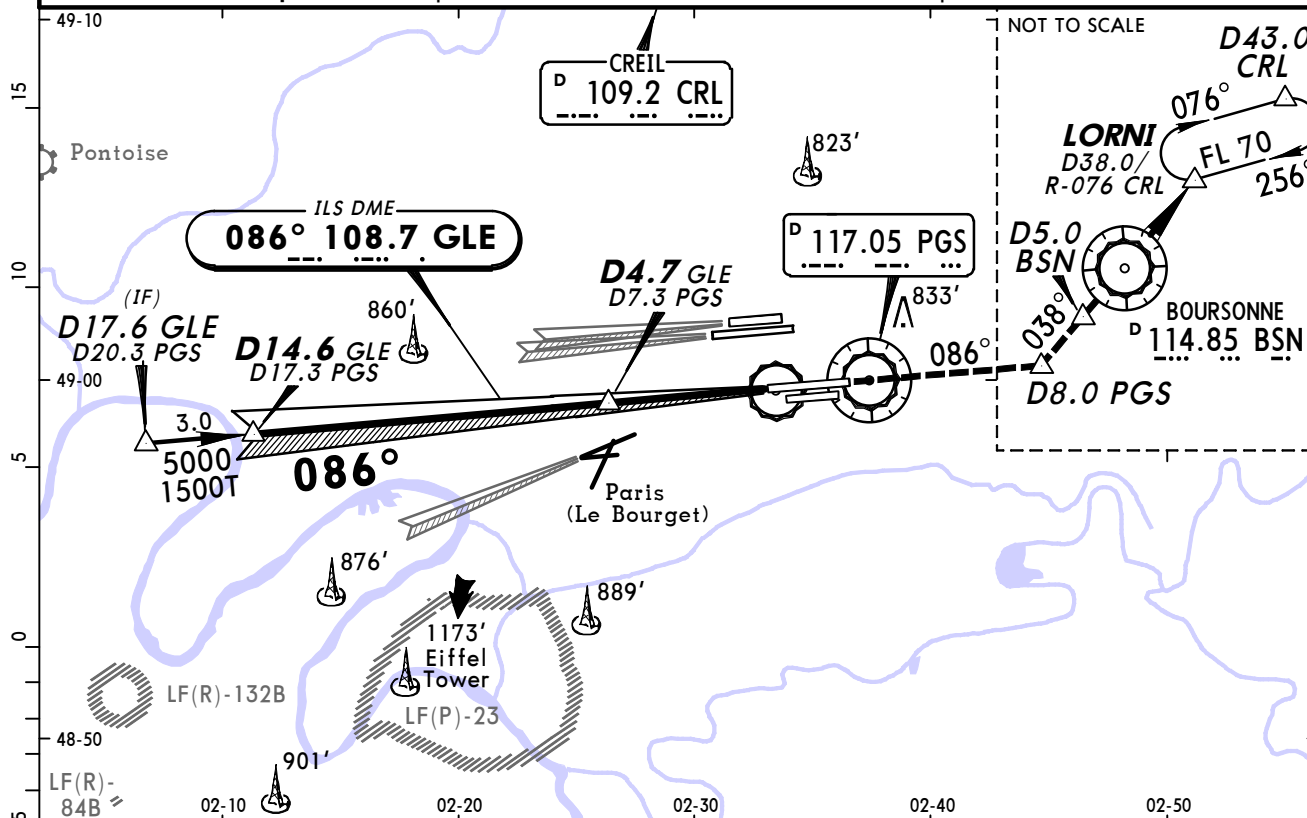
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II  4000'
ILS GS or							
LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.8 GLE/D3.4 PGS							

Standard ILS 1 STRAIGHT-IN LANDING RWY 08L					CIRCLE-TO-LAND 2	
ILS 1			LOC (GS out) CDFA		08L to 08R	
DA(H) 538' (200')			DA/MDA(H) 2 670' (332')			
FULL	Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A					110	940' (602') 3000m
B					135	
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	180	1040' (702') 3500m
D				RVR 1500m	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'.

BRIEFING STRIP™

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower 119.25 123.6 120.9 118.65				Ground 121.6 121.77 121.8 121.97			
LOC GLE 108.7	Final Apch Crs 086°	GS D4.7 GLE 1830' (1492')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 392' RWY 338'		3200' MSA ARP
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.							
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.							



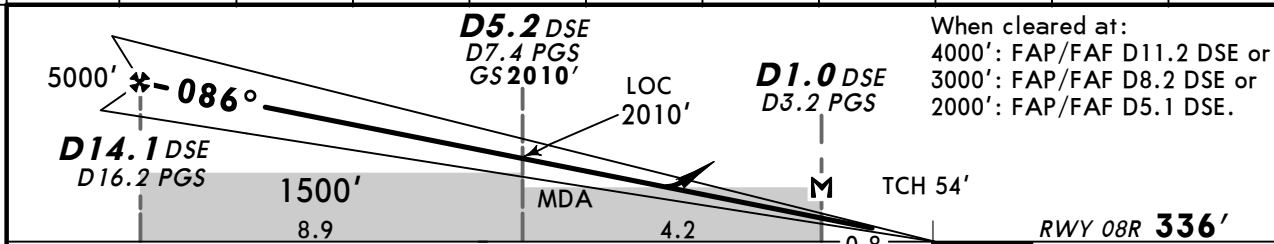
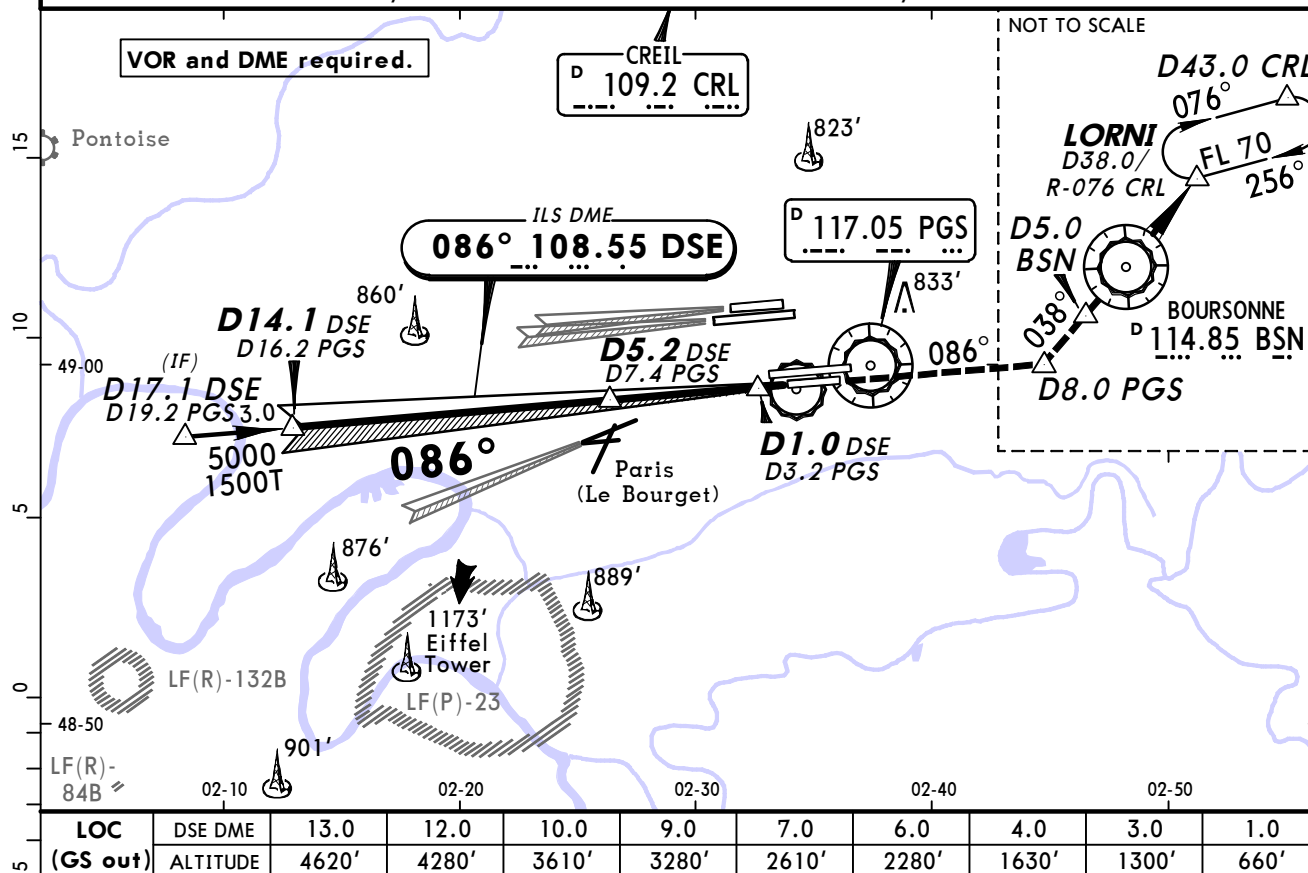
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 4000'
GS	3.00°	372	478	531	637	743	

Standard		STRAIGHT-IN LANDING RWY 08L	
CAT IIIA ILS		CAT II ILS ABCD RA 99'	
DH 50'		DA(H) 438' (100')	
RVR 200m		RVR 300m I	

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

BRIEFING STRIP™

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower 119.25 123.6 120.9 118.65				Ground 121.6 121.77 121.8 121.97			
LOC DSE 108.55	Final Apch Crs 086°	GS D5.2 DSE 2010' (1674')	ILS DA(H) 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'	



