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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: 0.1°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: bitu
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: bitu
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
De Gaulle Tower 123.6
De Gaulle Tower 120.9
De Gaulle Tower 120.65 Secondary
De Gaulle Tower 119.625 Secondary
De Gaulle Tower 119.25
De Gaulle Tower 118.65
Fedex Traffic Ground Control 131.6
De Gaulle Traffic Ground Control 125.325
De Gaulle Traffic Ground Control 121.93
De Gaulle Traffic Ground Control 121.88
De Gaulle Traffic Ground Control 121.68
De Gaulle Traffic Ground Control 121.64
De Gaulle Traffic Ground Control 121.58
De Gaulle Ground Control 121.98
De Gaulle Ground Control 121.81
De Gaulle Ground Control 121.78
De Gaulle Ground Control 121.61
De Gaulle Pre-Taxi Clearance 121.84
De Gaulle Pre-Taxi Clearance 121.73
De Gaulle Approach Control 136.275
De Gaulle Approach Control 133.375
De Gaulle Approach Control 131.2
De Gaulle Approach Control 126.575 Secondary

De Gaulle Approach Control 126.425
De Gaulle Approach Control 125.825
De Gaulle Approach Control 124.35
De Gaulle Approach Control 121.15
De Gaulle Approach Control 119.85
De Gaulle Approach Control 118.15

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.

1.2.8. AUXILIARY POWER UNITS (APUs)

Restrictions

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

1. GENERAL

Use of APU on stands when fixed or mobile alternative means are available:

For arriving flights

5 min plus the time required to connect to these means, after the time of arrival on stand.

For departing flights

10 min prior to scheduled start-up time.

Use of APU on stands when fixed or mobile alternative means are not available:

For arriving flights

30 min or the required time to disembark all passengers, offload the cargo haul and perform all operations related to the arrival.

For departing flights

60 minutes for ACFT with MTOW below 140t, 80 min for ACFT with MTOW 140t or above.

EXCEMPTIONS

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

In case of air pollution alerts

Aéroports de Paris will inform all operators and handling agents so that the crew can limit the use of APU as much as possible.

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. GENERAL

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

Outbound ACFT:

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

Inbound ACFT:

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

Other cases of taxiing ACFT:

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

1.4. 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: less than 118.1'/36m.

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

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 2E 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 08L/26R or 09R/27L without ATC clearance.

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

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

2.3.3. 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 OVERSHOOTING OF THE RWY CENTERLINE WITHOUT ATC INSTRUCTION

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 2.5NM under the following conditions:

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

2. 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.

2.7. SPEED RESTRICTIONS

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

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

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). 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 AND SOUTH

Entry: From TWY N by a single entry, follow the orange centerline (green center-line flashing light).

From TWY F by single entry, follow the orange centerline (without lighting).

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.

3.1.4.3. PADS JULIETT NORTH AND SOUTH

Entry: 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.

Exit: The end of de-icing/anti-icing is announced on frequency by de-icing manager, then the ACFT is transferred to APRON control frequency.

Taxiing is done after control instruction only.

3. DEPARTURE

3.1.4.4. 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

RNAV SID

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

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

At or above FL100, speed is limited to MAX 280 KT for AGOPA - ERIXU - LATRA - OKASI - PILUL departures, ACFT can increase speed without any clearance on other SIDs.

3.4. 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 '9Z' 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.

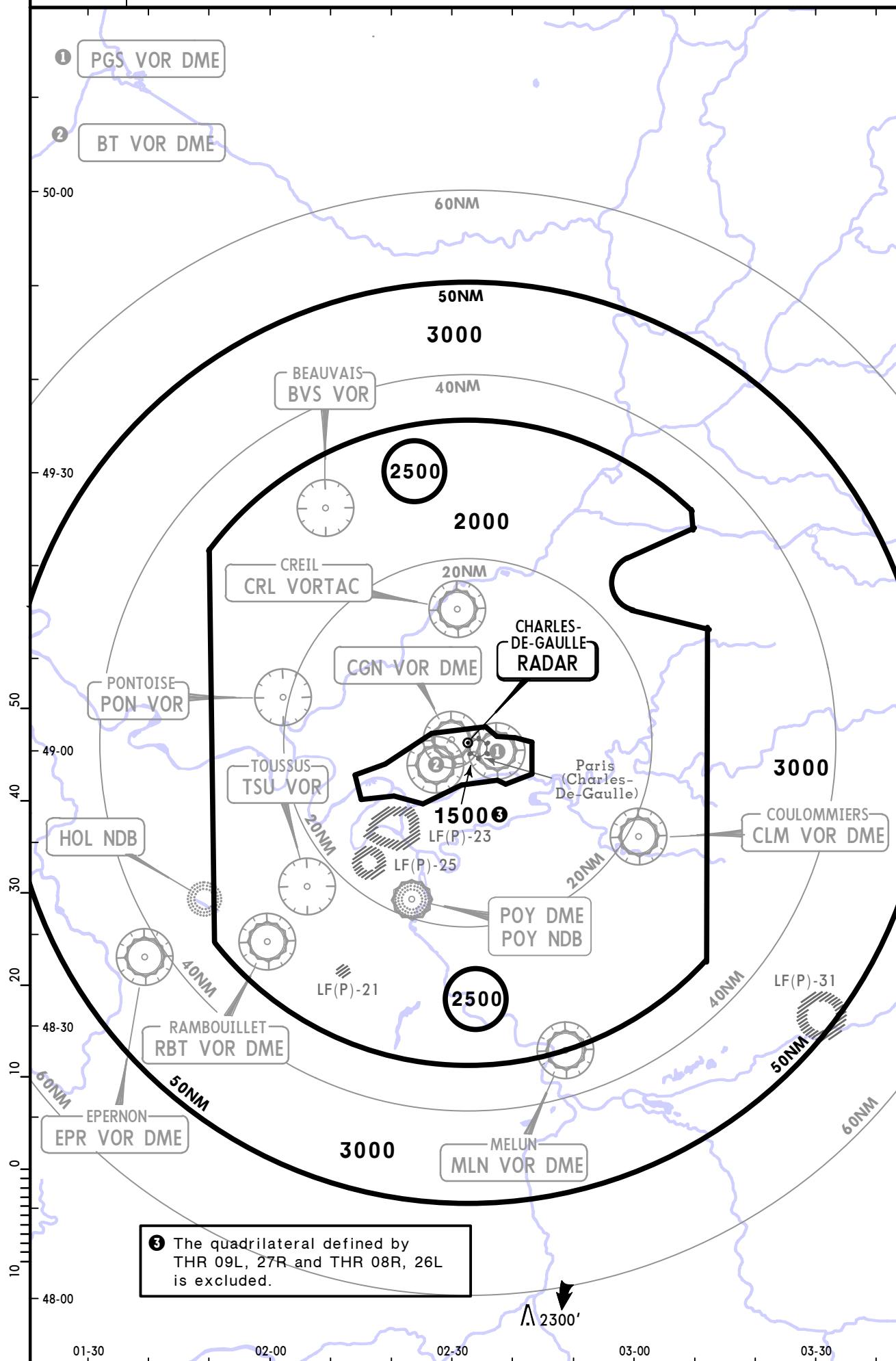
Push-back in non-sequenced mode:

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 2G RNAV INITIAL APCH (CDO)	20-2U
DEVIM 2H RNAV INITIAL APCH (CDO)	20-2V
BANOX 2E RNAV INITIAL APCH	20-2W
BANOX 2W RNAV INITIAL APCH	20-2X
LORNI 2E RNAV INITIAL APCH	20-2X1
LORNI 2W & VEBEK 2W RNAV INITIAL APCH	20-2X2
MOPAR 2E RNAV INITIAL APCH	20-2X3
MOBRO 2W & MOPAR 2W RNAV INITIAL APCH	20-2X4
OKIPA 2E, 2N RNAV INITIAL APCH	20-2X5
OKIPA 2W RNAV INITIAL APCH	20-2X6
CONVENTIONAL HOLDING INFO	20-2X7

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 063°
115.6 EPR R-243 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-123 D26/31
LEFT turn

ROUEN

FL70/110, inbound 172°
LEFT turn

MOPAR

FL70/110, inbound 094°
109.2 CRL R-274 D30/35
LEFT turn

RNAV SID DESIGNATION	REFER TO CHART
ATREX 4A, 4D, NURMO 4A, 4D OPALE 4A, 4D	20-3C
ATREX 4B, 4E, NURMO 4B, 4E OPALE 4B, 4E	20-3D
ATREX 4G, 4K, NURMO 4G, 4K OPALE 4G, 4K	20-3E
ATREX 4H, 4L, NURMO 4H, 4L OPALE 4H, 4L	20-3F
DIKOL 4A, 4D, RANUX 4A, 4D	20-3G
DIKOL 4B, 4E, RANUX 4B, 4E	20-3H
DIKOL 4G, 4K, RANUX 4G, 4K	20-3J
DIKOL 4H, 4L, RANUX 4H, 4L	20-3K
BAXIR 4A, 4D, BUBLI 4A, 4D, LANVI 4A, 4D	20-3L
BAXIR 4B, 4E, BUBLI 4B, 4E, LANVI 4B, 4E	20-3M
BAXIR 4G, 4K, BUBLI 4G, 4K, LANVI 4G, 4K	20-3N
BAXIR 4H, 4L, BUBLI 4H, 4L, LANVI 4H, 4L	20-3P
OKASI 4A, 4D, PILUL 4A, 4D	20-3Q
OKASI 4Z, PILUL 4Z	20-3Q1
OKASI 4B, 4E, PILUL 4B, 4E	20-3Q2
OKASI 4G, 4K, PILUL 4G, 4K	20-3Q3
OKASI 4H, 4L, PILUL 4H, 4L	20-3Q4
LATRA 4A, 4D	20-3Q5
LATRA 4Z	20-3Q6
LATRA 4B, 4E	20-3Q7
LATRA 4G, 4K	20-3Q8
LATRA 4H, 4L	20-3S
AGOPA 4A, 4D, ERIXU 4A, 4D	20-3T
AGOPA 4Z, ERIXU 4Z	20-3T1
AGOPA 4B, 4E, ERIXU 4B, 4E	20-3T2
AGOPA 4G, 4K, ERIXU 4G, 4K	20-3T3
AGOPA 4H, 4L, ERIXU 4H, 4L	20-3T4
EVX 4A, 4D, LGL 4A, 4D	20-3T5
EVX 4Z, LGL 4Z	20-3T6
EVX 4B, 4E, LGL 4B, 4E	20-3T7
EVX 4G, 4K, LGL 4G, 4K	20-3T8
EVX 4H, 4L, LGL 4H, 4L	20-3U

SID DESIGNATION	REFER TO CHART
DORDI 4A, 4D	20-3V
DORDI 4Z	20-3V1
DORDI 4B, 4E	20-3V2
DORDI 4G, 4K	20-3V2A
DORDI 4H, 4L	20-3V3
MONOT 4A, 4D	20-3V4
MONOT 4Z	20-3V5
MONOT 4B, 4E	20-3V6
MONOT 4G, 4K	20-3V6A
MONOT 4H, 4L	20-3V7
PITHIVIERS 4A, 4D	20-3V8
PITHIVIERS 4Z	20-3V9
PITHIVIERS 4B, 4E	20-3W
PITHIVIERS 4G, 4K	20-3X
PITHIVIERS 4H, 4L	20-3X1
BVS 4A, 4D, 4G, 4K (POGO)	20-3X2
OL 4B, 4E (POGO)	20-3X3
OL 4H, 4L (POGO)	20-3X4

DEPARTURE INSTRUCTIONS

1. OPERATING PROCEDURES

If unable to fly the RNAV junction phase report 'Non-RNAV 1' upon requesting start-up clearance on PREFLIGHT frequency.

2. RNAV DEPARTURES

2.1. 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.

2.2. Equipment

The equipment must be approved for RNAV operations within Terminal Area (including SIDs) based on the following sensors:

GNSS and/or DME/DME.

ATC provides permanently radar services.

3. 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.

4. 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.

5. 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 4Z
- departures from RWYs 26L/R: climb on PGS R-266.

At D6.3 PGS turn RIGHT, intercept BT R-329° to join SID 4A (northbound and eastbound) or 4Z (southbound and westbound).

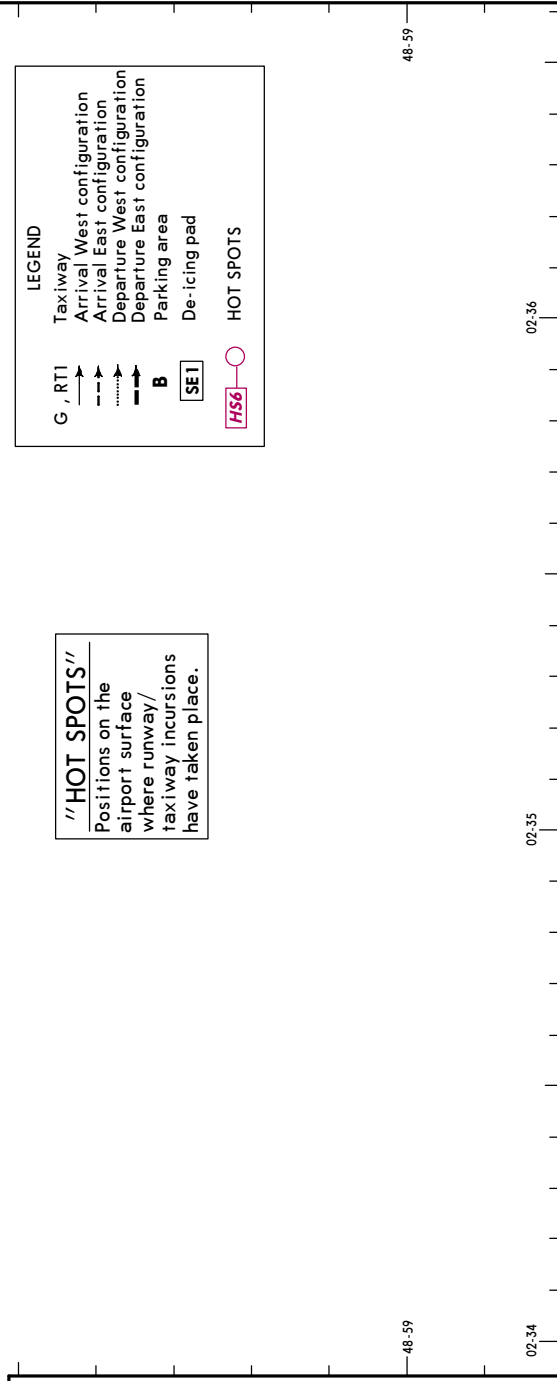
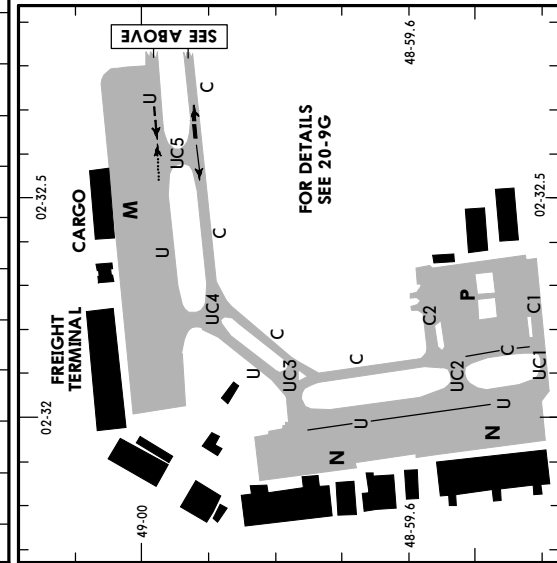
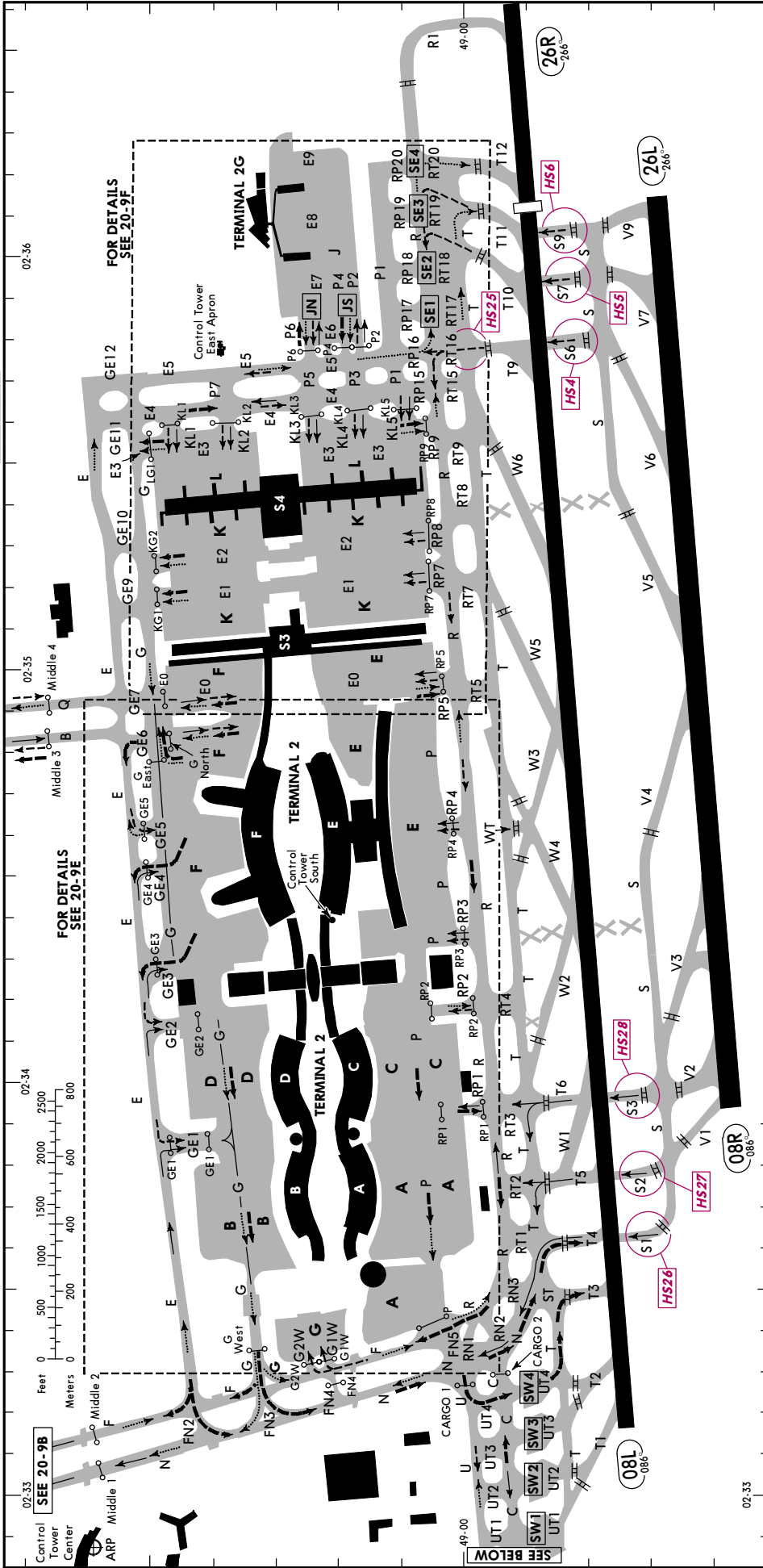
This procedure is announced by DE GAULLE PREFLIGHT as follows:

night initial departure to join SID... .

TERMINAL 2

- Taxiway E downgraded to "apron taxiway" between PAI E West and E East.
- Taxiway E and G are limited to acft with wingspan of less than 118'/36m between two GE1 and GE6 both excluded.

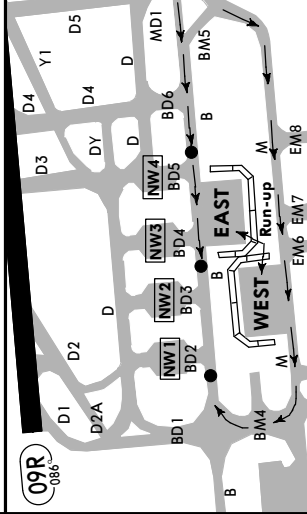
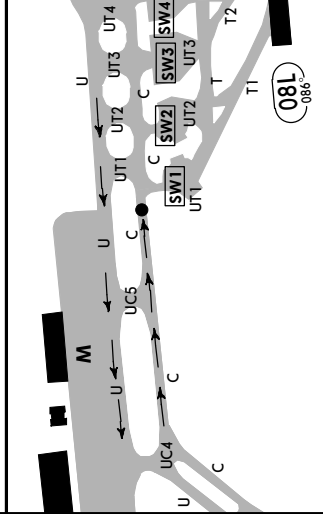
- Arrivals on even stands B, D and F (East configuration):
 - Transfer at PAI E East to 121.58 for acft with wingspan less than 118'/36m.
- Arrivals on stand B (East configuration):
 - Transfer at PAI E West to 121.64 for acft with wingspan more than 118'/36m.
- Arrivals on even stands B, D and F (West configuration):
 - Transfer at PAI E West to 121.64.
- Arrivals on odd stands F (West configuration):
 - from rwy 27: twy B.
 - from rwy 26: twy R, E4 and G.
- Departures from stands B and D (East and West configurations):
 - Transfer of acft at PAI G West and GE1 to 121.81.
- Departures from odd stands F (East and West configuration):
 - Transfer of acft at PAI E0 to 121.98 then taxiing:
 - via twy B (for rwy 09).
 - via twy G, E4 and R (for rwy 08).
- Departures from stands K (East configuration):
 - Transfer of acft at PAI K G1 and KG2 to 121.98 then taxiing:
 - via twy G, E4 and R (rwy 08).



ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						Threshold	Glide Slope		
08L	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	13,681' 4170m	12,634' 3851m	1 3	148' 45m
26R	REIL	PAPI-L(angle 3.0°)	HST		RVR	11,860' 3615m	10,804' 3293m	2 4	
1 TORA RWY 08L: From rwy head 13,681' (4170m) twy T2 int 13,139' (4005m) twy T3 int 12,385' (3775m) twy T4 int 11,860' (3615m) twy T5 int 11,270' (3435m) twy T6 int 10,449' (3185m)									
2 TORA RWY 26R: From rwy head 13,829' (4215m) twy T12 int 12,254' (3735m) twy T11 int 11,860' (3615m) twy T10 int 11,352' (3460m) twy T9 int 10,630' (3240m)									
3 RWY 08L: Full length of 13,681' (4170m) or twy T2 int 13,139' (4005m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 12,385' (3775m), or when cleared by ATC.									
4 RWY 26R: Full length of 13,829' (4215m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 12,254' (3735m), or when cleared by ATC.									
08R	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ		7839' 2389m	6	197' 60m
5 26L	REIL	PAPI-R(angle 3.0°)	HST		RVR				
	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ		7825' 2385m	7	
	REIL	PAPI-L(angle 3.0°)	HST		RVR				
5 Rwy grooved on a portion of 131' (40m) wide, except on first 984' (300m) from both thresh.									
6 TORA RWY 08R: From rwy head 8858' (2700m) twy V2 int 8596' (2620m) twy V3 int 7054' (2150m)									
7 TORA RWY 26L: From rwy head 8858' (2700m) twy V7 int 8235' (2510m) twy V6 int 6693' (2040m)									
09L	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ		7869' 2398m	8	197' 60m
27R	REIL	PAPI-L(angle 3.0°)	HST		RVR		7709' 2350m	9	
8 TORA RWY 09L: From rwy head 8858' (2700m) twy Z2 int 8399' (2560m) twy Z3 int 6890' (2100m)									
9 TORA RWY 27R: From rwy head 8858' (2700m) twy Z7 int 8202' (2500m) twy Z6 int 6890' (2100m)									
09R	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ		12,697' 3870m	10 12	148' 45m
27L	REIL	PAPI-L(angle 3.0°)	HST		RVR	11,811' 3600m	10,681' 3256m	11 13	
10 TORA RWY 09R: From rwy head 13,780' (4200m) twy D2 int 13,025' (3970m) twy D3 int 11,909' (3630m) twy D4 int 11,352' (3460m) twy D5 int 10,433' (3180m) twy D6 int 9711' (2960m)									
11 TORA RWY 27L: From rwy head 13,780' (4200m) twy Q5 int 12,730' (3880m) twy Q4 int 11,811' (3600m) twy Q3 int 11,286' (3440m) twy Q2 int 10,433' (3180m)									
12 RWY 09R: Full length of 13,780' (4200m) or twy D2 int 13,025' (3970m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 11,909' (3630m), or when cleared by ATC.									
13 RWY 27L: Full length of 13,780' (4200m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 12,730' (3880m), or when cleared by ATC.									
Standard TAKE-OFF 1									
2 LVP must be in Force									
Approved Operators HIRL, CL & mult. RVR req		RL, CL & mult. RVR req		RL & CL		RCLM (DAY only) or RL		RCLM (DAY only) or RL	
NIL (DAY only)									
A	125m	150m	200m	250m	400m	500m			
B									
C									
D	150m	200m	250m	300m					
1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.									
2 With approved guidance system: ABCD 75m.									

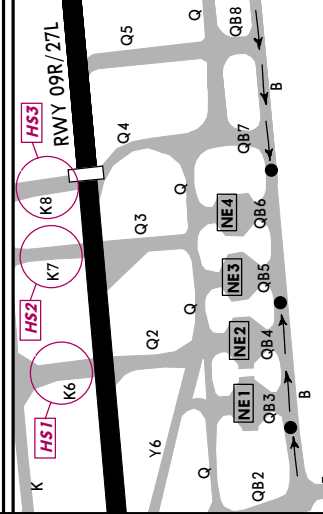


DE-ICING PROCEDURES

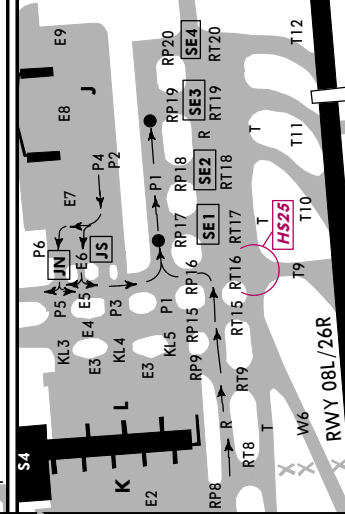
DE-ICING PADS
NW1 THRU NW4

**DE-ICING PADS
SW1 thru SW4**

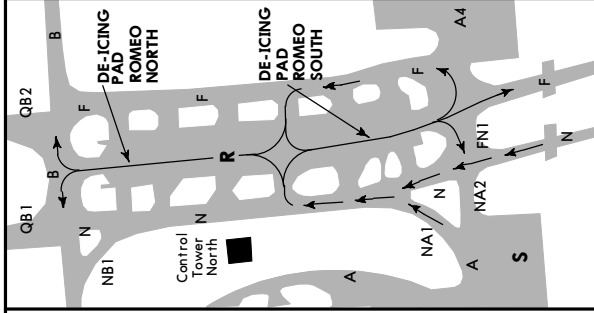
From 15 October to 15 May, subject to the activation of de-icing pads SW1, SW2, SW3 and SW4, twy T between twys T1 and T3 is forbidden for Acft with wingspan of more than 118' / 36m.



**DE-ICING PADS
NE1 THRU NE4**



**DE-ICING PADS
JN, JS & SE1 THRU SE4**

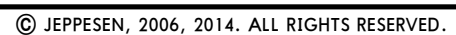


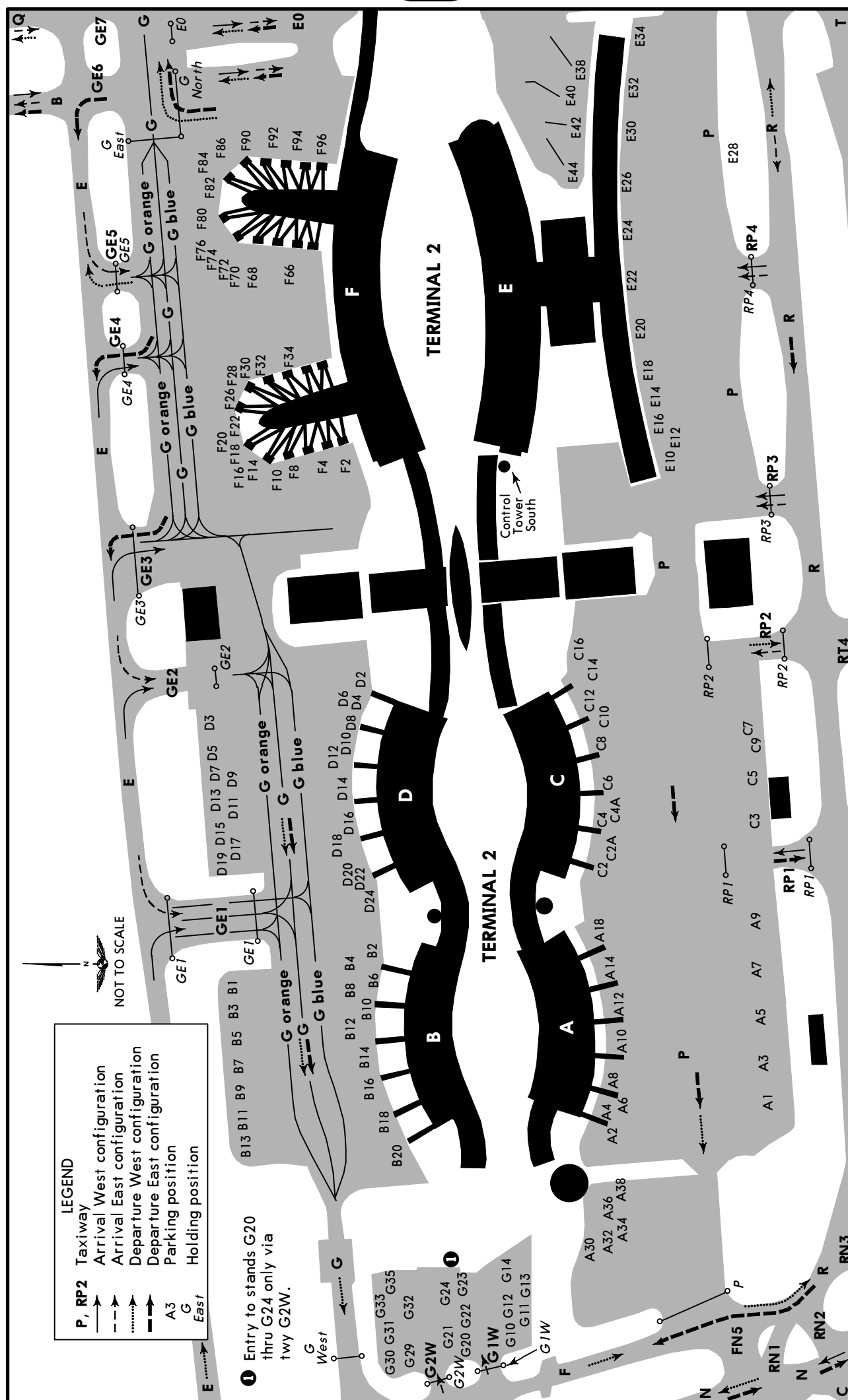
LEGEND

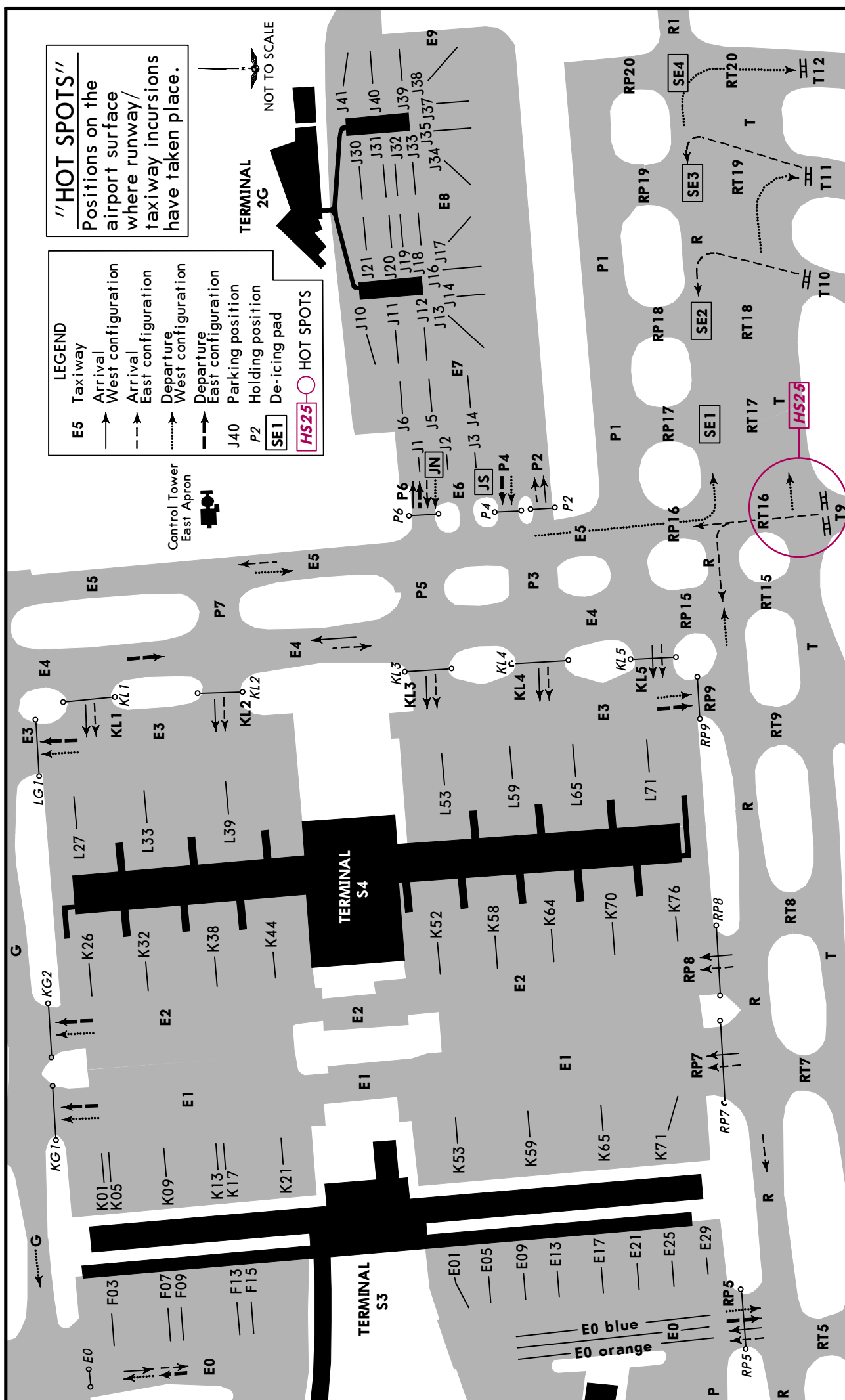
C	Taxiway
→	One way
M	Parking area
SW1	De-icing pad
●	Stop point
—	Blast fences
HS2	HOT SPOTS