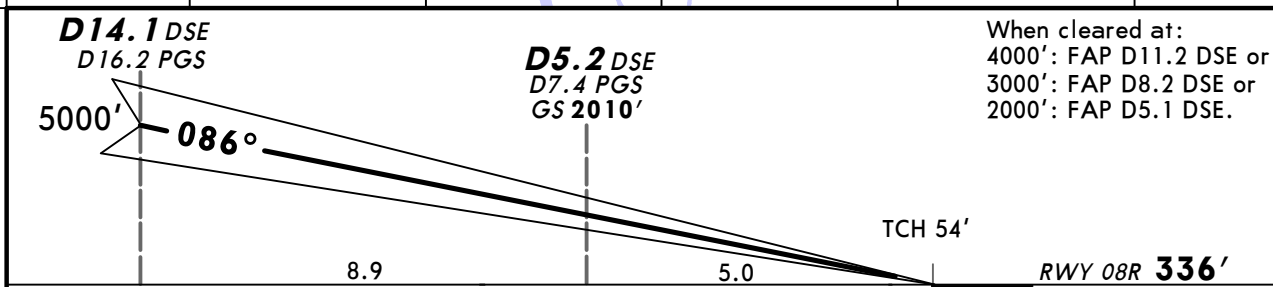
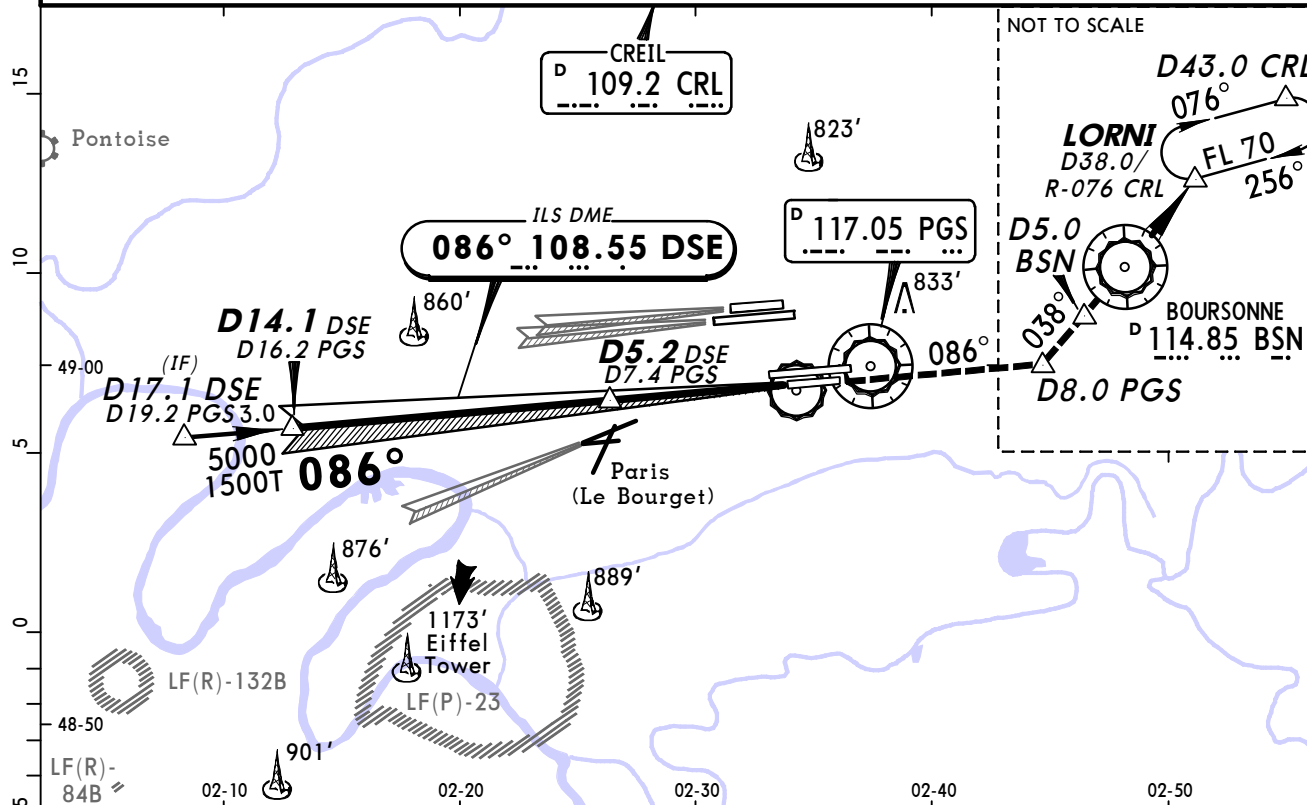
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 4000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 DSE/D3.2 PGS							

STRAIGHT-IN LANDING RWY08R					CIRCLE-TO-LAND 2	
ILS			LOC (GS out) CDFA		08R to 08L	
DA(H) 536' (200')			DA/MDA(H) 660' (324')			
FULL	Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A					110	1090' (754') 3000m
B	RVR 550m	RVR 750m	RVR 750m		135	
C		RVR 1200m			180	1140' (804') 3500m
D			RVR 1400m		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'.

BRIEFING STRIP™

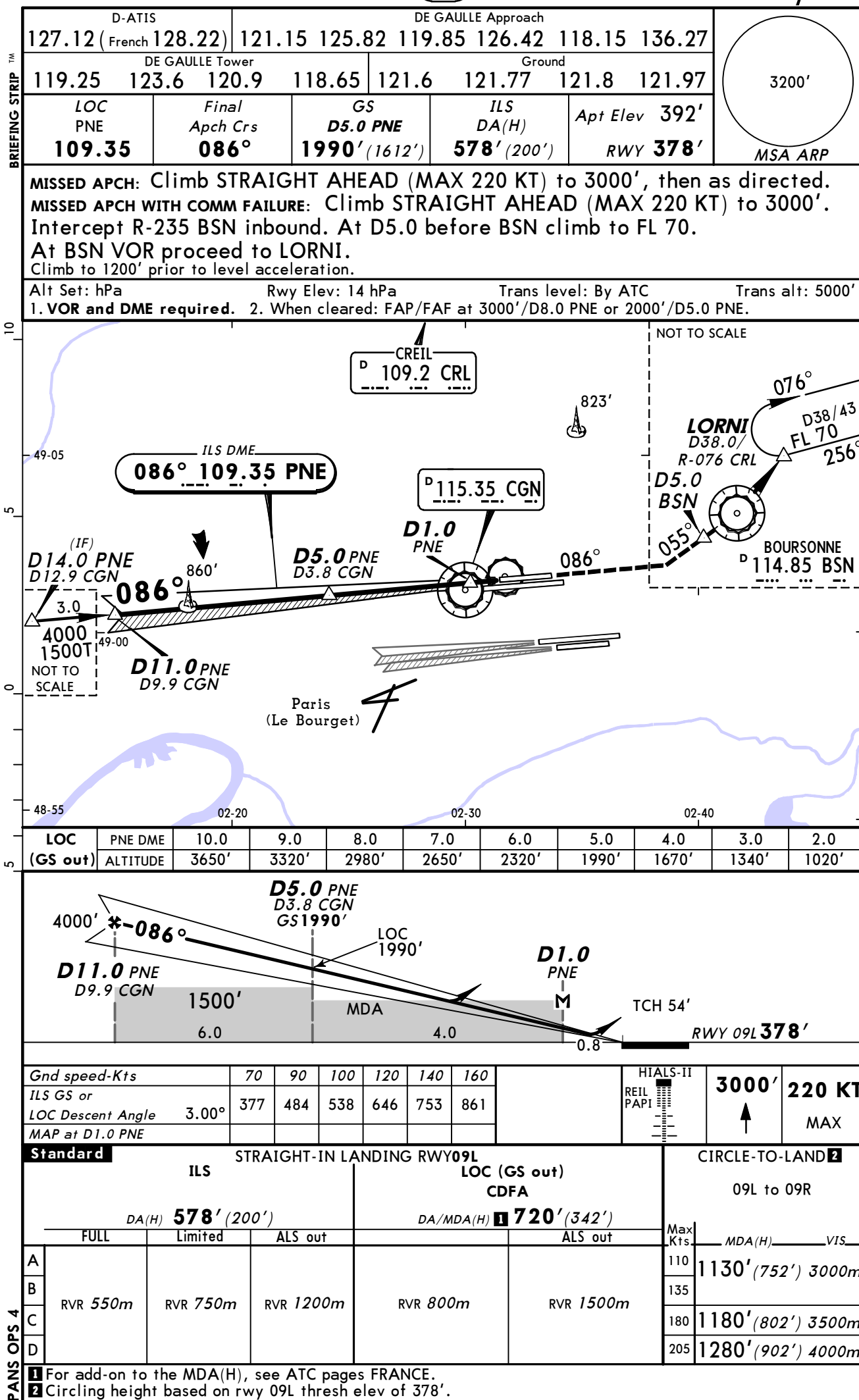
D-ATIS			DE GAULLE Approach						
127.12 (French 128.22)			121.15	125.82	119.85	126.42	118.15	136.27	
DE GAULLE Tower					Ground				
119.25			123.6	120.9	118.65	121.6	121.77	121.8	121.97
LOC DSE 108.55		Final Apch Crs 086°		GS D5.2 DSE 2010' (1674')		CAT II & IIIA ILS Refer to Minimums		Apt Elev 392' RWY 336'	
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'			



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

Standard		STRAIGHT-IN LANDING RWY 08R	
CAT IIIA ILS		CAT II ILS ABCD RA 103' DA(H) 436' (100')	
DH 50'			
RVR 200m		RVR 300m I	

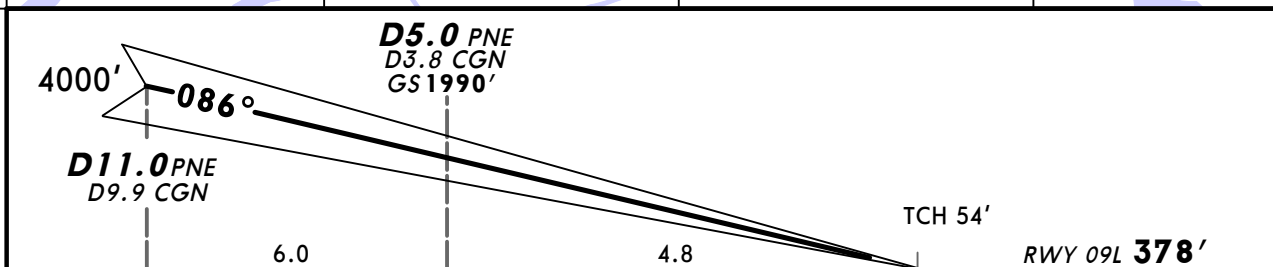
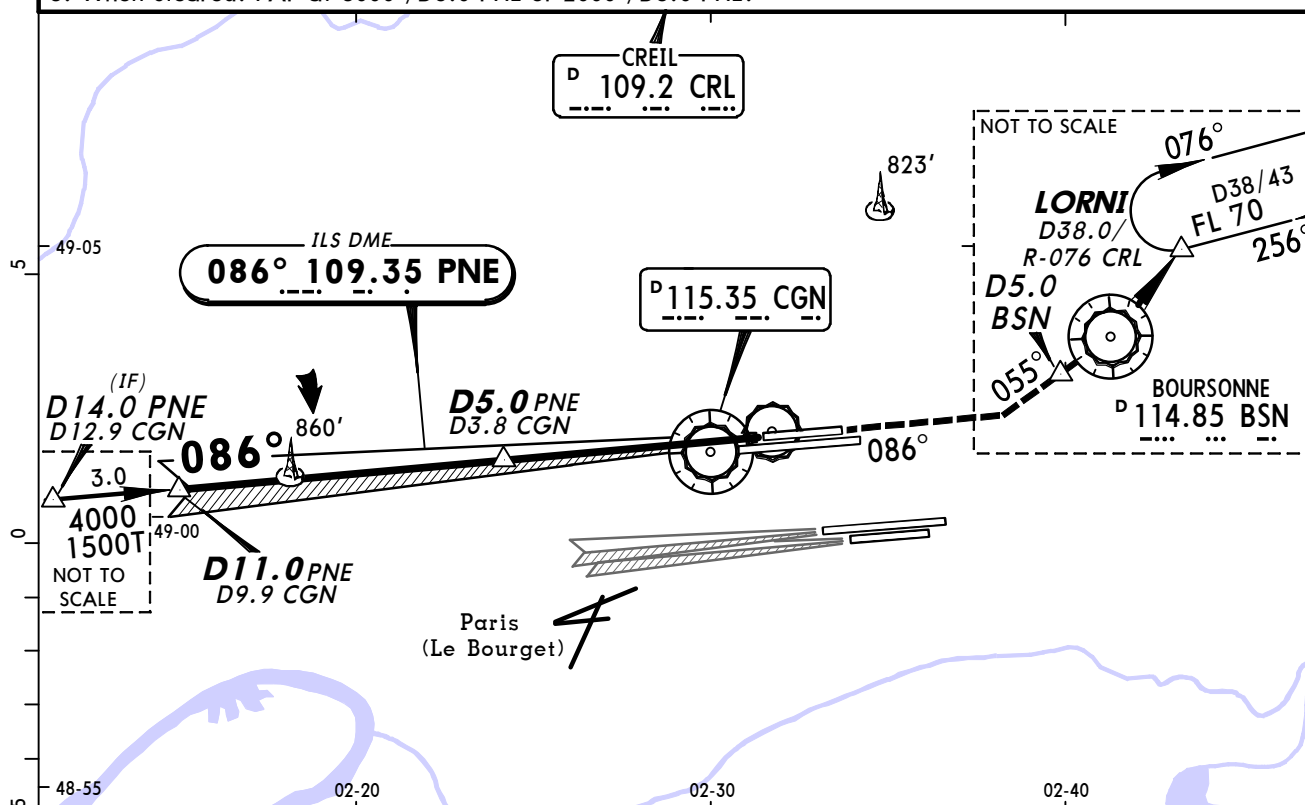
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.