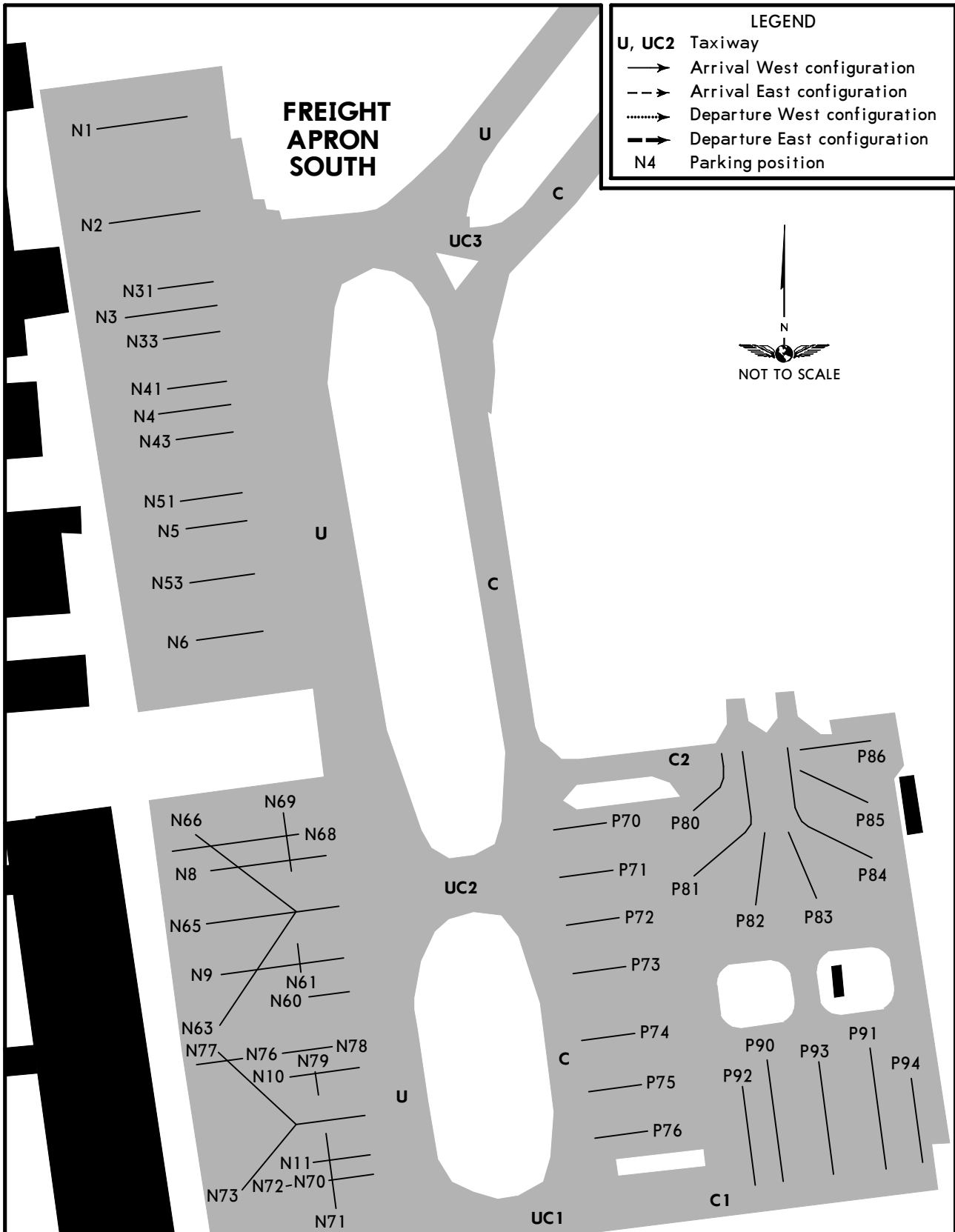
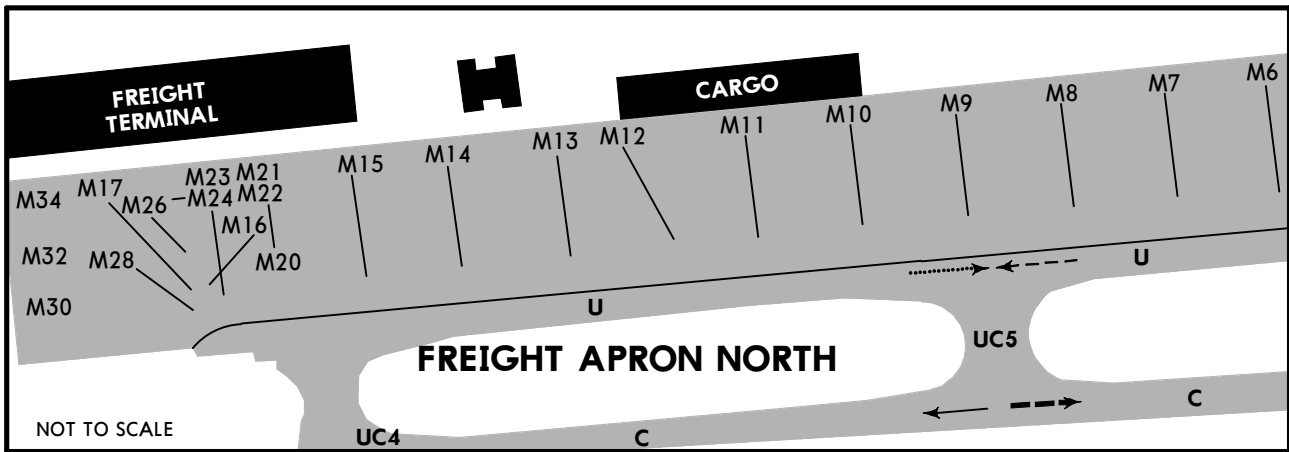
"HOT SPOTS"

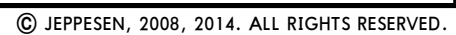
Positions on the airport surface where runway/taxiway incursions have taken place.

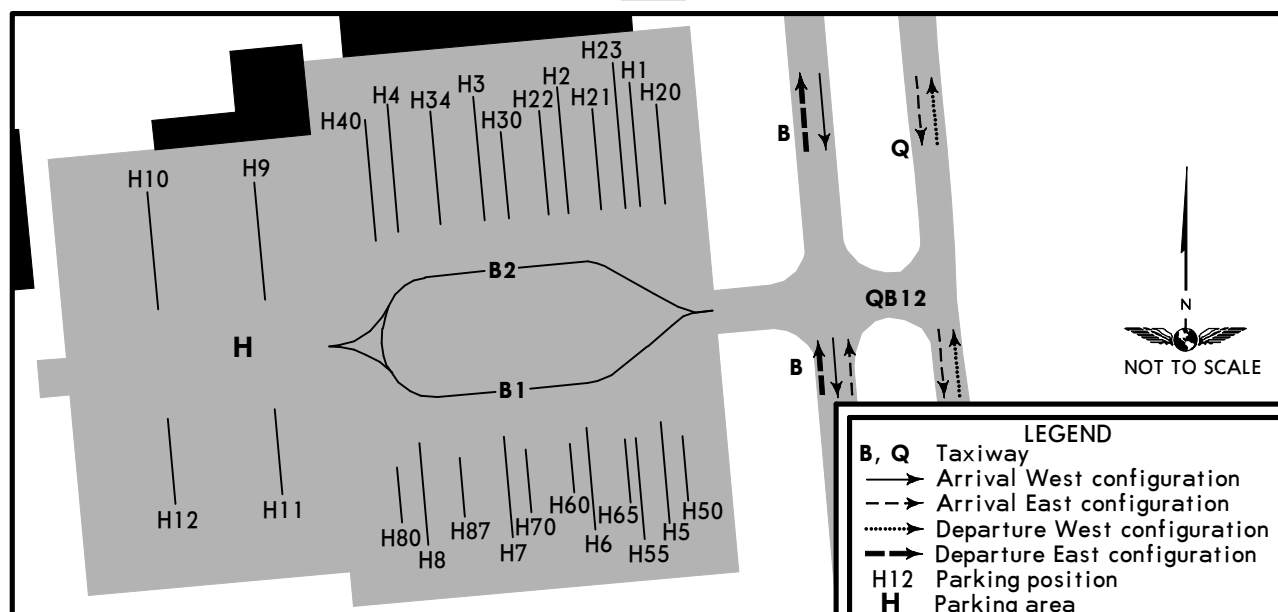












INS COORDINATES

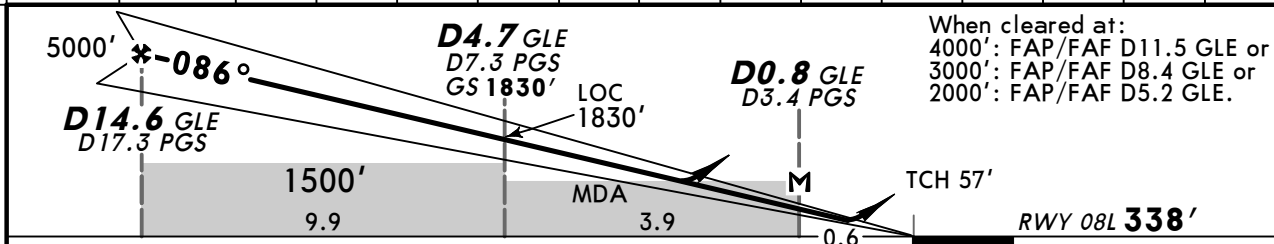
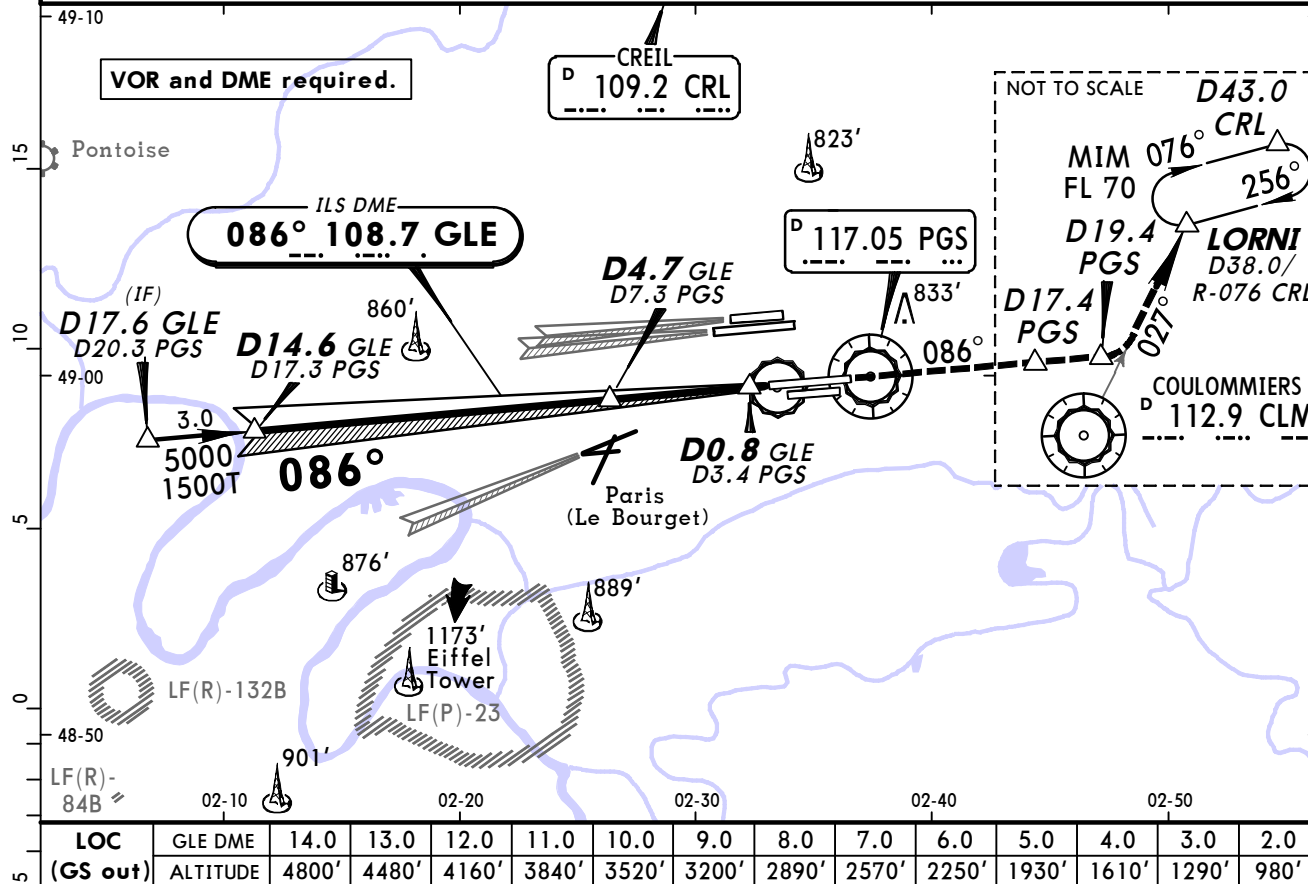
STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N49 00.0 E002 33.6	C3	N49 00.0 E002 34.0
A2	N49 00.1 E002 33.6	C4, C4A	N49 00.1 E002 34.0
A3	N49 00.0 E002 33.7	C5	N49 00.0 E002 34.1
A4	N49 00.1 E002 33.6	C6	N49 00.1 E002 34.0
A5	N49 00.0 E002 33.7	C7	N49 00.0 E002 34.1
A6	N49 00.1 E002 33.6	C8	N49 00.1 E002 34.1
A7	N49 00.0 E002 33.8	C9	N49 00.0 E002 34.1
A8	N49 00.1 E002 33.7	C10 thru C16	N49 00.1 E002 34.2
A9	N49 00.0 E002 33.9	D2	N49 00.3 E002 34.2
A10	N49 00.1 E002 33.7	D3	N49 00.4 E002 34.1
A12, A14	N49 00.1 E002 33.8	D4	N49 00.3 E002 34.1
A18	N49 00.1 E002 33.9	D5	N49 00.4 E002 34.1
A30 thru A38	N49 00.1 E002 33.5	D6	N49 00.3 E002 34.1
B1	N49 00.4 E002 33.8	D7	N49 00.4 E002 34.0
B2	N49 00.3 E002 33.8	D8	N49 00.3 E002 34.1
B3	N49 00.4 E002 33.8	D9	N49 00.4 E002 34.0
B4	N49 00.3 E002 33.8	D10	N49 00.3 E002 34.1
B5	N49 00.4 E002 33.7	D11	N49 00.4 E002 34.0
B6	N49 00.3 E002 33.8	D12	N49 00.3 E002 34.1
B7	N49 00.4 E002 33.7	D13	N49 00.4 E002 34.0
B8	N49 00.3 E002 33.8	D14	N49 00.3 E002 34.0
B9	N49 00.4 E002 33.7	D15	N49 00.4 E002 34.0
B10	N49 00.3 E002 33.7	D16	N49 00.3 E002 34.0
B11	N49 00.4 E002 33.6	D17	N49 00.4 E002 34.0
B12	N49 00.3 E002 33.7	D18	N49 00.3 E002 34.0
B13	N49 00.4 E002 33.6	D19	N49 00.4 E002 33.9
B14, B16	N49 00.3 E002 33.7	D20 thru D24	N49 00.3 E002 33.9
B18, B20	N49 00.3 E002 33.6	E01, E05	N49 00.2 E002 35.0
C2	N49 00.1 E002 33.9	E09	N49 00.2 E002 35.1
C2A	N49 00.1 E002 34.0	E10, E12	N49 00.1 E002 34.4

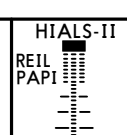
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
E13	N49 00.2 E002 35.1	G31 thru G35	N49 00.3 E002 33.4
E14, E16	N49 00.1 E002 34.5	H1, H2	N49 01.0 E002 34.7
E17	N49 00.1 E002 35.1	H3	N49 01.0 E002 34.6
E18	N49 00.1 E002 34.5	H4	N49 01.0 E002 34.5
E20	N49 00.1 E002 34.6	H5 ,H6	N49 00.8 E002 34.7
E21	N49 00.1 E002 35.1	H7, H8	N49 00.8 E002 34.6
E22	N49 00.1 E002 34.6	H9	N49 00.9 E002 34.5
E24	N49 00.1 E002 34.7	H10	N49 00.9 E002 34.4
E25	N49 00.1 E002 35.1	H11	N49 00.8 E002 34.5
E26	N49 00.1 E002 34.8	H12	N49 00.8 E002 34.4
E29	N49 00.1 E002 35.1	H20 thru H23	N49 01.0 E002 34.7
E30	N49 00.1 E002 34.8	H30, H34	N49 01.0 E002 34.6
E32 thru E38	N49 00.1 E002 34.9	H40	N49 01.0 E002 34.5
E40	N49 00.2 E002 34.8	H50 thru H65	N49 00.8 E002 34.7
E42	N49 00.1 E002 34.8	H70 thru H87	N49 00.8 E002 34.6
E44	N49 00.2 E002 34.8	I14, I15	N49 00.7 E002 30.3
EN20	N49 00.9 E002 30.7	I16	N49 00.7 E002 30.4
EN21, EN22	N49 00.9 E002 30.6	I17 thru I19	N49 00.6 E002 30.4
EN23, EN24	N49 00.9 E002 30.5	I20	N49 00.8 E002 30.2
EN30	N49 00.8 E002 30.4	I21	N49 00.8 E002 30.1
EN31	N49 00.7 E002 30.4	I22 thru I24	N49 00.7 E002 30.1
EN32	N49 00.8 E002 30.4	I25	N49 00.7 E002 30.2
EN33	N49 00.7 E002 30.4	I26, I27	N49 00.6 E002 30.1
EN34	N49 00.8 E002 30.3	I30	N49 00.9 E002 30.2
EN35	N49 00.7 E002 30.3	I31, I32	N49 00.9 E002 30.1
EN36	N49 00.8 E002 30.3	I33, I34	N49 00.9 E002 30.0
EN37	N49 00.7 E002 30.3	I41	N49 00.8 E002 30.2
EN40, EN41	N49 00.8 E002 30.5	I42, I43	N49 00.8 E002 30.1
EN42	N49 00.7 E002 30.5	I44, I45	N49 00.8 E002 30.0
EN49	N49 00.5 E002 30.6	I46, I47	N49 00.8 E002 29.9
EN50	N49 00.8 E002 30.6	I48, I49	N49 00.8 E002 29.8
EN51, EN52	N49 00.8 E002 30.6	I50	N49 00.8 E002 29.7
EN53 thru EN55	N49 00.7 E002 30.6	I51 thru I55	N49 00.7 E002 29.7
EN56	N49 00.8 E002 30.7	I80, I81	N49 00.9 E002 29.7
EN57	N49 00.9 E002 30.8	I82, I83	N49 01.0 E002 29.7
EN80 thru EN82	N49 00.8 E002 31.0	I84 thru I87	N49 00.9 E002 29.8
EN90 thru EN93	N49 00.8 E002 31.1	I88	N49 00.9 E002 29.7
F03, F07, F09	N49 00.4 E002 35.0	I89	N49 00.9 E002 29.8
F2, F4	N49 00.3 E002 34.4	I90, I91	N49 00.9 E002 29.9
F8, F10	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
F22 thru F32	N49 00.4 E002 34.5	J17, J18	N49 00.2 E002 36.1
F34	N49 00.4 E002 34.6	J19 thru J21	N49 00.3 E002 36.1
F66 thru F82	N49 00.4 E002 34.7	J30 thru J33	N49 00.3 E002 36.2
F84 thru F96	N49 00.4 E002 34.8	J34 thru J38	N49 00.2 E002 36.2
G10 thru G24	N49 00.2 E002 33.4	J39 thru J41	N49 00.3 E002 36.2
G29, G30	N49 00.3 E002 33.3	K01	N49 00.5 E002 35.1

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
K05 thru K17	N49 00.4 E002 35.1	P85, P86	N48 59.6 E002 32.3
K21	N49 00.3 E002 35.1	P90	N48 59.5 E002 32.2
K26	N49 00.5 E002 35.4	P91	N48 59.5 E002 32.3
K32, K38	N49 00.4 E002 35.4	P92, P93	N48 59.5 E002 32.2
K44	N49 00.3 E002 35.4	P94	N48 59.5 E002 32.3
K52	N49 00.2 E002 35.4	Q1 thru Q3	N49 00.7 E002 33.2
K53	N49 00.2 E002 35.1	Q4 thru Q7	N49 00.7 E002 33.3
K58	N49 00.2 E002 35.4	Q8 thru Q11	N49 00.7 E002 33.4
K59	N49 00.2 E002 35.2	Q12 thru Q14	N49 00.8 E002 33.4
K64	N49 00.2 E002 35.4	Q15 thru Q18	N49 00.8 E002 33.3
K65	N49 00.1 E002 35.2	Q19 thru Q21	N49 00.8 E002 33.2
K70	N49 00.1 E002 35.4	R1	N49 01.1 E002 33.0
K71	N49 00.1 E002 35.2	R2 thru R6	N49 01.0 E002 33.0
K76	N49 00.1 E002 35.4	R7 thru R11	N49 00.9 E002 33.0
L27	N49 00.5 E002 35.5	R12 thru R14	N49 00.8 E002 33.0
L33, L39	N49 00.4 E002 35.5	S6 thru S11	N49 00.7 E002 32.2
L53, L59	N49 00.2 E002 35.5	S12	N49 00.7 E002 32.3
L65, L71	N49 00.1 E002 35.5	S13	N49 00.6 E002 32.3
M6	N49 00.0 E002 32.8	S14, S15	N49 00.7 E002 32.3
M7	N49 00.0 E002 32.7	S16	N49 00.6 E002 32.4
M8, M9	N49 00.0 E002 32.6	S17	N49 00.7 E002 32.4
M10, M11	N49 00.0 E002 32.5	S18	N49 00.6 E002 32.4
M12	N49 00.0 E002 32.4	S19	N49 00.7 E002 32.4
M13, M14	N49 00.0 E002 32.3	S20 thru S22	N49 00.7 E002 32.5
M15, M16	N49 00.0 E002 32.2	S23	N49 00.7 E002 32.6
M17	N49 00.0 E002 32.1	S24 thru S27	N49 00.7 E002 32.7
M20 thru M22	N49 00.0 E002 32.2	S28 thru S31	N49 00.7 E002 32.8
M23 thru M28	N49 00.0 E002 32.1	T1 thru T9	N49 00.8 E002 32.7
M30	N49 59.9 E002 32.0	U1	N49 00.9 E002 32.7
M32, M34	N49 00.0 E002 32.0	U2	N49 00.9 E002 32.8
N1, N2	N48 59.8 E002 31.9	U3	N49 00.9 E002 32.7
N3 thru N5	N48 59.7 E002 31.9	U4	N49 00.9 E002 32.8
N6	N48 59.6 E002 31.9	U5 thru U9	N49 00.9 E002 32.7
N8 thru N10	N48 59.5 E002 31.9	U49	N49 00.9 E002 32.8
N11	N48 59.4 E002 31.9	V1	N49 00.9 E002 32.7
N31 thru N51	N48 59.7 E002 31.9	V2 thru V4	N49 01.0 E002 32.7
N53	N48 59.6 E002 31.9	V5 thru V8	N49 01.0 E002 32.6
N60, N61	N48 59.5 E002 32.0	W1	N49 01.0 E002 32.5
N63 thru N66	N48 59.5 E002 31.9	W2	N49 01.0 E002 32.6
N68	N48 59.5 E002 32.0	W3 thru W5	N49 01.0 E002 32.5
N69	N48 59.6 E002 32.0	W6	N49 01.0 E002 32.4
N70, N71	N48 59.4 E002 32.0	W7	N49 01.0 E002 32.5
N72, N73	N48 59.4 E002 31.9	W8 thru X3	N49 01.0 E002 32.4
N76, N77	N48 59.5 E002 31.9	X4, X5	N49 01.0 E002 32.3
N78, N79	N48 59.5 E002 32.0	X6	N49 00.9 E002 32.3
P1	N49 00.9 E002 31.0	X7	N49 00.9 E002 32.4
P2	N49 00.9 E002 31.1	X8 thru Y5	N49 00.9 E002 32.3
P3, P4	N49 01.0 E002 31.2	Y6 thru Y9	N49 00.8 E002 32.3
P5	N49 00.9 E002 30.8	Y49	N49 00.9 E002 32.2
P70	N48 59.6 E002 32.2	Z1 thru Z5	N49 00.8 E002 32.3
P71 thru P75	N48 59.5 E002 32.2	Z6 thru Z9	N49 00.8 E002 32.4
P76	N48 59.4 E002 32.2		
P80	N48 59.6 E002 32.2		
P81, P82	N48 59.5 E002 32.2		
P83, P84	N48 59.5 E002 32.3		

BRIEFING STRIP™

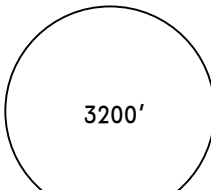
D-ATIS 127.12 (French 128.22)			DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27			
DE GAULLE Tower 119.25 123.6 120.9 118.65			Ground 121.6 121.77 121.8 121.97			
LOC GLE 108.7	Final Apch Crs 086°	GS D4.7 GLE 1830' (1492')	ILS DA(H) Refer to Minimums	Apt Elev 392' RWY 338'	3200' MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to 4000', then as directed. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000'. Intercept and follow R-086 PGS. At D17.4 PGS climb to FL 70. At D19.4 PGS turn LEFT to intercept and follow R-027 CLM to LORNI. Climb to 1200' prior to level acceleration.						
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 5000'						



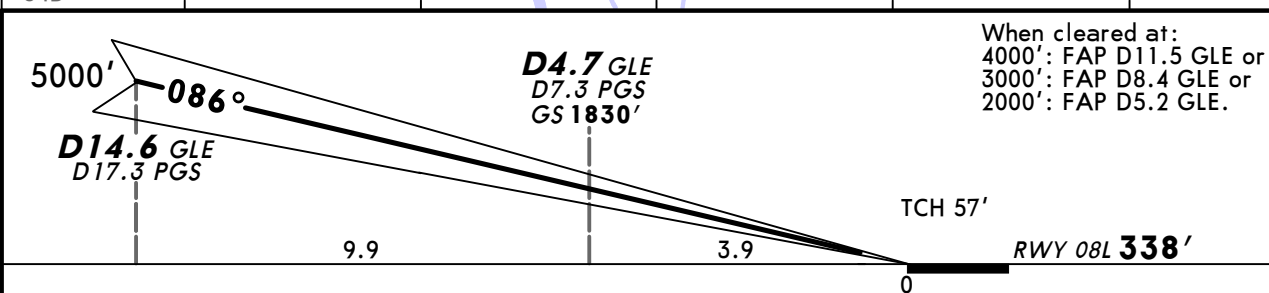
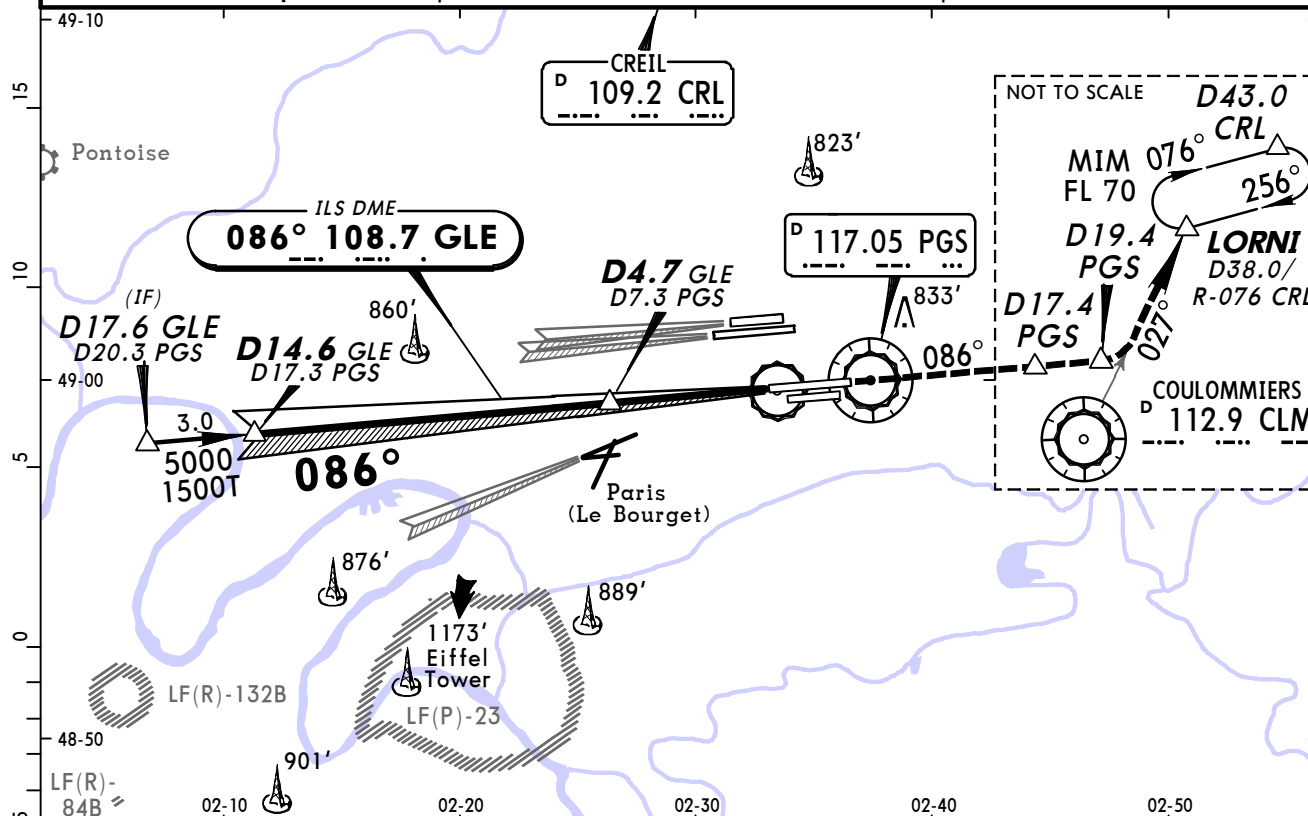
Gnd speed-Kts	70	90	100	120	140	160		4000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.8 GLE/D3.4 PGS								

Standard			STRAIGHT-IN LANDING RWY 08L			CIRCLE-TO-LAND 3		
ILS 1			LOC (GS out) CDFA			08L to 08R		
DA(H) 538' (200')			DA/MDA(H) 2 670' (332')			Max Kts	MDA(H) VIS	
FULL	Limited	ALS out	ALS out					
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	110	940' (602') 3000m	
B						135		
C						180		1040' (702') 3500m
D						205		1100' (762') 4000m

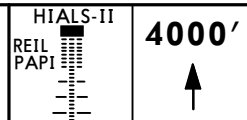
1 LACFT: DA(H) 548'(210'). 2 For add-on to the MDA(H), see ATC pages FRANCE. 3 Circling height based on rwy 08L thresh elev of 338'.