REFILING STRIP TM	D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					3200' MSA ARP
	DE GAULLE Tower 119.25 123.6 120.9 118.65			Ground 121.6 121.77 121.8 121.97				
	LOC PNE 109.35	Final Apch Crs 086°	GS D5.0 PNE 1990' (1612')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 392' RWY 378'			

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	HTALS-II REIL PAPI	3000' ↑	220 KT MAX
GS	3.00°	377	484	538	646	753			

Standard STRAIGHT-IN LANDING RWY 09L

CAT IIIA ILS DH 50'		CAT II ILS ABCD RA 104' DA(H) 478' (100')	
RVR 200m		RVR 300m I	

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

LFPG/CDG CHARLES-DE-GAULLE

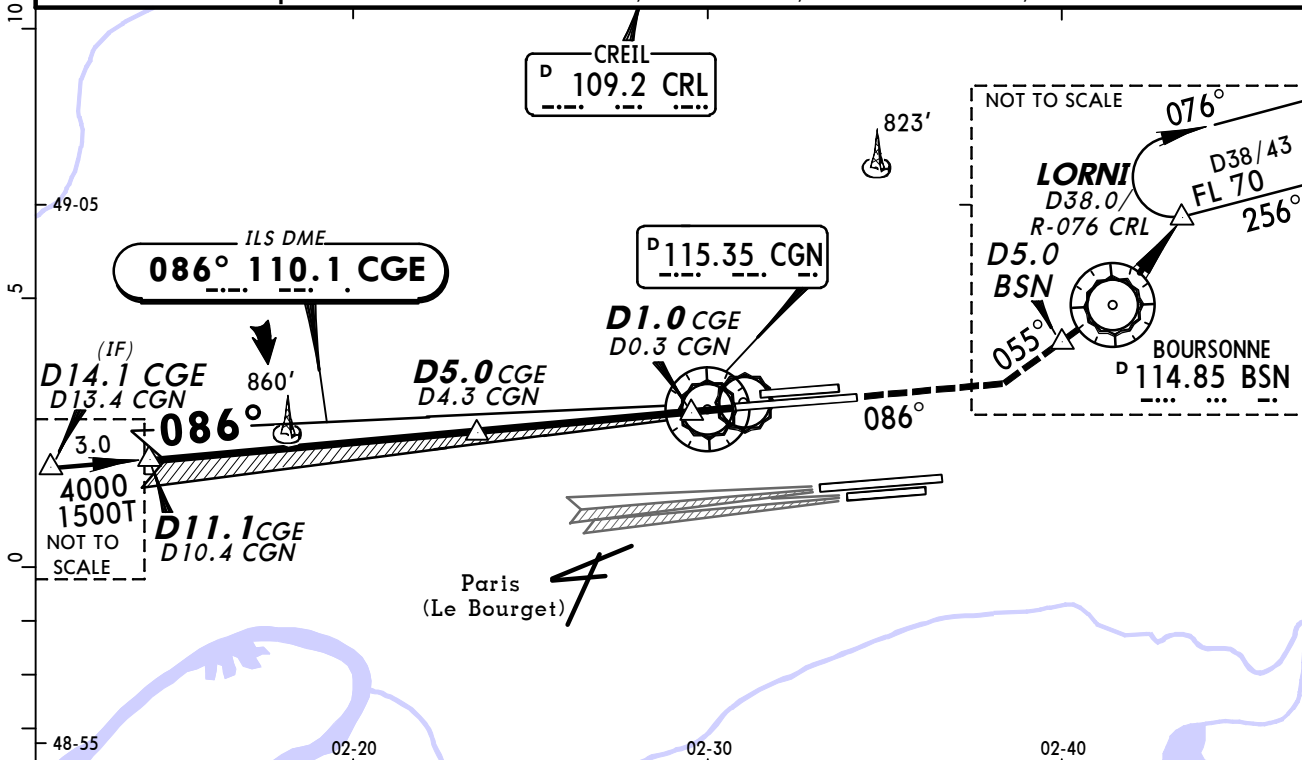
JEPPesen
11 NOV 11 (21-4) Eff 17 Nov

PARIS, FRANCE
ILS or LOC Rwy 09R

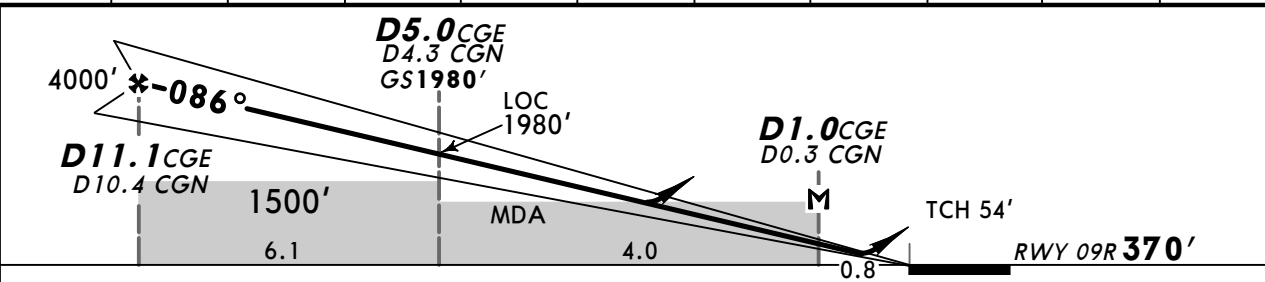
BRIEFING STRIP™	D-ATIS		DE GAULLE Approach						3200' MSA ARP
	127.12 (French 128.22)		121.15 125.82 119.85 126.42 118.15 136.27						
	DE GAULLE Tower			Ground					
	119.25 123.6 120.9			118.65			121.6 121.77 121.8 121.97		
	LOC CGE	Final Apch Crs	GS D5.0 CGE	ILS DA(H)	Apt Elev 392'				
	110.1	086°	1980' (1610')	570' (200')	RWY 370'				

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	HTALS-II REIL PAPI 3000'
ILS GS or	377	484	538	646	753	861	
LOC Descent Angle 3.00°							
MAP at D1.0 CGE/D0.3 CGN							

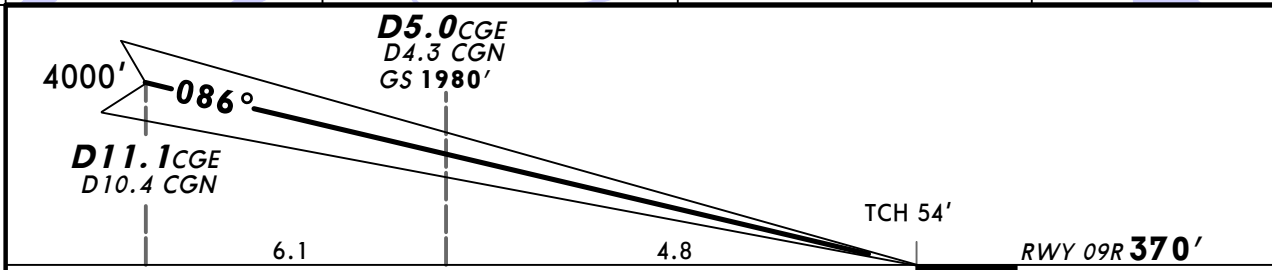
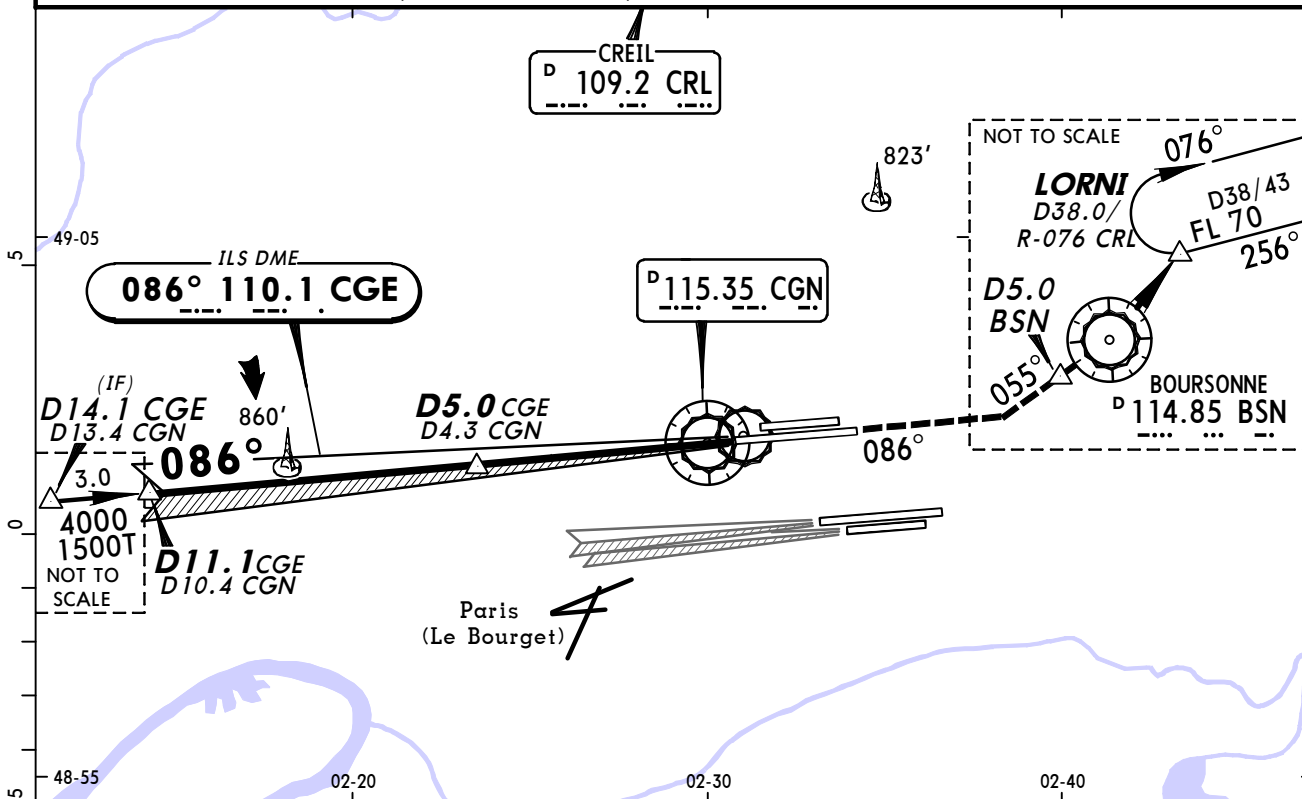
PANS OPS 4	Standard ILS			STRAIGHT-IN LANDING RWY09R		CIRCLE-TO-LAND 2	
	ILS			LOC (GS out) CDFA		09R to 09L	
	DA(H) 570' (200')			DA/MDA(H) 720' (350')			
	FULL	Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A				RVR 1500m		110	1020' (650') 3000m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 900m		135	
C				RVR 1600m		180	1120' (750') 3500m
D						205	1120' (750') 4000m