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'		
	MISSED APCH: Climb STRAIGHT AHEAD to 4000', then as directed. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000'. Intercept and follow R-086 PGS. At D17.4 PGS climb to FL 70. At D19.4 PGS turn LEFT to intercept and follow R-027 CLM 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
GS 3.00°	372	478	531	637	743	849

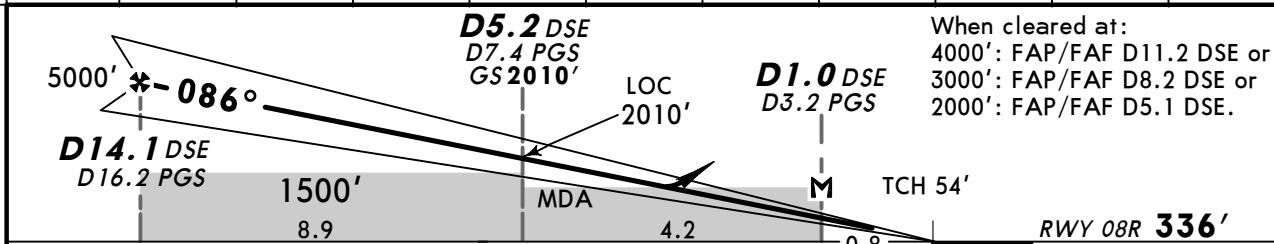
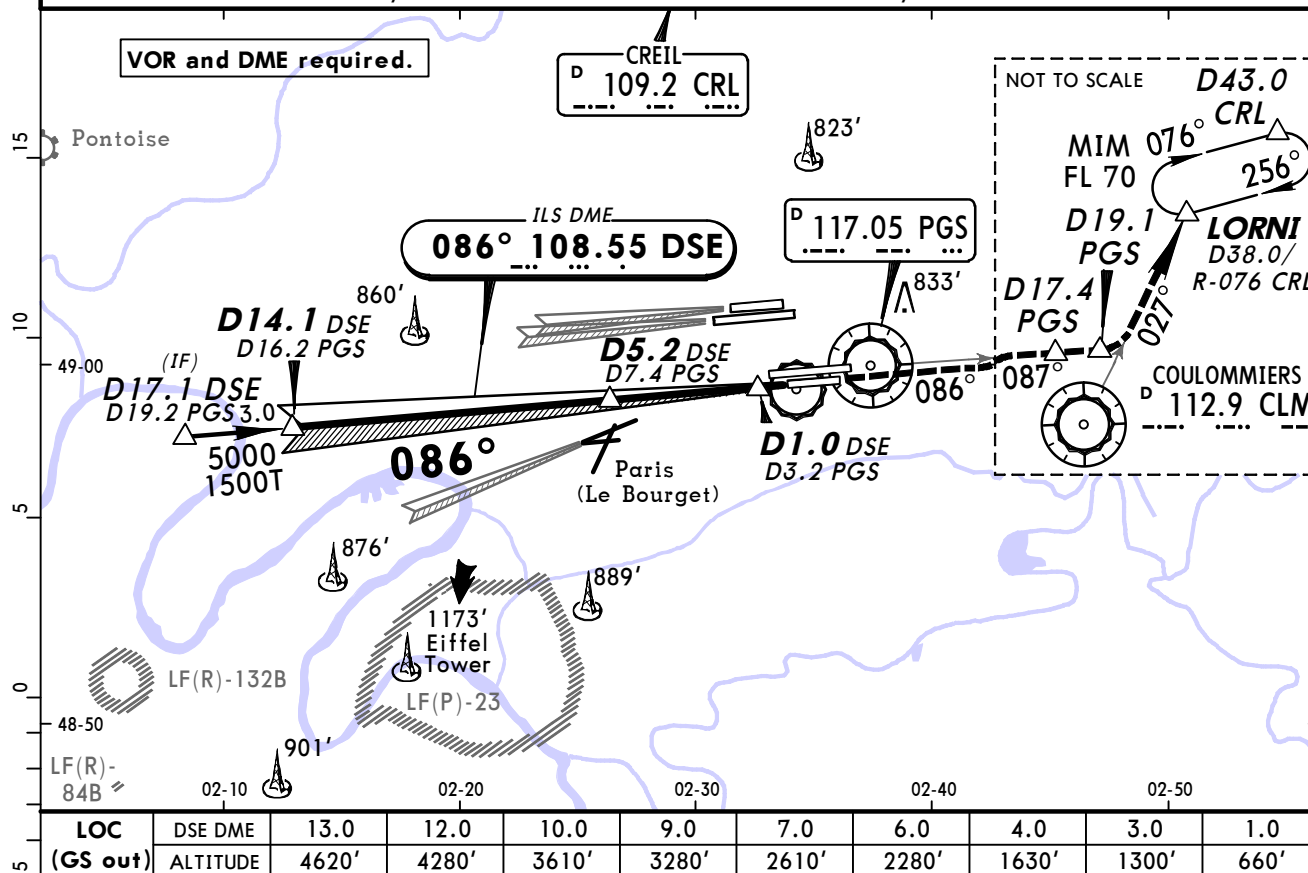


Standard		STRAIGHT-IN LANDING RWY 08L	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD	
RVR 200m		RA 99'	
		DA(H) 438' (100')	
		RVR 300m	

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					
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'.							
Intercept and follow R-087 PGS. At D17.4 PGS climb to FL 70.							
At D19.1 PGS turn LEFT to intercept and follow R-027 CLM to LORNI. Climb to 1200' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC		Trans alt: 5000'	



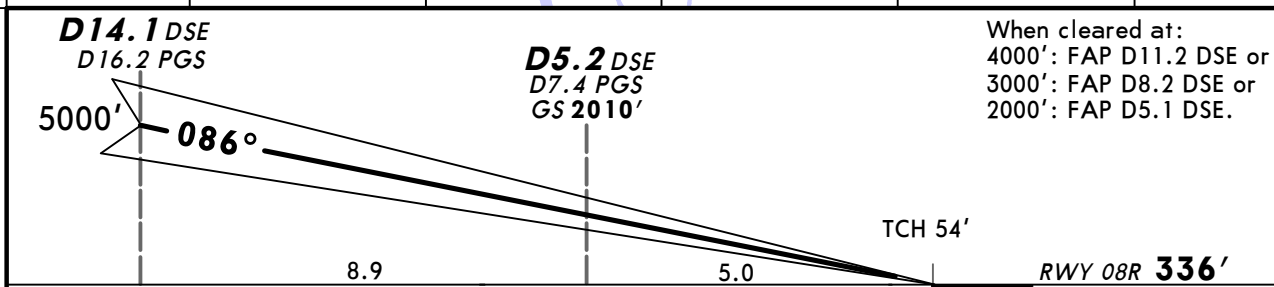
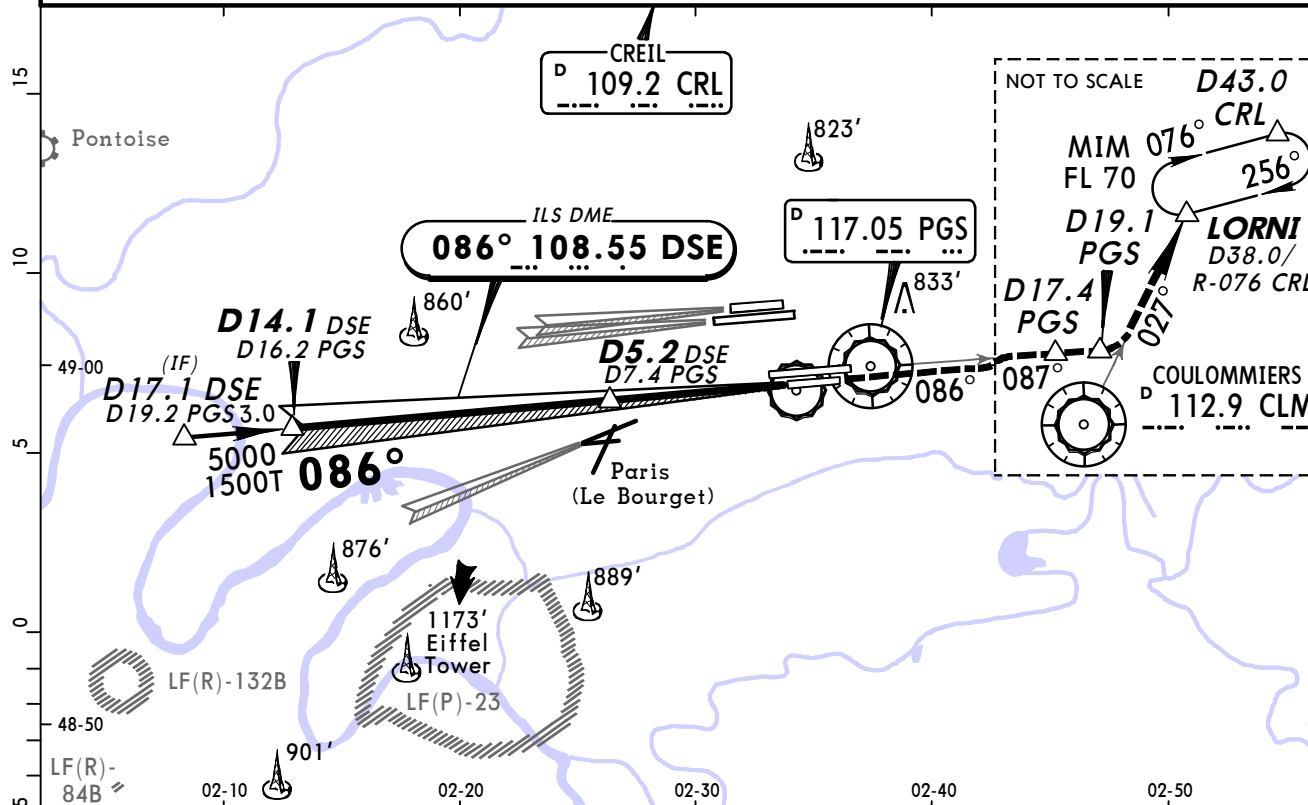
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II  4000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 DSE/D3.2 PGS							

PANS OPS	Standard ILS			STRAIGHT-IN LANDING RWY 08R		CIRCLE-TO-LAND 2	
	ILS			LOC (GS out) CDFA		08R to 08L	
	DA(H) 536' (200')			DA/MDA(H) 1660' (324')			
	FULL	Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A						110	1090' (754') 3000m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 750m		135	
C				RVR 1400m		180	1140' (804') 3500m
D						205	1240' (904') 4000m

1 For add-on to the MDA(H), see ATC pages FRANCE.
 2 Circling height based on rwy 08R thresh elev of 336'.

CHANGES: Missed apch with comm failure.

BRIEFING STRIP™	D-ATIS			DE GAULLE Approach					
	127.12 (French 128.22)			121.15	125.82	119.85	126.42	118.15	136.27
	DE GAULLE Tower				Ground				
	119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97	
	LOC DSE	Final Apch Crs	GS D5.2 DSE	CAT II & IIIA ILS Refer to Minimums	Apt Elev 392'		3200' MSA ARP		
	108.55	086°	2010' (1674')		RWY 336'				
	MISSED APCH: Climb STRAIGHT AHEAD to 4000', then as directed. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000'. Intercept and follow R-087 PGS. At D17.4 PGS climb to FL 70. At D19.1 PGS turn LEFT to intercept and follow R-027 CLM 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	

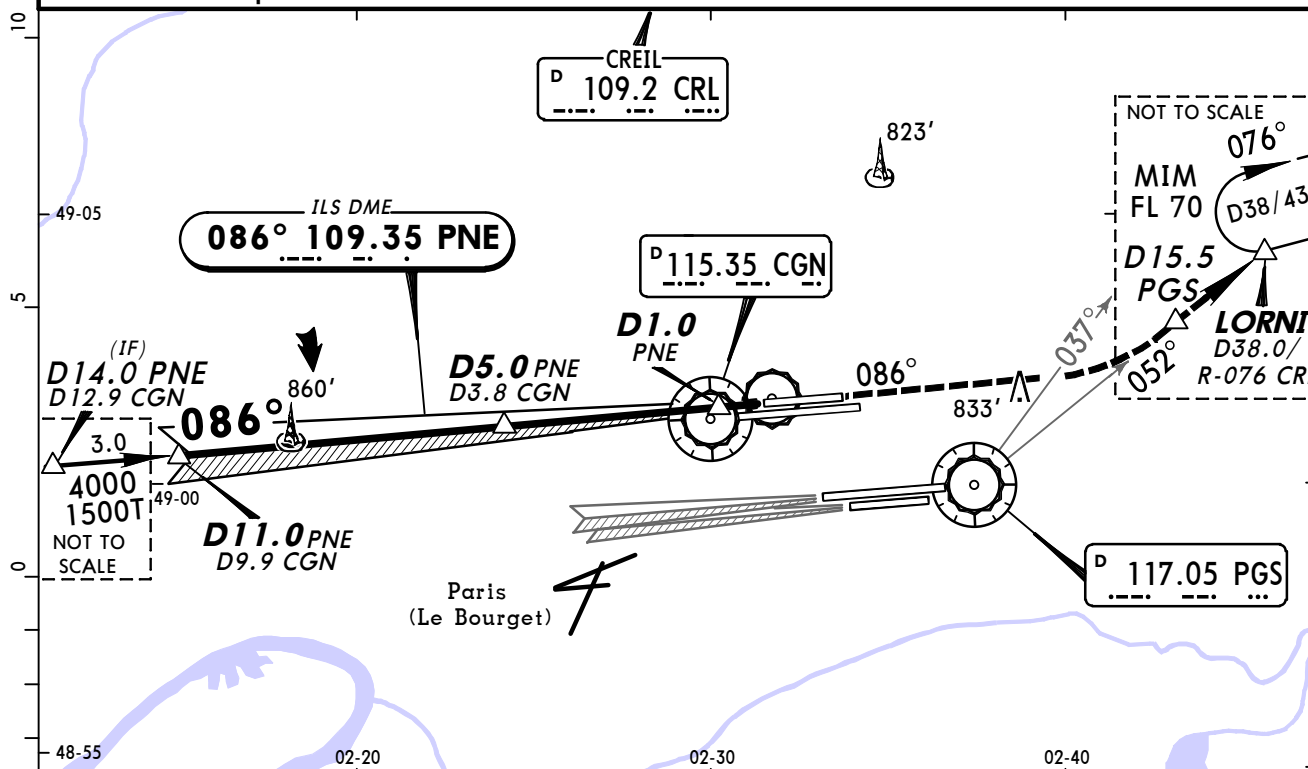
Standard		STRAIGHT-IN LANDING RWY 08R	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD	
		RA 103'	
		DA(H) 436' (100')	
RVR 200m		RVR 300m I	

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

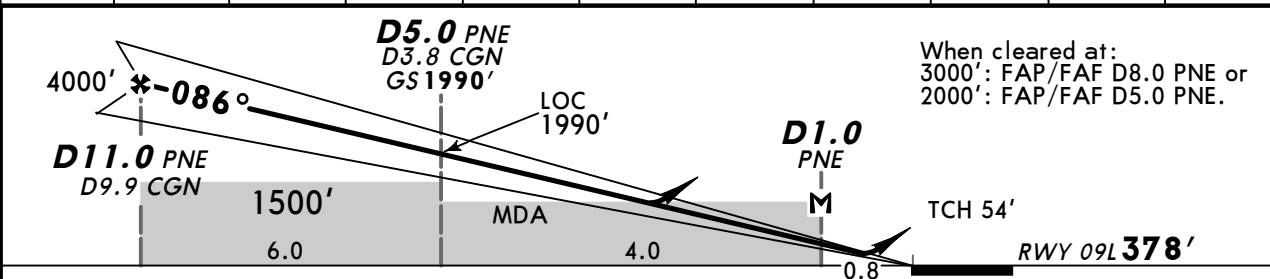
BRIEFING STRIP™	D-ATIS		DE GAULLE Approach						3200' MSA ARP
	127.12 (French 128.22)		121.15 125.82 119.85 126.42 118.15 136.27						
	DE GAULLE Tower			Ground					
	119.25 123.6 120.9			118.65 121.6 121.77 121.8 121.97					
	LOC PNE 109.35		Final Apch Crs 086°		GS D5.0 PNE 1990' (1612')		ILS DA(H) 578' (200')		

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000'. Crossing R-037 PGS turn LEFT to intercept and follow R-052 PGS to LORNI.
 At D15.5 PGS climb to FL 70. Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 5000'
VOR and DME required.



LOC (GS out)	PNE DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3650'	3320'	2980'	2650'	2320'	1990'	1670'	1340'	1020'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 3000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 PNE							

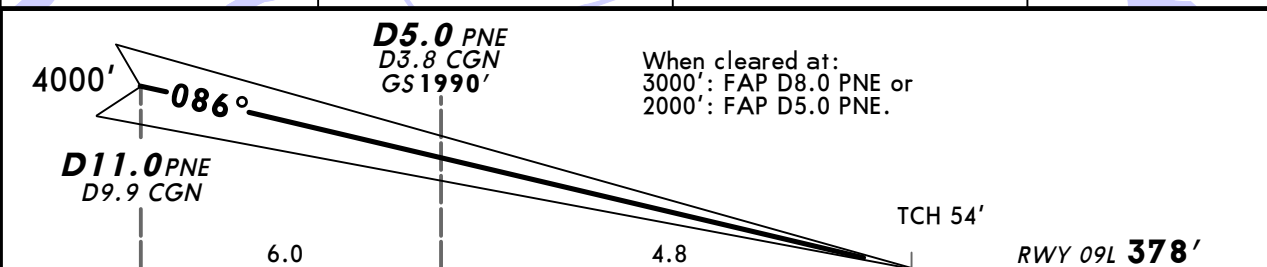
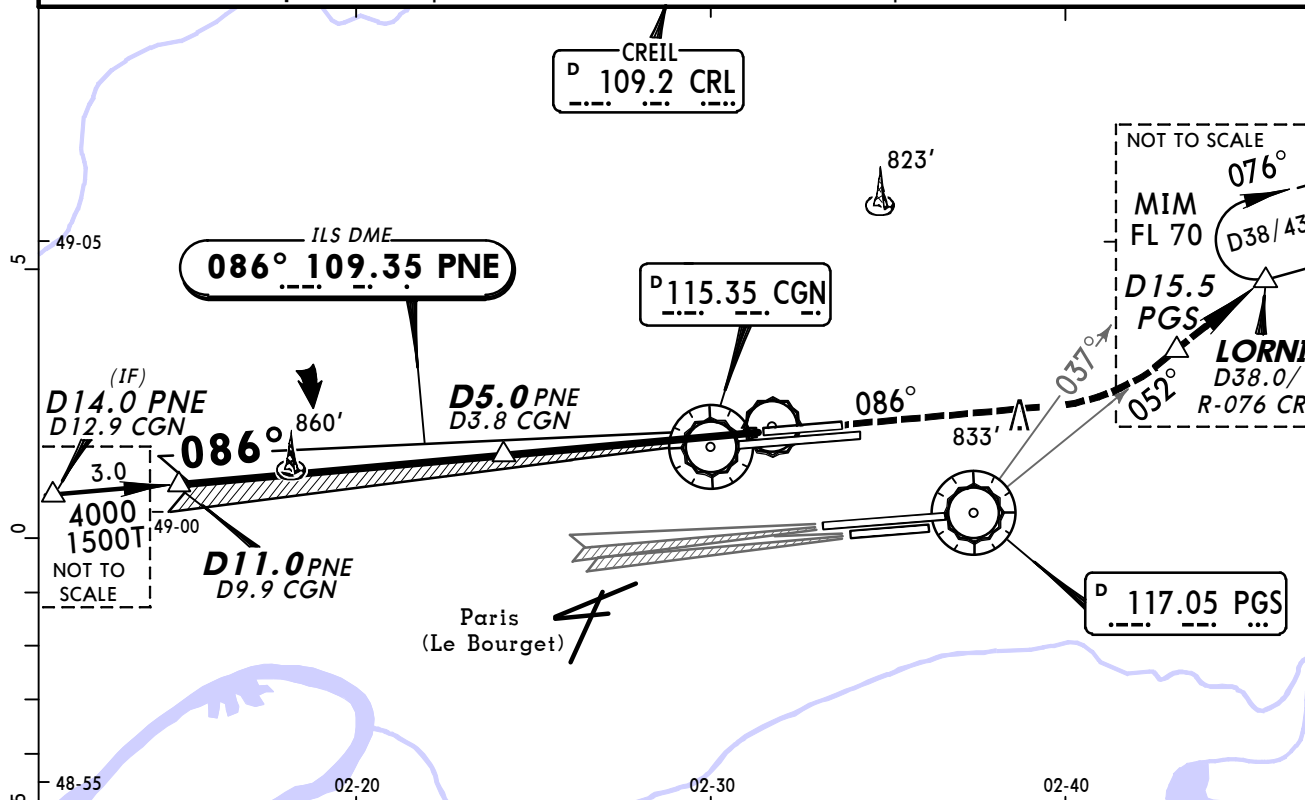
PANS OPS	STRAIGHT-IN LANDING RWY09L				CIRCLE-TO-LAND ²	
	ILS			LOC (GS out)	09L to 09R	
	CDFA			DA/MDA(H)		
	FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A					110	1130' (752') 3000m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	135	
C					180	1180' (802') 3500m
D					205	1280' (902') 4000m

¹ For add-on to the MDA(H), see ATC pages FRANCE.
² Circling height based on rwy 09L thresh elev of 378'.

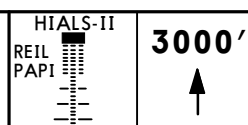
BRIEFING STRIP ™	D-ATIS		DE GAULLE Approach						3200' MSA ARP
	127.12 (French 128.22)		121.15 125.82 119.85 126.42 118.15 136.27						
	DE GAULLE Tower				Ground				
	119.25 123.6 120.9 118.65				121.6 121.77 121.8 121.97				
	LOC PNE	Final Apch Crs	GS D5.0 PNE	CAT II & IIIA ILS Refer to Minimums	Apt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

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000'. Crossing R-037 PGS turn LEFT to intercept and follow R-052 PGS to LORNI.
 At D15.5 PGS climb to FL 70. 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.



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



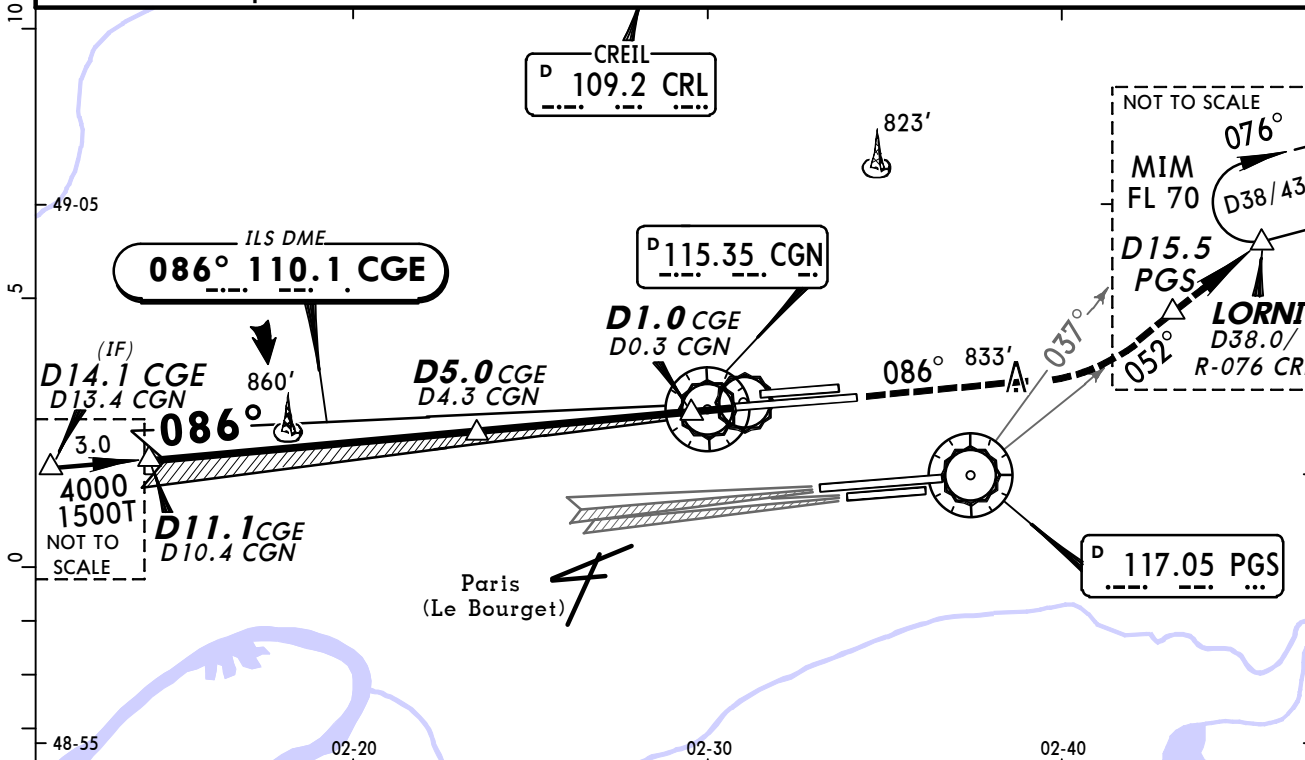
Standard		STRAIGHT-IN LANDING RWY 09L	
CAT IIIA ILS		CAT II ILS ABCD	
DH 50'		RA 104' DA(H) 478' (100')	
RVR 200m		RVR 300m	

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

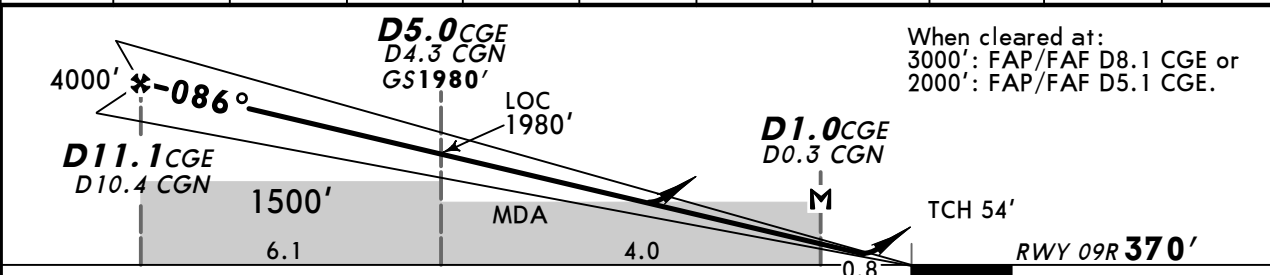
BRIEFING STRIP ™	D-ATIS		DE GAULLE Approach						3200' MSA ARP
	127.12 (French 128.22)		121.15 125.82 119.85 126.42 118.15 136.27						
	DE GAULLE Tower			Ground					
	119.25 123.6 120.9 118.65			121.6 121.77 121.8 121.97					
	LOC CGE 110.1		Final Apch Crs 086°		GS D5.0 CGE 1980' (1610')		ILS DA(H)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

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000'. Crossing R-037 PGS turn LEFT to intercept and follow R-052 PGS to LORNI.
 At D15.5 PGS climb to FL 70. Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 5000'
VOR and DME required.



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	372	478	531	637	743	849	
LOC Descent Angle 3.00°							
MAP at D1.0 CGE/D0.3 CGN							

PANS OPS	STRAIGHT-IN LANDING RWY 09R				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				110	1020' (650') 3000m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	135	
C					180	1120' (750') 3500m
D					205	1120' (750') 4000m

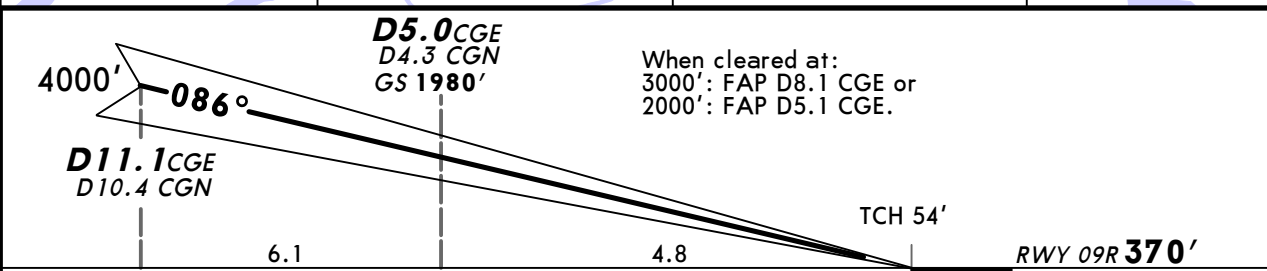
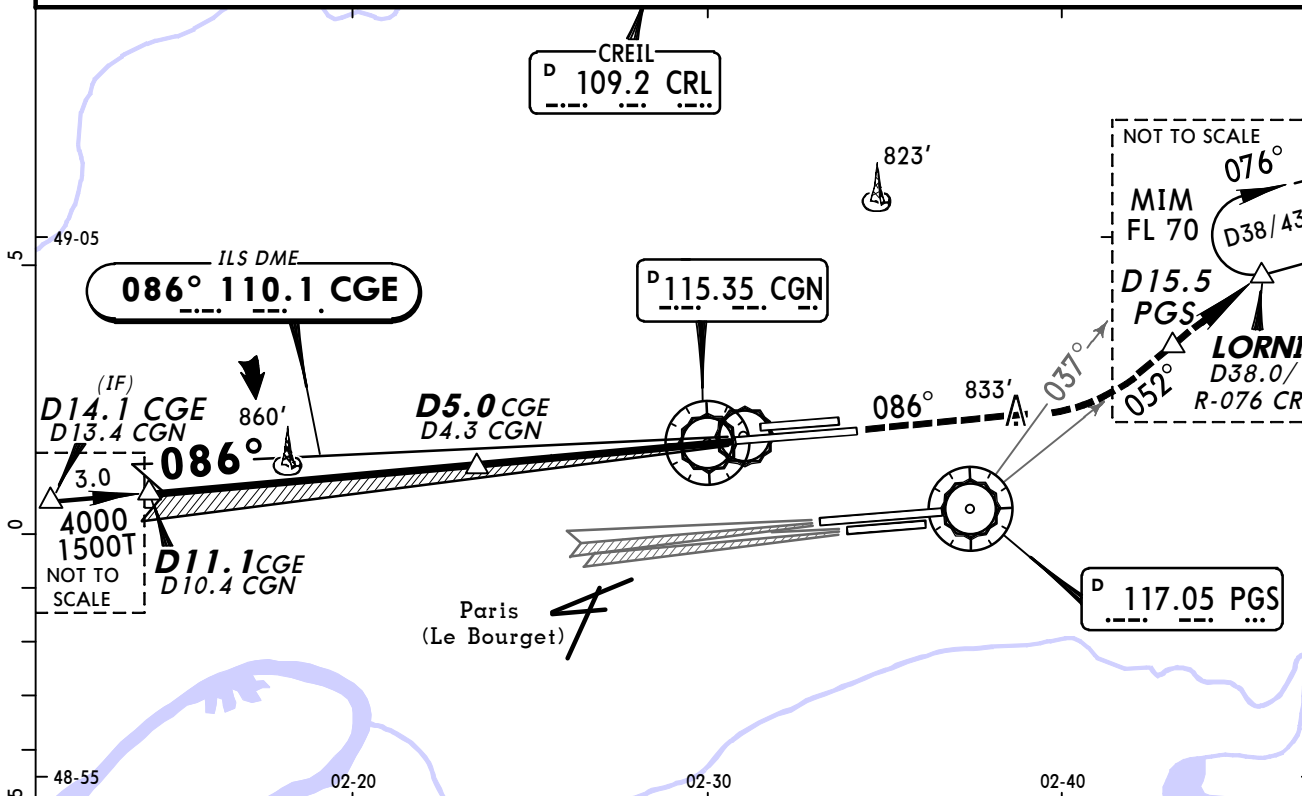
1 For add-on to the MDA(H), see ATC pages FRANCE.
 2 Circling height based on rwy 09R thresh elev of 370'.

BRIEFING STRIP

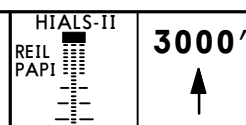
D-ATIS		DE GAULLE Approach						3200' MSA ARP
127.12 (French 128.22)		121.15 125.82 119.85 126.42 118.15 136.27						
DE GAULLE Tower				Ground				
119.25 123.6 120.9 118.65				121.6 121.77 121.8 121.97				
LOC CGE 110.1	Final Apch Crs 086°	GS D5.0 CGE 1980' (1610')	CAT II & IIIA ILS Refer to Minimums		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'. Crossing R-037 PGS turn LEFT to intercept and follow R-052 PGS to LORNI.
 At D15.5 PGS climb to FL 70. 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.



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



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

 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

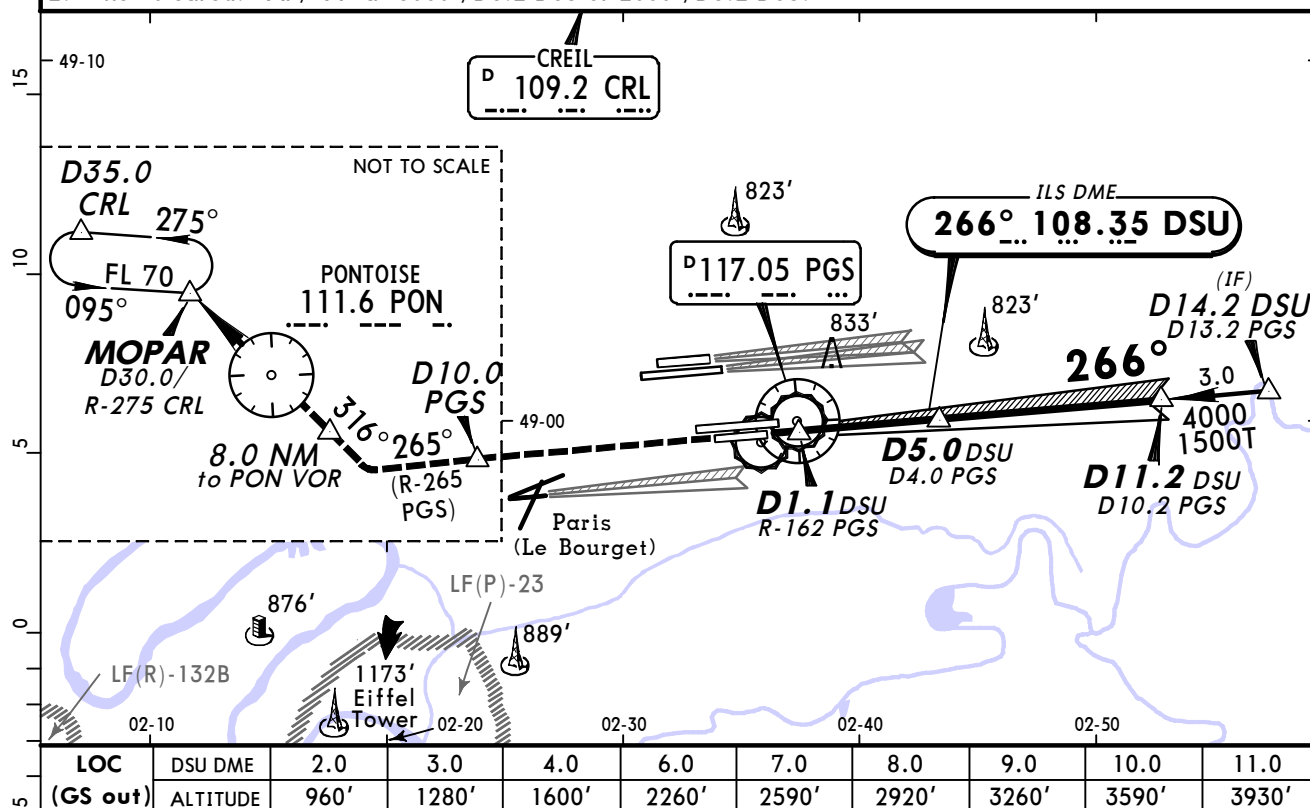
Rwy Elev: 12 hPa

Trans level: By ATC

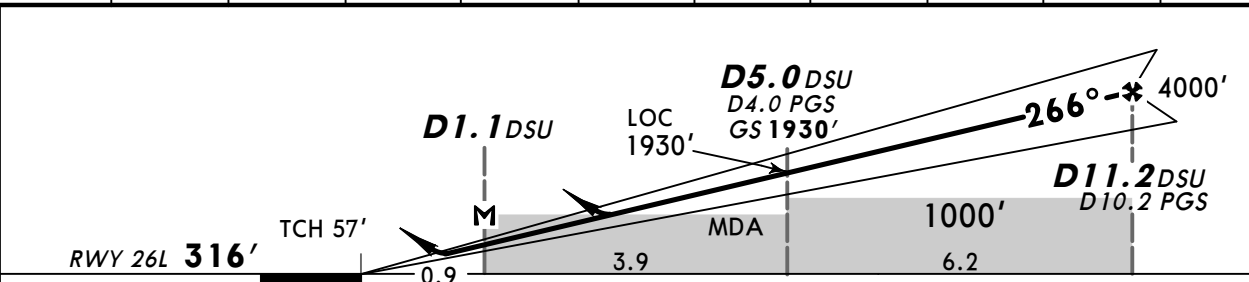
Trans alt: 5000'

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.