1 For add-on to the MDA(H), see ATC pages FRANCE.
 2 Circling height based on rwy 09R thresh elev of 370'.

BRIEFING STRIP™

10

D-ATIS		DE GAULLE Approach						3200' MSA ARP
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 110.1	Final Apch Crs 086°	GS D5.0 CGE 1980' (1610')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 392' RWY 370'			
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	HIALS-II REIL PAPI 3000'
GS	3.00°	377	484	538	646	753	

Standard		STRAIGHT-IN LANDING RWY 09R	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD	
		RA 105'	
		DA(H) 470' (100')	
RVR 200m		RVR 300m	

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

BRIEFING STRIP™	D-ATIS		DE GAULLE Approach						3200' MSA ARP
	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'				

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

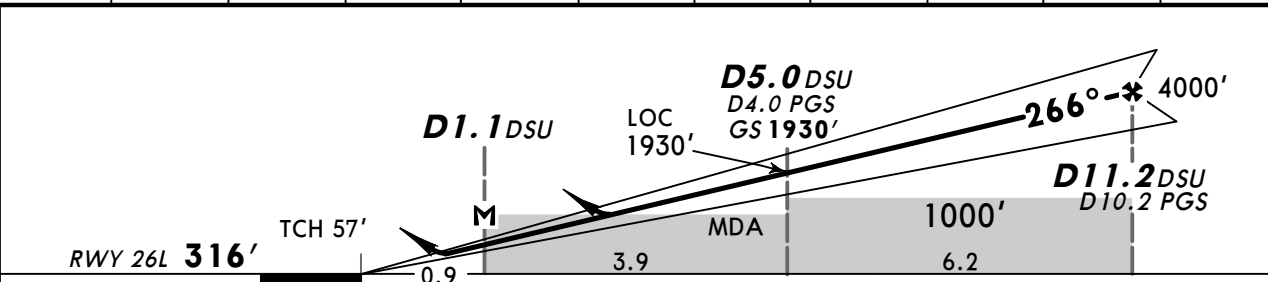
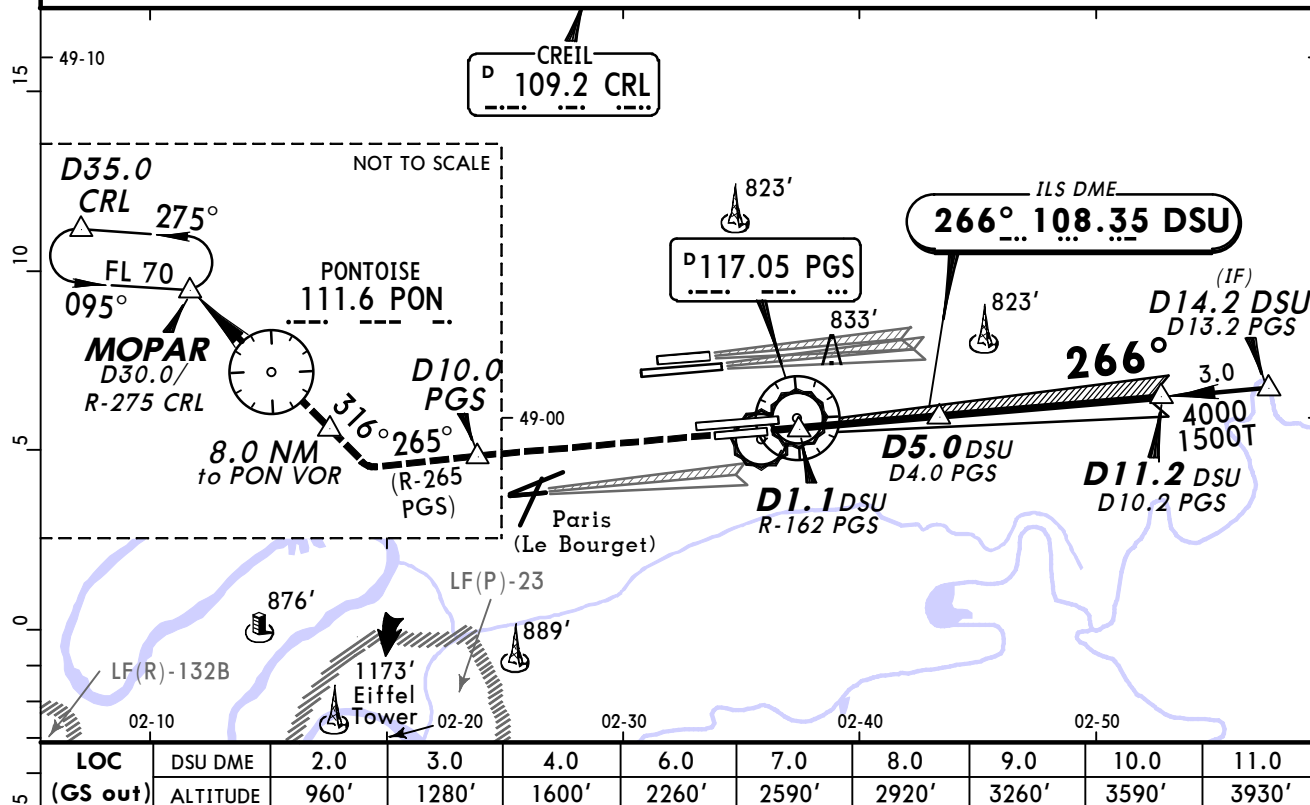
Rwy Elev: 12 hPa

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.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 4000'
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	
MAP at D1.1 DSU							

PANS OPS 4	Standard ILS STRAIGHT-IN LANDING RWY26L				CIRCLE-TO-LAND 2	
	ILS			LOC (GS out) CDFA	26L to 26R	
	DA(H) 516' (200')			DA/MDA(H) 710' (394')	MDA(H) VIS	
	FULL	Limited	ALS out	ALS out		
A					110	920' (604') 3000m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	135	
C					180	1020' (704') 3500m
D					205	1100' (784') 4000m

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

2 Circling height based on rwy 26L thresh elev of 316'.

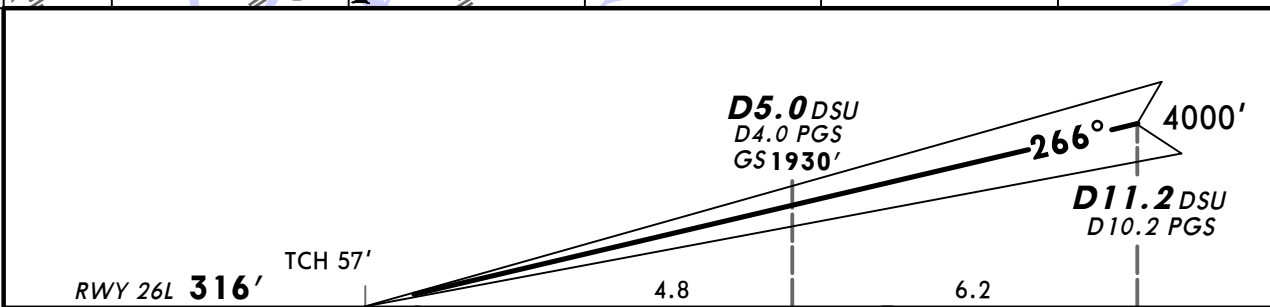
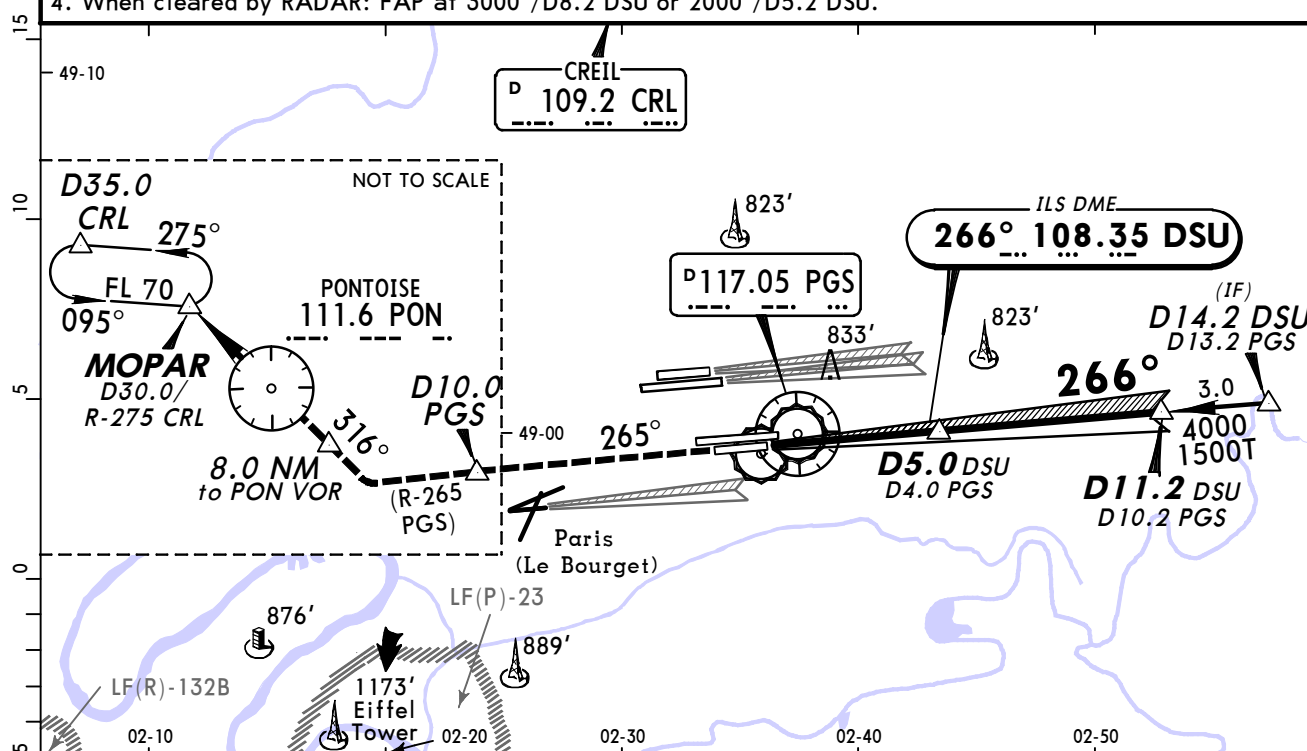
BRIEFING STRIP™	D-ATIS		DE GAULLE Approach						3200' MSA ARP
	127.12 (French 128.22)		121.15 125.82 119.85 126.42 118.15 136.27						
	DE GAULLE Tower			Ground					
	119.25 123.6 120.9 118.65			121.6 121.77 121.8 121.97					
	LOC DSU	Final Apch Crs	GS D5.0 DSU	CAT II & IIIA ILS Refer to Minimums		Apt Elev 392'			
	108.35	266°	1930' (1614')			RWY 316'			

MISSED APCH: Climb STRAIGHT AHEAD to 4000' and as directed.

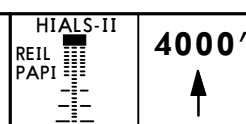
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000'. At D10.0 PGS follow R-265 PGS to intercept R-136 PON inbound. At 8.0 NM before PON climb to FL 70. At PON VOR proceed to MOPAR.