LOC	DSU DME	2.0	3.0	4.0	6.0	7.0	8.0	9.0	10.0	11.0
(GS out)	ALTITUDE	960'	1280'	1600'	2260'	2590'	2920'	3260'	3590'	3930'



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 RWY 26L				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'.

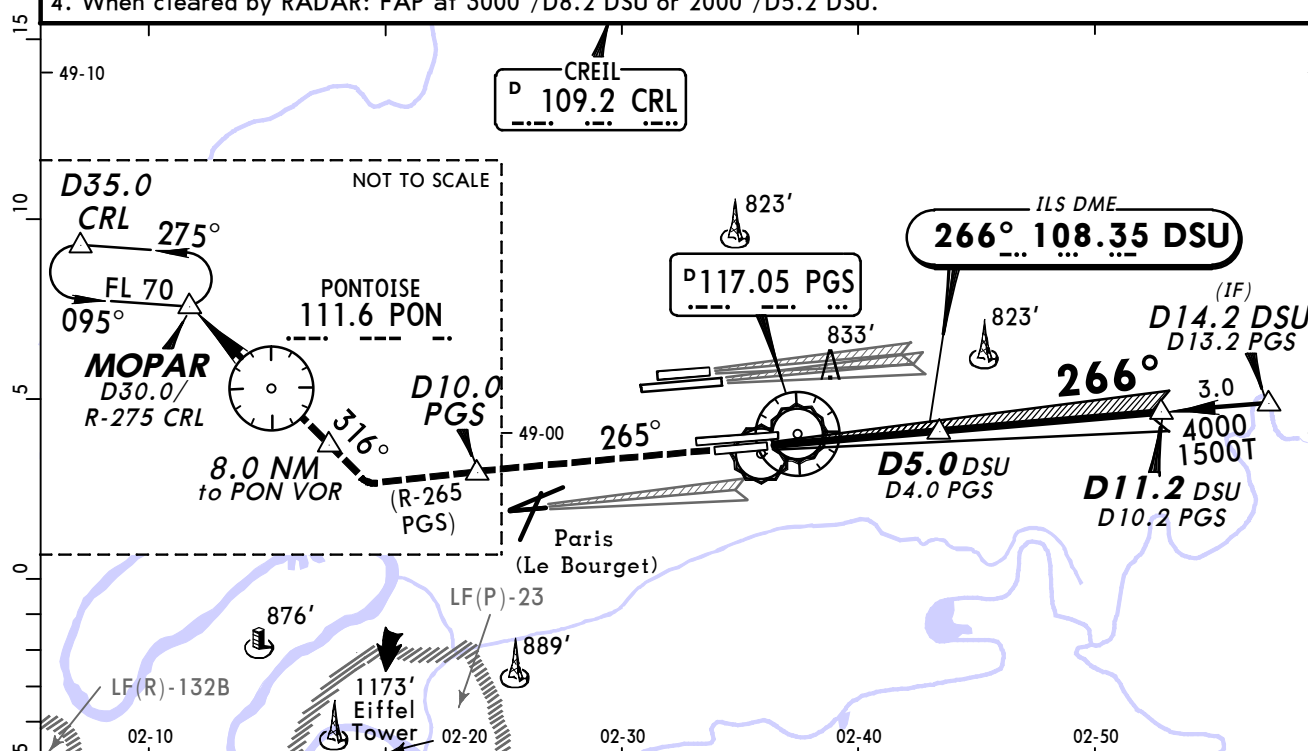
BRIEFING STRIP TM	D-ATIS		DE GAULLE Approach						3200' MSA ARP
	127.12 (French 128.22)		121.15 125.82 119.85 126.42 118.15 136.27						
	DE GAULLE Tower			Ground					
	119.25 123.6 120.9 118.65			121.6 121.77 121.8 121.97					
	LOC DSU 108.35		Final Apch Crs 266°		GS D5.0 DSU 1930' (1614')		CAT II &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

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

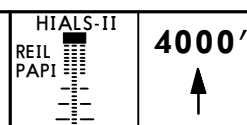
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000'. At D10.0 PGS follow R-265 PGS to intercept R-136 PON inbound. At 8.0 NM before PON climb to FL 70. At PON VOR proceed to MOPAR.

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.



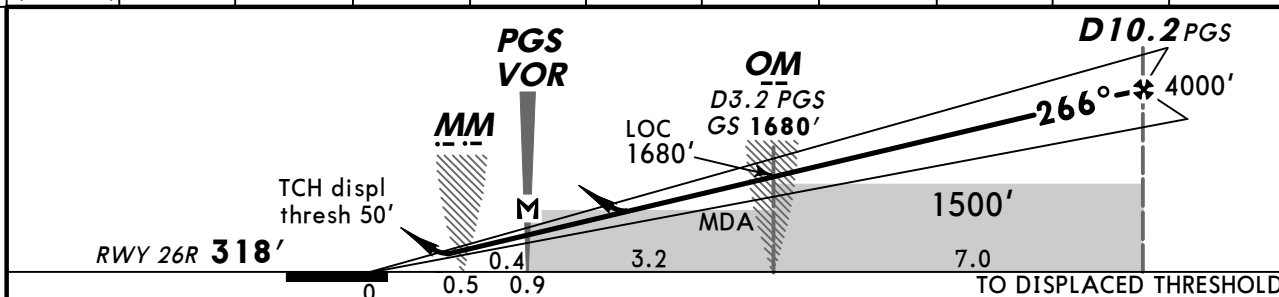
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861



Standard		STRAIGHT-IN LANDING RWY 26L	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 104'	
		DA(H) 416' (100')	
RVR 200m		RVR 300m	

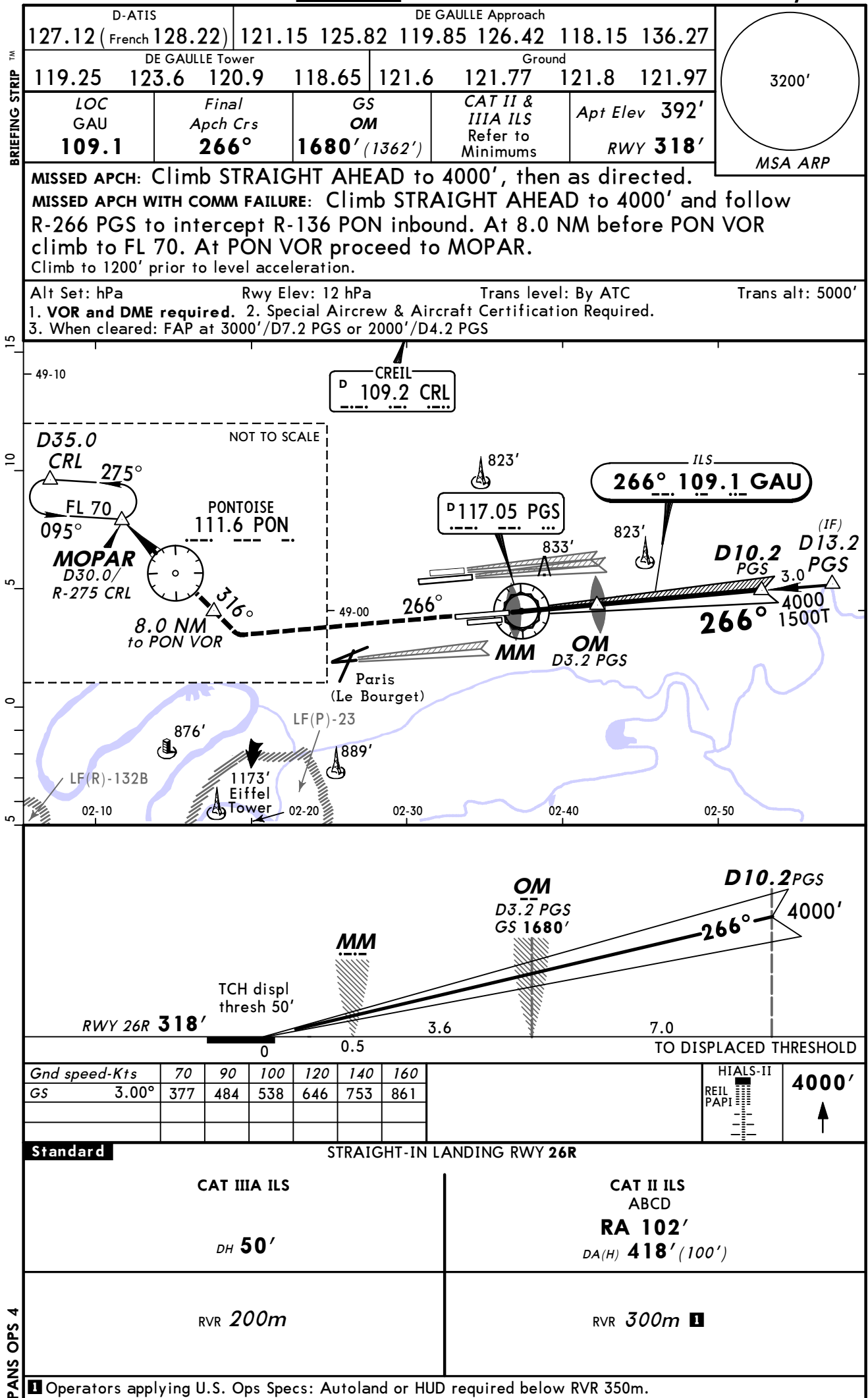
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

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 RWY26R				CIRCLE-TO-LAND 2		
		ILS		LOC (GS out) CDFA		26R to 26L		
		DA(H) 518' (200')		DA/MDA(H) 1710' (392')				
		FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS	
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 CGW	Final Apch Crs	GS D5.0 CGW	ILS DA(H)	Apt Elev 392'				
	110.7	266°	2000' (1613')	587' (200')	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.

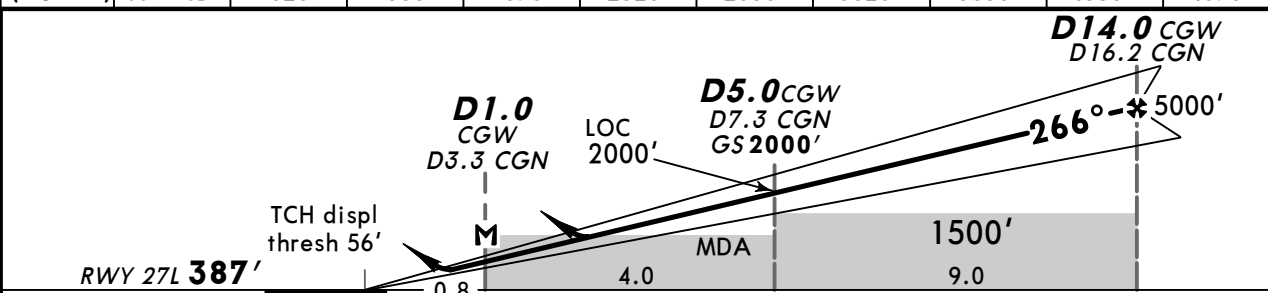
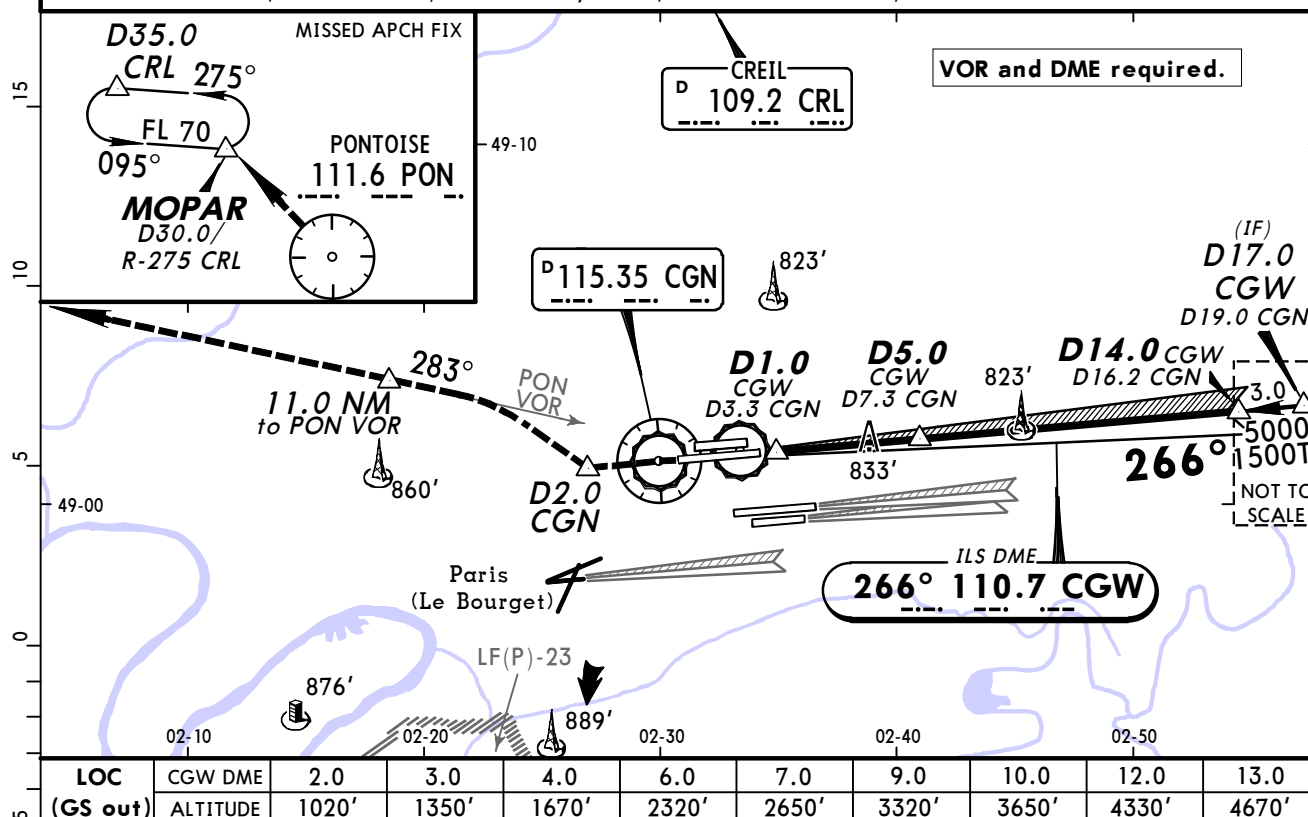
Alt Set: hPa

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.