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.



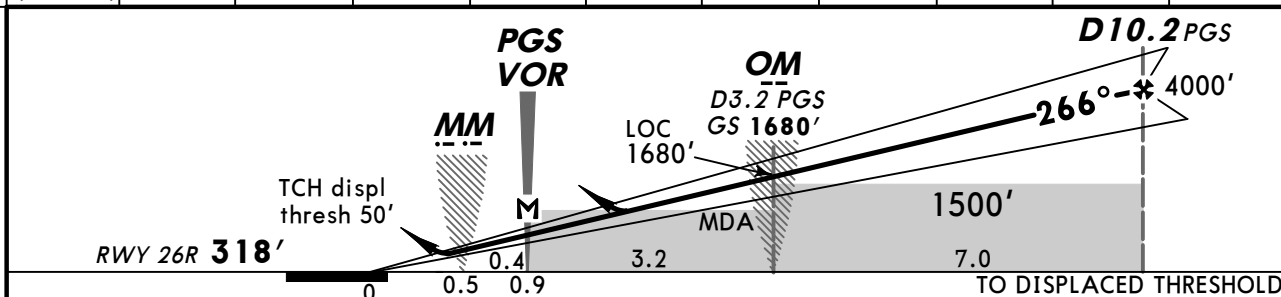
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>GS</i> 3.00°	377	484	538	646	753	861



Standard		STRAIGHT-IN LANDING RWY 26L	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 104'	
RVR 200m		RVR 300m	

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

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.		



Standard			STRAIGHT-IN LANDING RWY 26R			CIRCLE-TO-LAND 2		
ILS			LOC (GS out) CDFA			26R to 26L		
DA(H) 518' (200')			DA/MDA(H) 710' (392')			Max Kts	MDA(H) — VIS —	
FULL		Limited	ALS out	ALS out				
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m	110	920' (602') 3000m	
B						135		
C						RVR 1800m	180	1020' (702') 3500m
D							205	1100' (782') 4000m

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BRIEFING STRIP™	D-ATIS		DE GAULLE Approach						3200' MSA ARP
	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'			
	SINGLE STRAIGHT AHEAD 1000' (300m)								

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

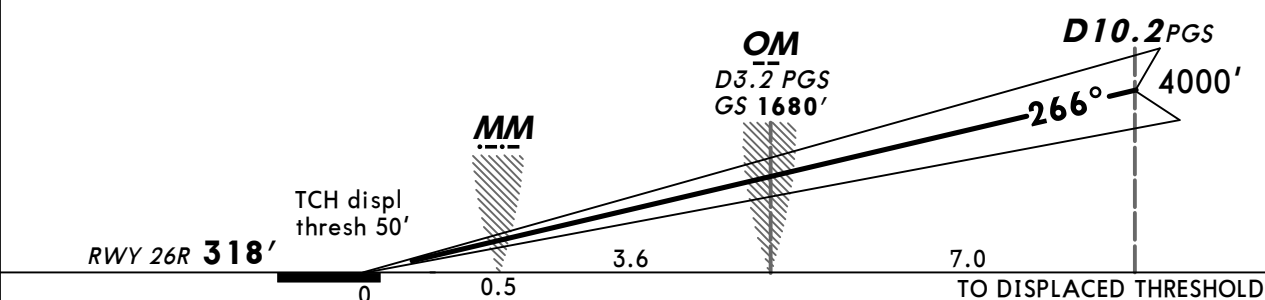
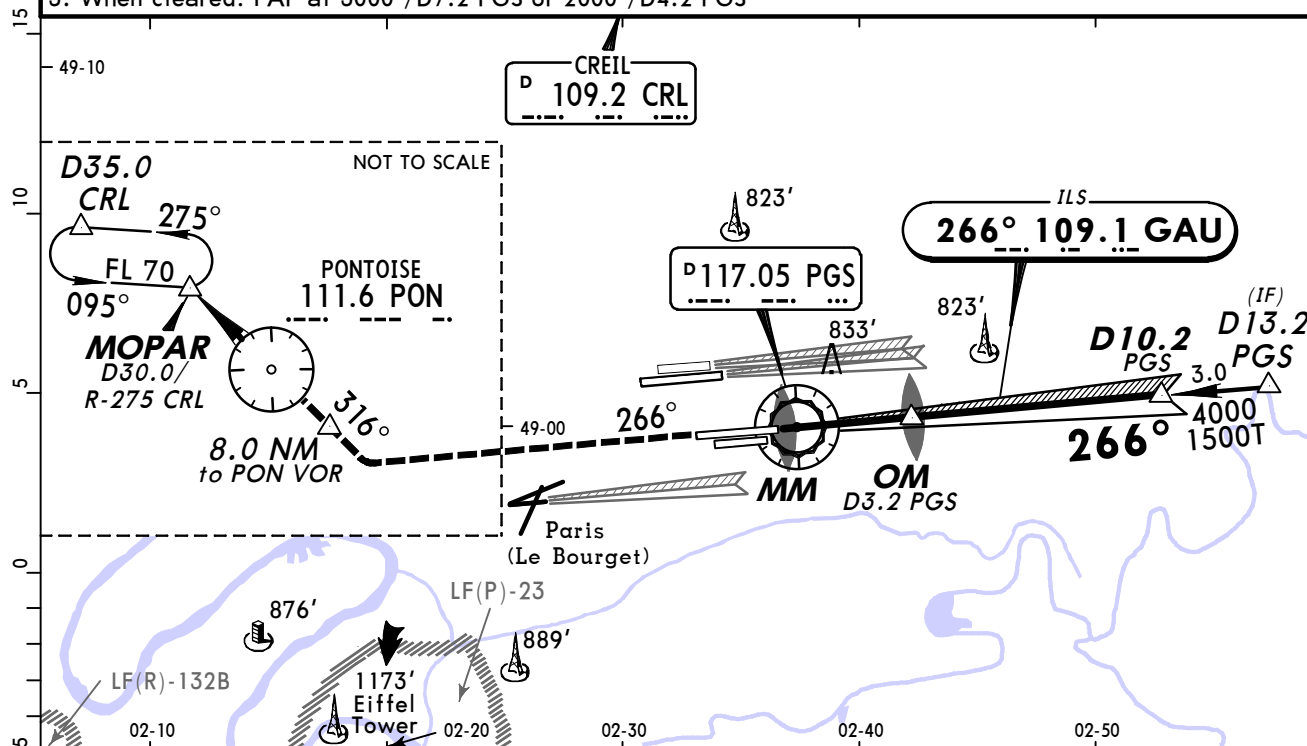
Rwy Elev: 12 hPa

Trans level: By ATC

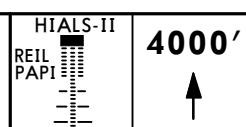
Trans alt: 5000'

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



Standard		STRAIGHT-IN LANDING RWY 26R	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD	
		RA 102'	
		DA(H) 418' (100')	
RVR 200m		RVR 300m	

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

BRIEFING STRIP ™	D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					3200' MSA ARP
	DE GAULLE Tower 119.25 123.6 120.9 118.65			Ground 121.6 121.77 121.8 121.97				
	LOC CGW 110.7	Final Apch Crs 266°	GS D5.0 CGW 2000' (1613')	ILS DA(H) 587' (200')	Apt Elev 392' RWY 387'			

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.

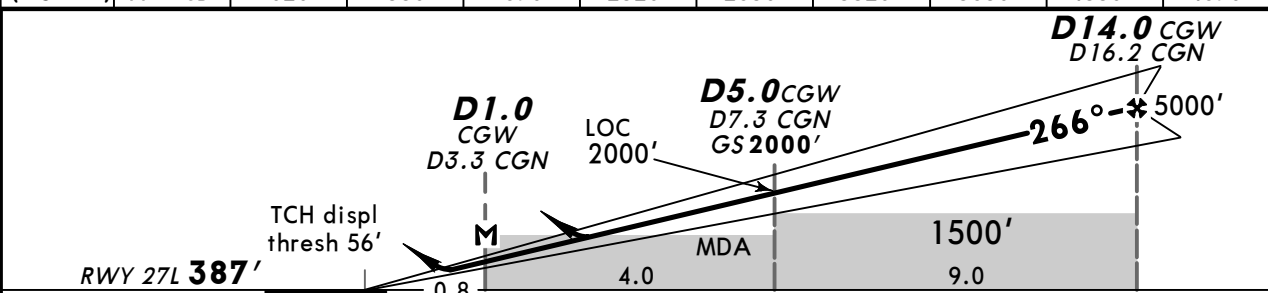
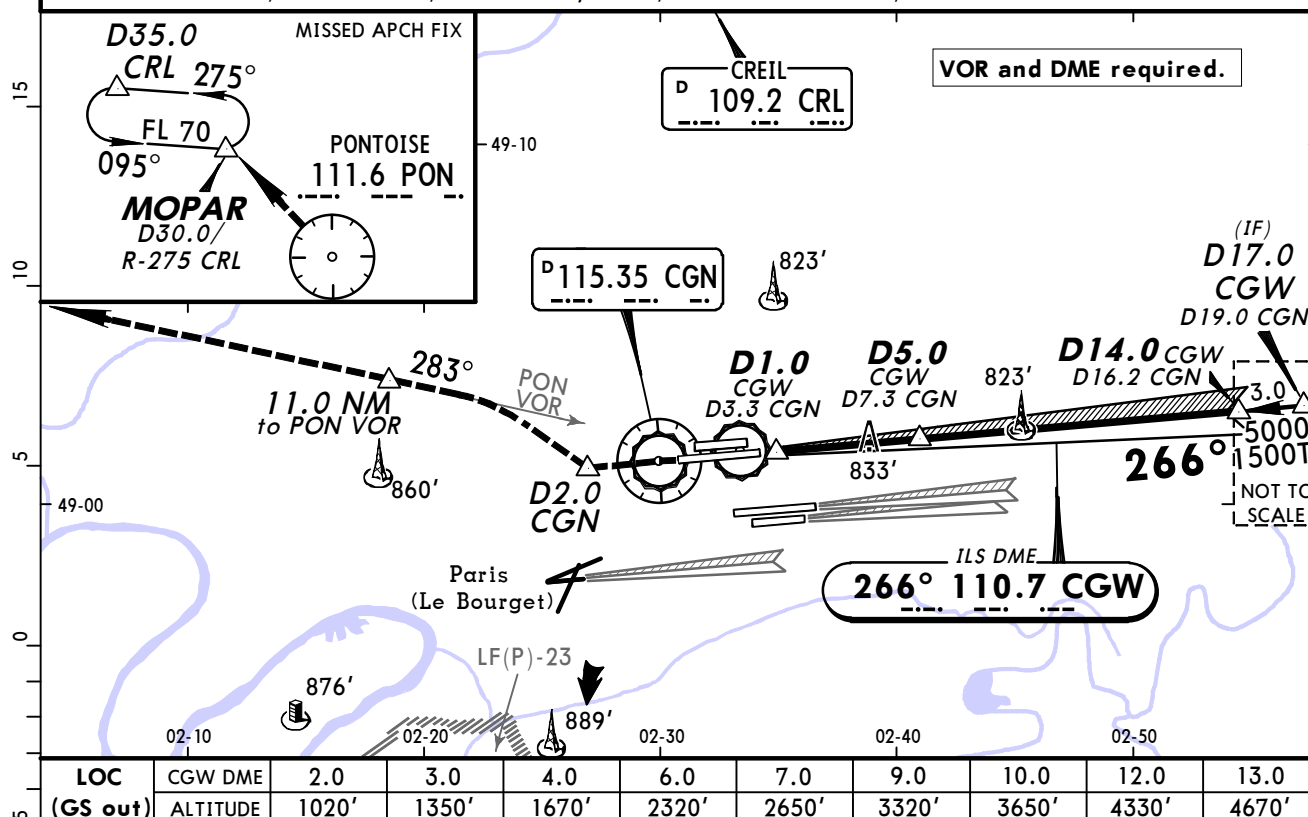
Alt Set: hPa

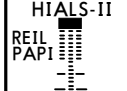
Rwy Elev: 14 hPa

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.



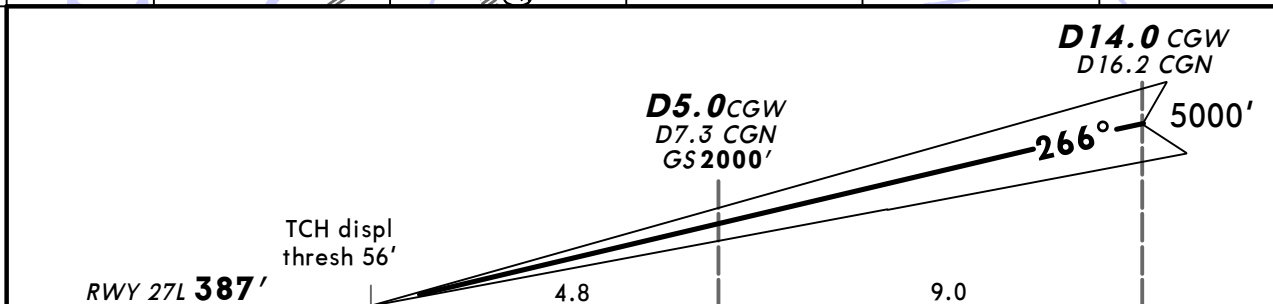
Gnd speed-Kts	70	90	100	120	140	160		3000' ↑
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861		
MAP at D1.0 CGW/D3.3 CGN								

Standard ILS STRAIGHT-IN LANDING RWY27L					CIRCLE-TO-LAND 2	
ILS			LOC (GS out) CDFA		27L to 27R	
DA(H) 587' (200')			DA/MDA(H) 730' (343')		Max Kts	MDA(H) VIS
FULL	Limited	ALS out	ALS out		110	1000' (613') 3000m
A					135	
B	RVR 550m	RVR 750m	RVR 800m		180	1100' (713') 3500m
C			RVR 1500m		205	1150' (763') 4000m
D						

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

2 Circling height based on rwy 27L displ thresh elev of 387'.

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.			



The image shows a gel electrophoresis result. On the left, a DNA ladder labeled 'HIALS-II' is visible, with a 'REIL PAPI' label below it. To the right, a sample lane shows a prominent band at a position corresponding to 3000 bp, indicated by an upward arrow and the number '3000'.

CAT IIIA ILS <i>DH</i> 50'	CAT II ILS ABCD RA 100' <i>DA(H)</i> 487' (100')
RVR 200m	RVR 300m 1

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BRIEFING STRIP™

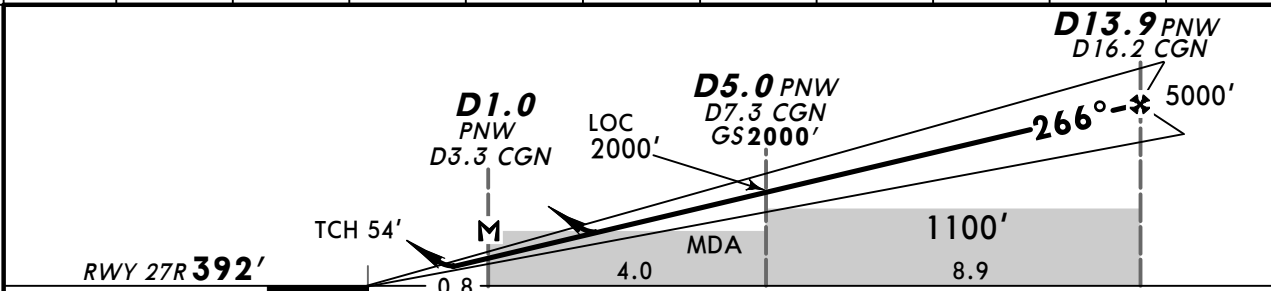
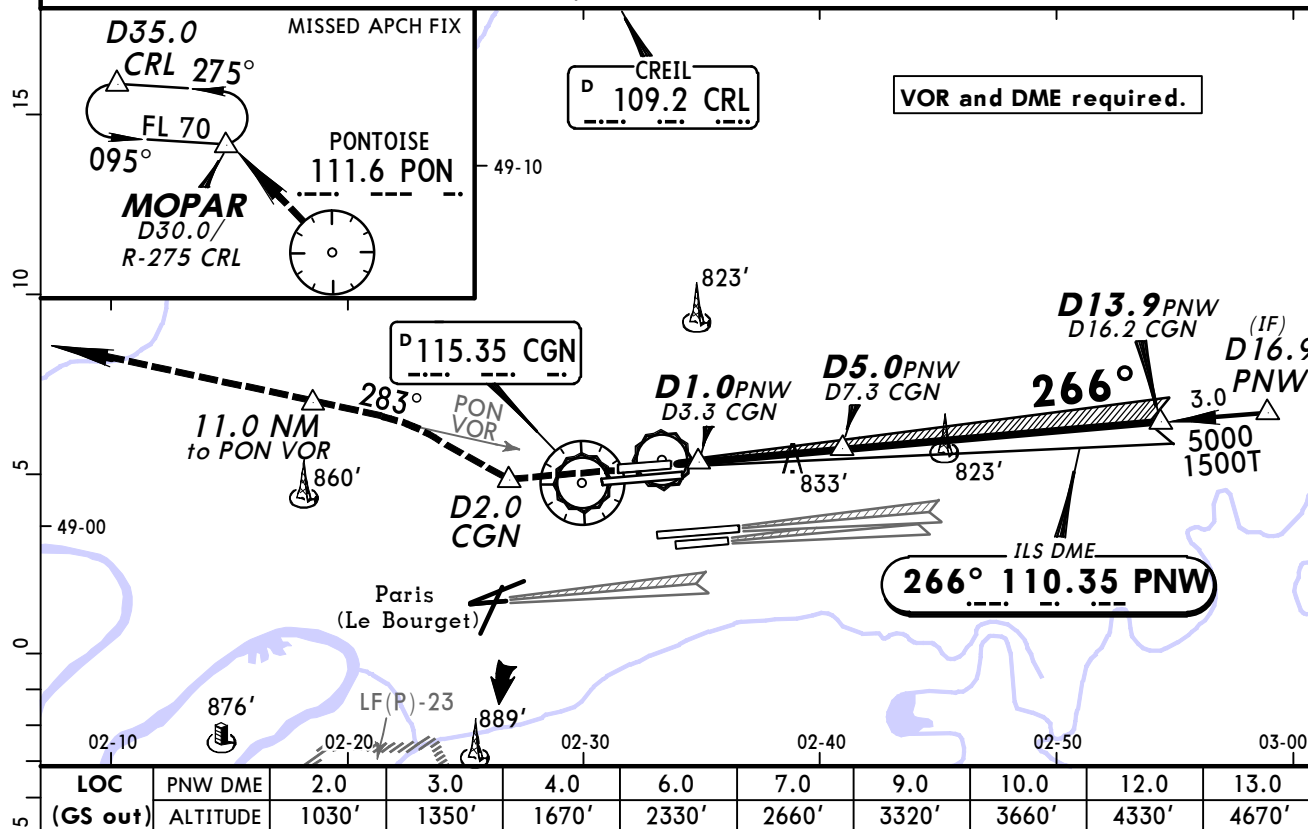
D-ATIS		DE GAULLE Approach						3200' MSA ARP
127.12 (French 128.22)		121.15 125.82 119.85 126.42 118.15 136.27						
DE GAULLE Tower				Ground				
119.25 123.6 120.9 118.65				121.6 121.77 121.8 121.97				
LOC PNW 110.35		Final Apch Crs 266°		GS D5.0 PNW 2000' (1608')		ILS DA(H) 592' (200')		

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.



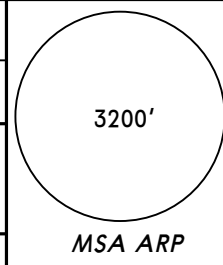
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 3000'
ILS GS or	377	484	538	646	753	861	
LOC Descent Angle 3.00°							
MAP at D1.0 PNW/D3.3 CGN							

PANS OPS 4	Standard ILS			STRAIGHT-IN LANDING RWY27R			CIRCLE-TO-LAND		
	ILS			LOC (GS out) CDFA			27R to 27L		
	DA(H) 592' (200')			DA/MDA(H) 770' (378')			MDA(H) VIS		
	FULL	Limited	ALS out	FULL	Limited	ALS out	Max Kts	MDA(H)	VIS
A							110	1000' (608')	3000m
B							135		
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m			180	1100' (708')	3500m
D							205	1140' (748')	4000m

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

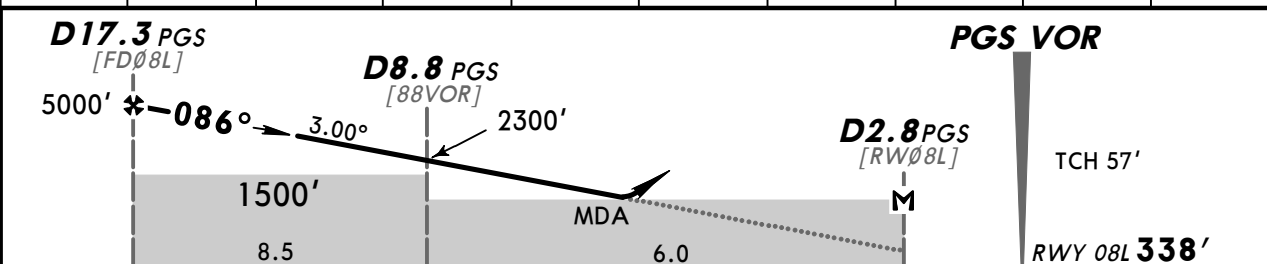
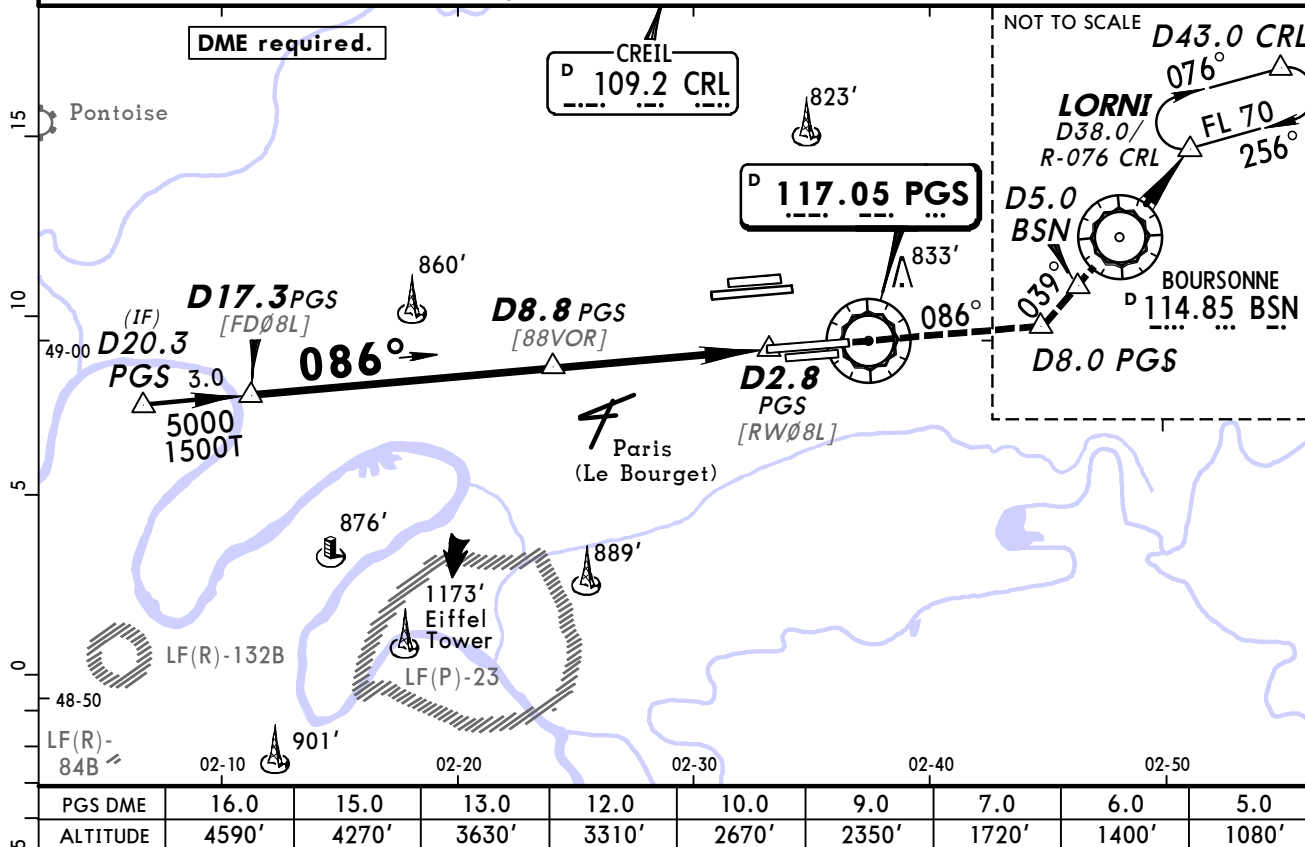
1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

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
	VOR PGS 117.05	Final Apch Crs 086°	Procedure Alt D17.3 PGS 5000' (4662')	DA/MDA(H) 830' (492')	Apt Elev 392'	RWY 338'	



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.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	4000' PGS on 117.05 R-086
Descent Angle	3.00°	372	478	531	637	743		
MAP at D2.8 PGS								

PANS OPS 4	Standard				STRAIGHT-IN LANDING RWY08L		CIRCLE-TO-LAND 08L to 08R	
					CDFA			
					DA/MDA(H) 830' (492')			
					ALS out		Max Kts	MDA(H) VTS
	A	RVR 1500m					110	940' (602') 3000m
	B						135	
	C	RVR 1500m				CMV 2300m	180	1040' (702') 3500m
	D						205	1100' (762') 4000m

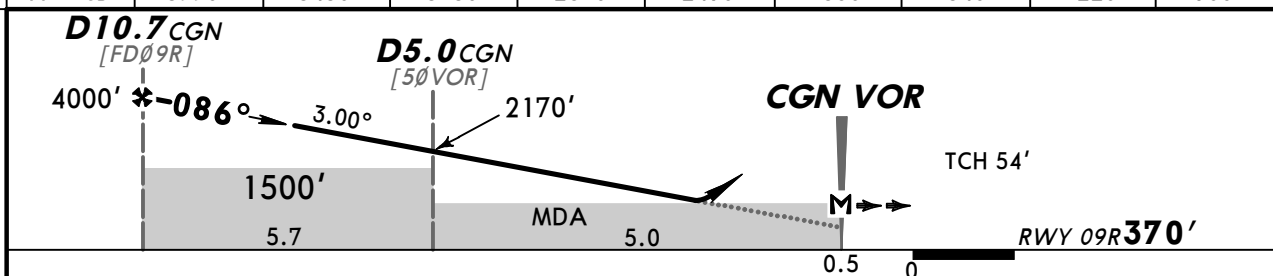
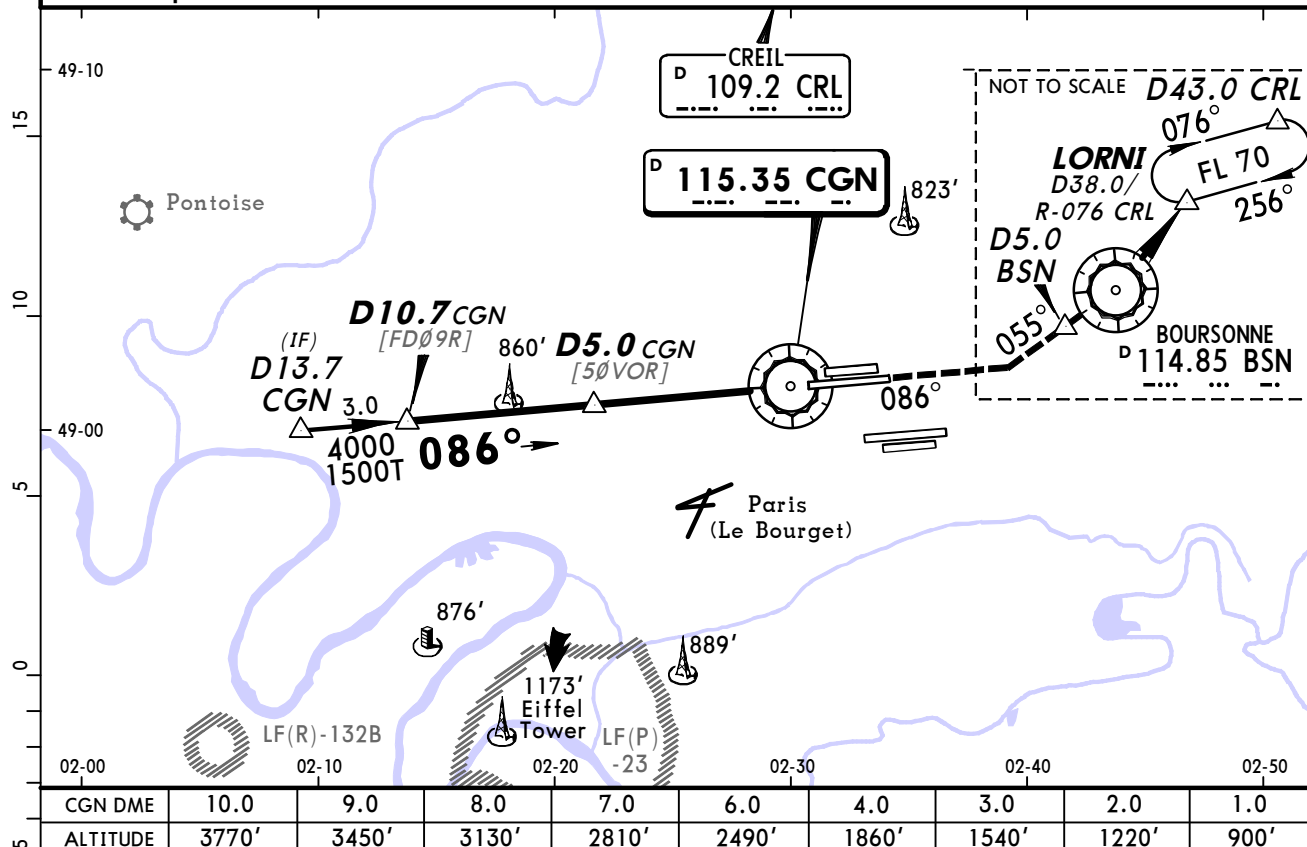
■ Circling height based on rwy 08L thresh elev of 338'.

BRIEFING STRIP™	D-ATIS		DE GAULLE Approach						3200' MSA ARP	
	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'
MISSED APCH: Climb on R-086 CGN to 3000' then as directed										

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.



Gnd speed-Kts	70	90	100	120	140	160	3000' on 115.35 R-086	CGN
Descent Angle	3.00°	372	478	531	637	743		
MAP at CGN VOR								

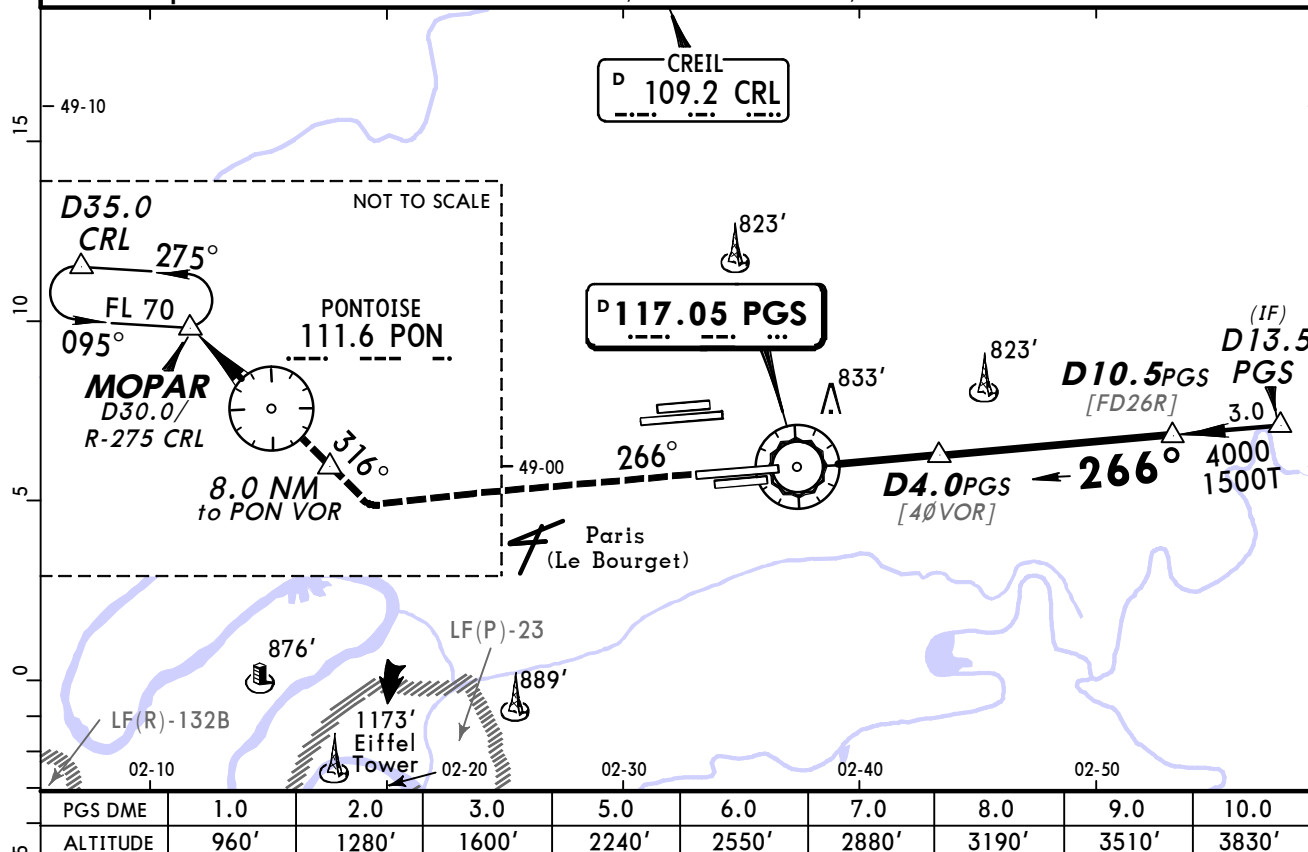
PANS OPS 4	Standard				STRAIGHT-IN LANDING RWY09R		CIRCLE-TO-LAND 2	
					CDFA		09R to 09L	
					DA/MDA(H) 760' (390')			
					ALS out		Max Kts	
A					RVR 1500m		110	1020' (650') 3000m
B							135	
C	RVR 1100m						180	1120' (750') 3500m
D					RVR 1800m		205	1120' (750') 4000m

1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 09R thresh elev of 370'.

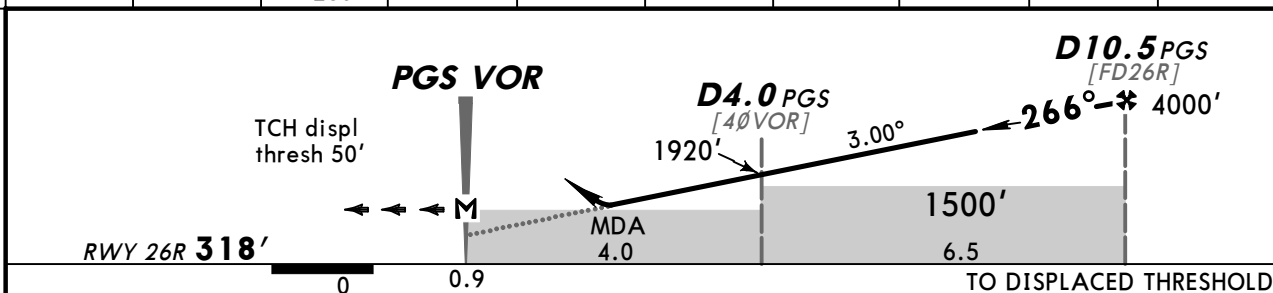
BRIEFING STRIP™	D-ATIS		DE GAULLE Approach						3200' MSA ARP
	127.12 (French 128.22)		121.15 125.82 119.85 126.42 118.15 136.27						
	DE GAULLE Tower			Ground					
	119.25 123.6 120.9			118.65 121.6 121.77 121.8 121.97					
	VOR PGS	Final Apch Crs	Procedure Alt D10.5 PGS	DA/MDA(H) Refer to Minimums	Apt Elev 392'				
	117.05	266°	4000' (3682')		RWY 318'				

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	HIALS-II REIL PAPI	4000' on 117.05 R-266
Descent Angle	3.00°	372	478	531	637	743		
MAP at PGS VOR								

STRAIGHT-IN LANDING RWY26R				CIRCLE-TO-LAND 26R to 26L	
CDFA					
DA/MDA(H) ABC: 710' (392') D: 730' (412')				Max Kts	MDA(H) VIS
ALS out				110	920' (602') 3000m
RVR 1100m				135	
RVR 1800m				180	1020' (702') 3500m
RVR 1200m				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'.

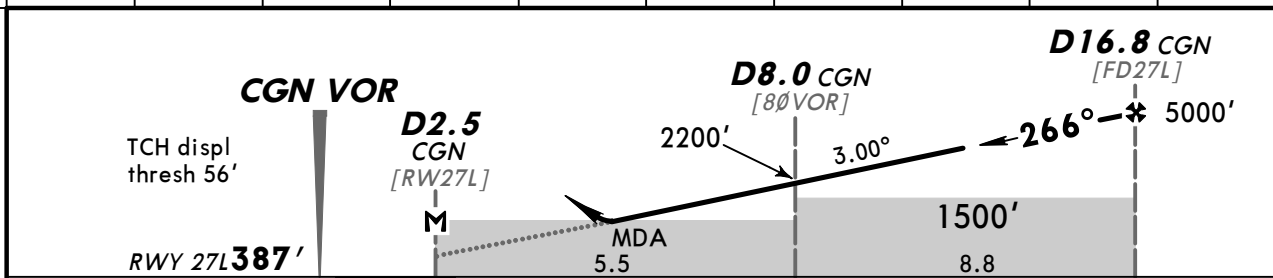
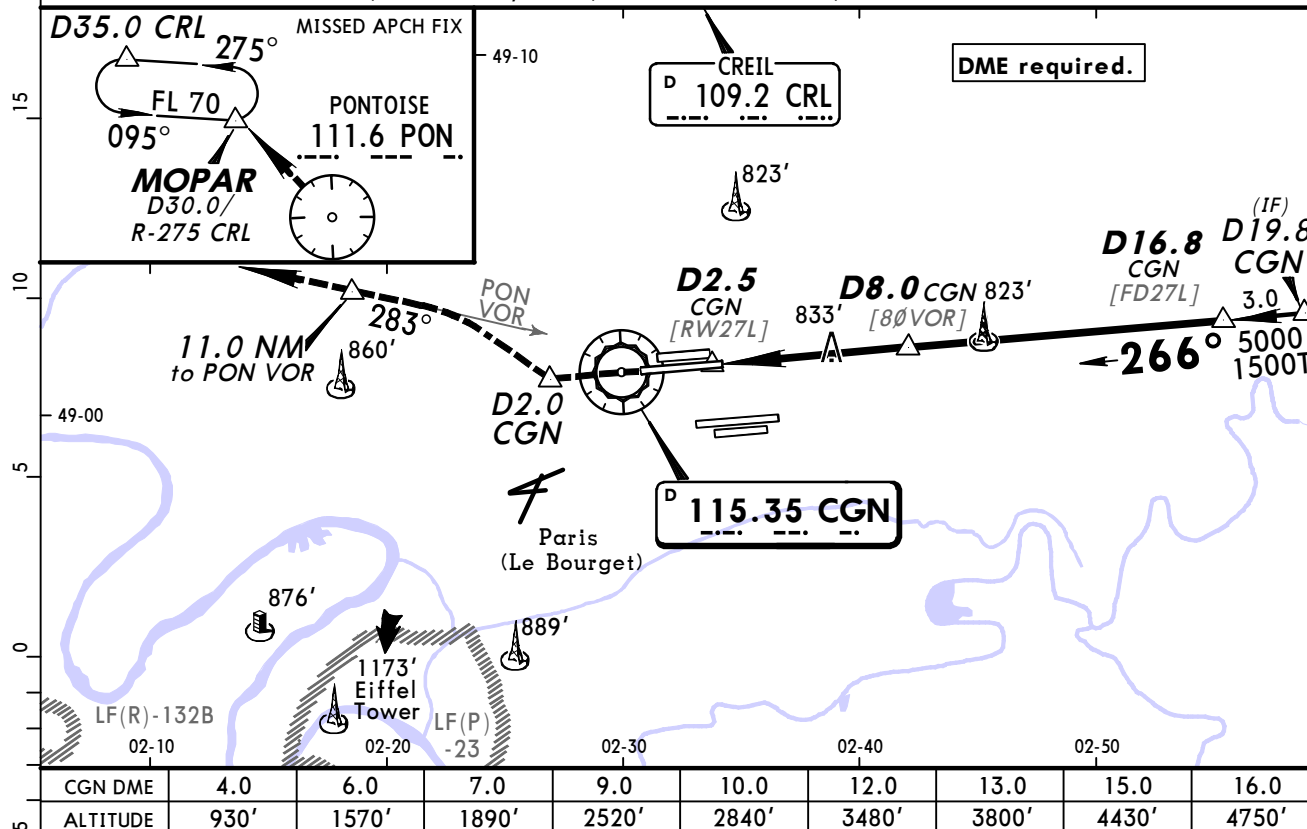
BRIEFING STRIP™	D-ATIS		DE GAULLE Approach						3200' MSA ARP
	127.12 (French 128.22)		121.15 125.82 119.85 126.42 118.15 136.27						
	DE GAULLE Tower			Ground					
	119.25 123.6 120.9			118.65 121.6 121.77 121.8 121.97					
	VOR CGN	Final Apch Crs	Procedure Alt D16.8 CGN	DA/MDA(H) Refer to Minimums	Apt Elev 392'				
	115.35	266°	5000' (4613')		RWY 387'				

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.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	3000' on 115.35 R-266	CGN
Descent Angle	3.00°	372	478	531	637	743			
MAP at D2.5 CGN									

Standard		STRAIGHT-IN LANDING RWY27L CDFA		CIRCLE-TO-LAND1	
				27L to 27R	
DA/MDA(H)		A: 840'(453') C: 900'(513') B: 870'(483') D: 920'(533')			
		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

■ Circling height based on rwy 27L displ thresh elev of 387'.

Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PARIS, (CHARLES-DE-GAULLE - LFPG)				
REV	RNAV STAR DESIGNATION IND...	20-2	06 Dec 2013	12 Dec 2013
REV	RNAV ARR INSTRUCTIONS	20-2A	06 Dec 2013	12 Dec 2013
REV	DINAN & VEDUS 5J & 5W RNA...	20-2F	06 Dec 2013	12 Dec 2013
ADD	BIBAX 6D & 6E RNAV ARRS	20-2G	06 Dec 2013	12 Dec 2013
DEL	CAEN 5E & 5H RNAV ARRS	20-2G	06 Dec 2013	12 Dec 2013
ADD	BIBAX 6V & 6W RNAV ARRS	20-2H	06 Dec 2013	12 Dec 2013
DEL	CAEN 5P & 5W RNAV ARRS	20-2H	06 Dec 2013	12 Dec 2013
ADD	BIBAX 6P RNAV ARR	20-2J	06 Dec 2013	12 Dec 2013
DEL	DEAUVILLE 5E & 5H RNAV AR...	20-2J	06 Dec 2013	12 Dec 2013
DEL	DEAUVILLE 5P & 5W RNAV AR...	20-2K	06 Dec 2013	12 Dec 2013
ADD	LUKIP 6D & 6E RNAV ARRS	20-2K	06 Dec 2013	12 Dec 2013
DEL	DIEPPE 5E & 5H RNAV ARRS	20-2L	06 Dec 2013	12 Dec 2013
ADD	LUKIP 6V & 6W RNAV ARRS	20-2L	06 Dec 2013	12 Dec 2013
DEL	DIEPPE 5P & 5W RNAV ARRS	20-2M	06 Dec 2013	12 Dec 2013
ADD	LUKIP 6P RNAV ARR	20-2M	06 Dec 2013	12 Dec 2013
REV	EPINAL & ROLAMPONT 6E & 6...	20-2N	06 Dec 2013	12 Dec 2013
REV	AIRPORT	20-9	29 Nov 2013	12 Dec 2013
REV	AIRPORT (RWYS 08L/R, 26L/...	20-9A	29 Nov 2013	12 Dec 2013
REV	PARKING STANDS (TEMRINAL ...	20-9D	29 Nov 2013	12 Dec 2013
REV	PARKING STANDS (TERMINAL ...	20-9E	29 Nov 2013	12 Dec 2013

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFPG

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(20-2A1 to 20-2T) Disregard CAUTION note 'Actual descent clearance will be given by ATC'.