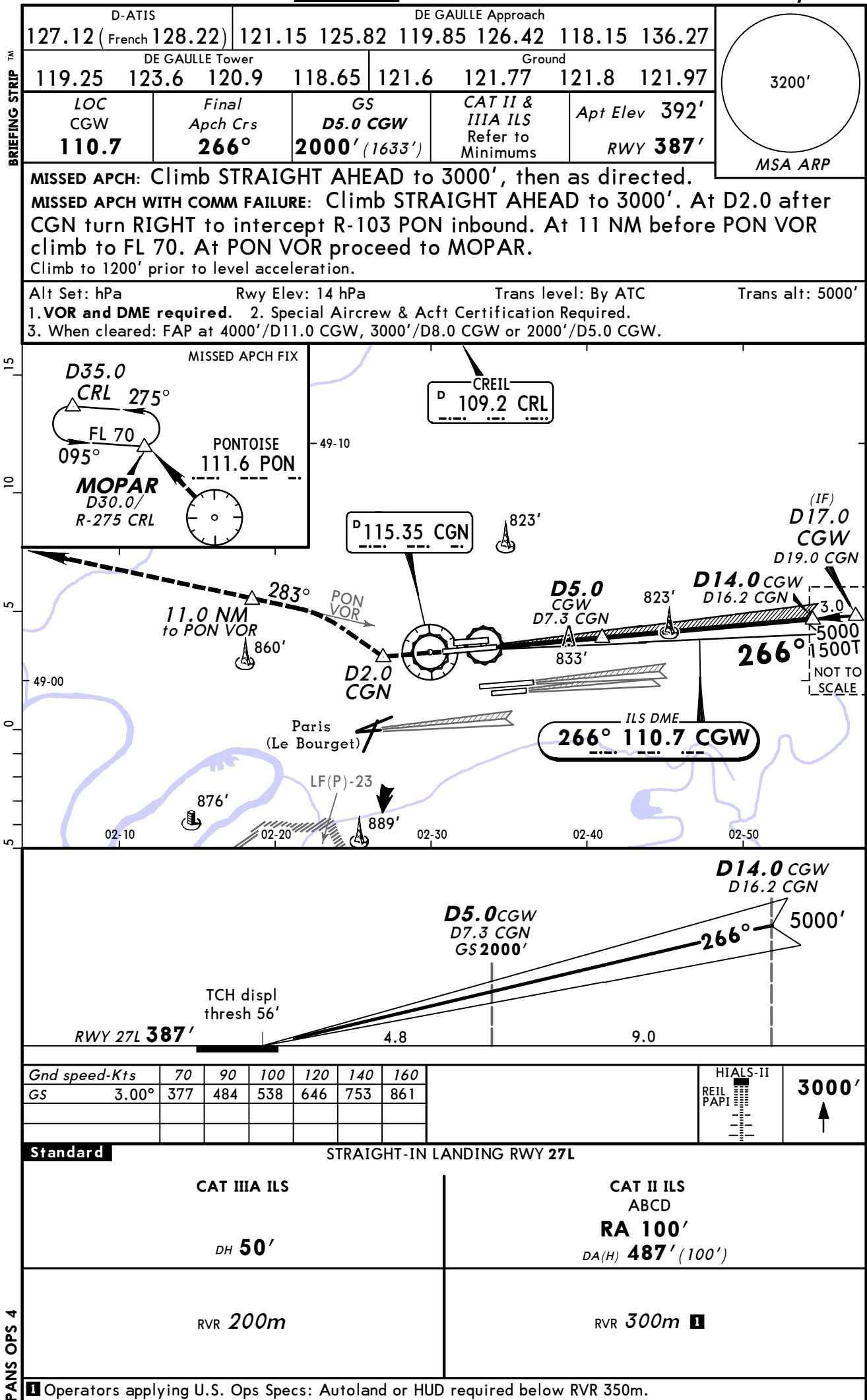


MAP at D1.0 CGW/D3.3 CGN										
--------------------------	--	--	--	--	--	--	--	--	--	--

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	
FULL	Limited	ALS out	ALS out		MDA(H)	VIS
A					110	1000' (613') 3000m
B	RVR 550m	RVR 750m	RVR 800m		135	
C			RVR 1200m		180	1100' (713') 3500m
D			RVR 1500m		205	1150' (763') 4000m

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

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



MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.

MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000'. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At 11 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.

Climb to 1200' prior to level acceleration.

Alt Set: hPa

Rwy Elev: 14 hPa

Trans level: By ATC

Trans alt: 5000'

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

3. When cleared: FAP at 4000'/D11.0 CGW, 3000'/D8.0 CGW or 2000'/D5.0 CGW.

D35.0
CRL 275°
FL 70
095°
MOPAR
D30.0/
R-275 CRL

MISSED APCH FIX
PONTOISE
111.6 PON

CREIL
D 109.2 CRL

D 115.35 CGN

D2.0 CGN

D5.0 CGW
D7.3 CGN

D14.0 CGW
D16.2 CGN

D17.0 CGW
D19.0 CGN

DME
266° 110.7 CGW

11.0 NM to PON VOR

283°

PON VOR

860'

823'

823'

833'

876'

889'

5000'

1500'

NOT TO SCALE

Paris (Le Bourget)

LF(P)-23

D5.0 CGW
D7.3 CGN
GS 2000'

D14.0 CGW
D16.2 CGN

5000'

266°

TCH displ
thresh 56'

RWY 27L **387'**

4.8

9.0

Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	377	484	538	646	753

HIALS-II
REIL PAPI

3000'

Standard

STRAIGHT-IN LANDING RWY 27L

CAT IIIA ILS

DH **50'**

CAT II ILS
ABCD
RA 100'
DA(H) **487'** (100')

RVR **200m**

RVR **300m** **I**

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

CHANGES: MSA. TA. Procedure.

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PANS OPS 4

BRIEFING STRIP™

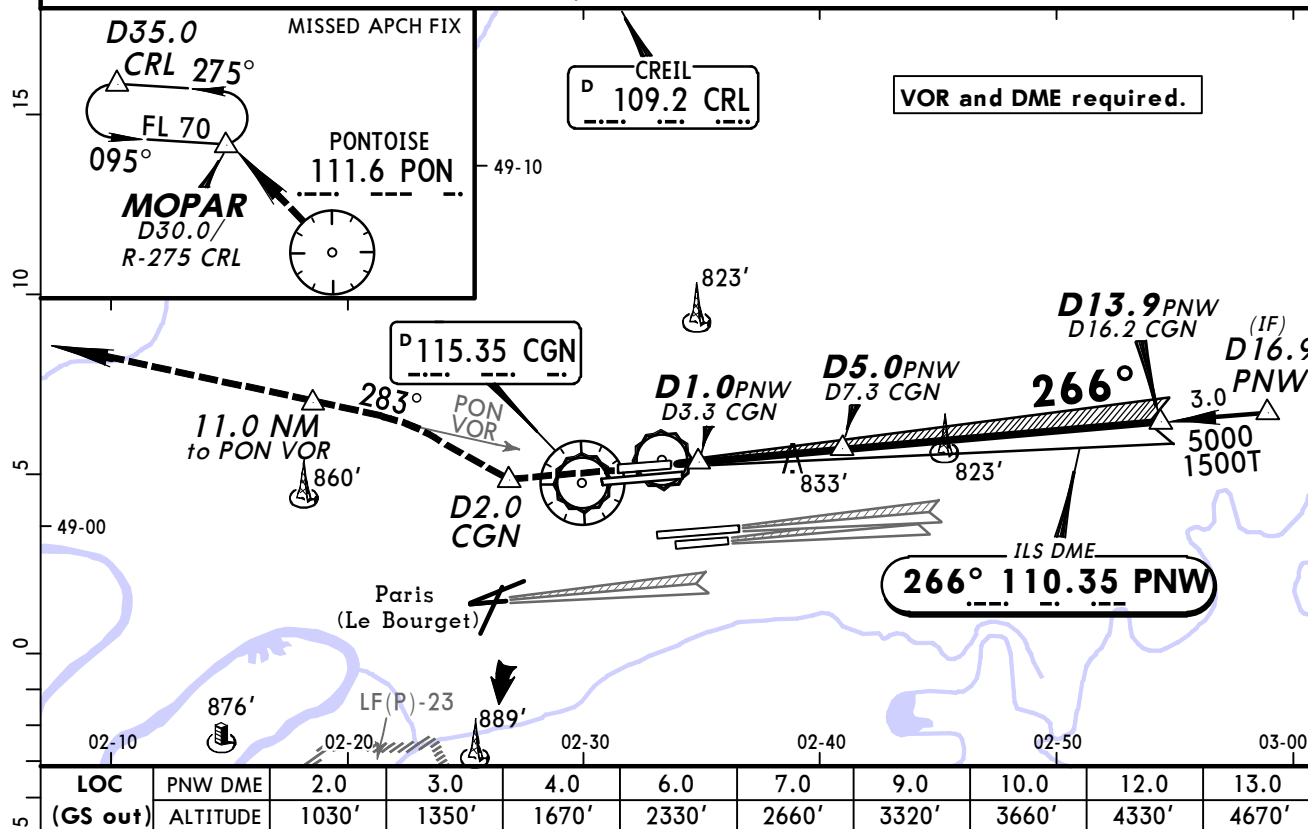
D-ATIS		DE GAULLE Approach						3200' MSA ARP
127.12 (French 128.22)		121.15 125.82 119.85 126.42 118.15 136.27						
DE GAULLE Tower				Ground				
119.25 123.6 120.9 118.65				121.6 121.77 121.8 121.97				
LOC PNW	Final Apch Crs	GS D5.0 PNW		ILS DA(H)		Apt Elev 392'		
110.35	266°	2000' (1608')		592' (200')		RWY 392'		

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.

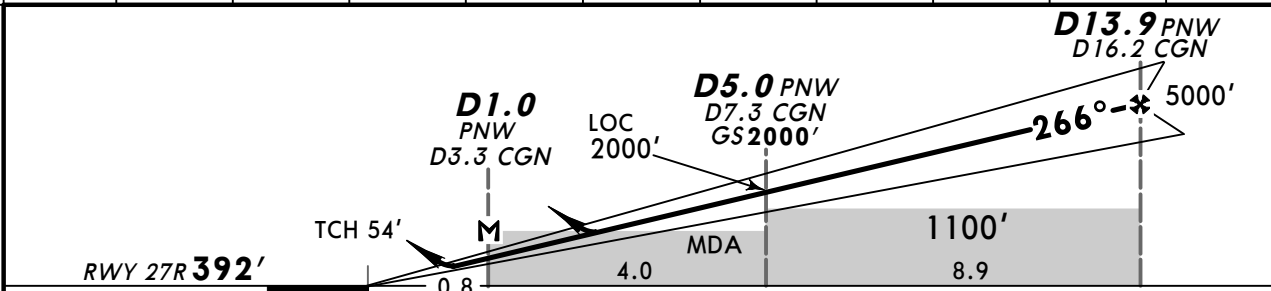
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000'. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At 11 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.

Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 5000'
When cleared: FAP/FAF at 4000'/D11.0 PNW, 3000'/D8.0 PNW or 2000'/D5.0 PNW.



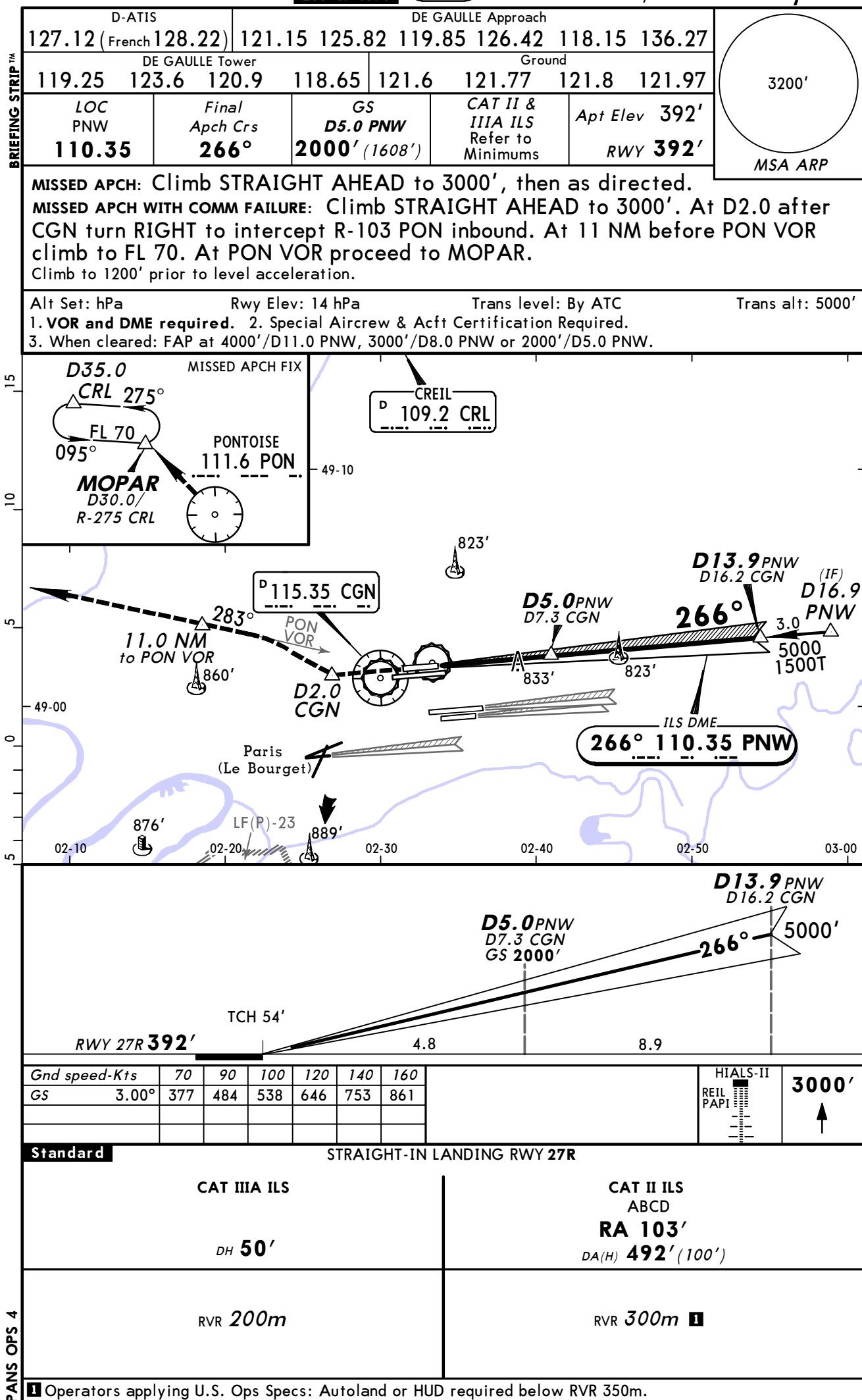
LOC (GS out)	PNW DME	2.0	3.0	4.0	6.0	7.0	9.0	10.0	12.0	13.0
	ALTITUDE	1030'	1350'	1670'	2330'	2660'	3320'	3660'	4330'	4670'



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

PANS OPS 4	Standard ILS			STRAIGHT-IN LANDING RWY27R		LOC (GS out) CDFA		CIRCLE-TO-LAND	
	ILS			LOC (GS out) CDFA		CDFA		27R to 27L	
	DA(H) 592' (200')			DA/MDA(H) 770' (378')		ALS out		Max Kts	MDA(H) VIS
	FULL	Limited	ALS out	ALS out		ALS out			
A						RVR 1500m		110	1000' (608') 3000m
B								135	
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m				180	1100' (708') 3500m
D						RVR 1700m		205	1140' (748') 4000m

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



MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.

MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 3000'. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At 11 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR.

Climb to 1200' prior to level acceleration.

Alt Set: hPa
Rwy Elev: 14 hPa
Trans level: By ATC
Trans alt: 5000'

1. VOR and DME required. 2. Special Aircrew & Acft Certification Required.
3. When cleared: FAP at 4000'/D11.0 PNW, 3000'/D8.0 PNW or 2000'/D5.0 PNW.

D35.0 CRL 275°
FL 70
095°
MOPAR
D30.0/
R-275 CRL

MISSED APCH FIX
PONTOISE
111.6 PON

CREIL
D 109.2 CRL

D115.35 CGN
D2.0 CGN
11.0 NM to PON VOR
283°
860'

D5.0 PNW
D7.3 CGN
833'

D13.9 PNW
D16.2 CGN
266°
5000 1500T
D16.9 (IF) PNW
3.0

ILS DME
266° 110.35 PNW

Paris (Le Bourget)
876'
LF(P)-23
889'

D13.9 PNW
D16.2 CGN
5000'
266°
D5.0 PNW
D7.3 CGN
GS 2000'
TCH 54'
RWY 27R 392'
4.8 8.9

Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	377	484	538	646	753

HIALS-II
REIL PAPI

3000'
↑

Standard

STRAIGHT-IN LANDING RWY 27R

CAT IIIA ILS
DH 50'
RVR 200m

CAT II ILS
ABCD
RA 103'
DA(H) 492' (100')
RVR 300m

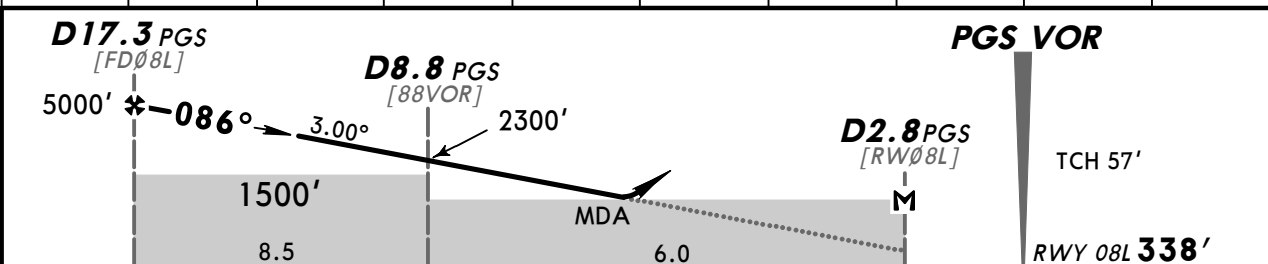
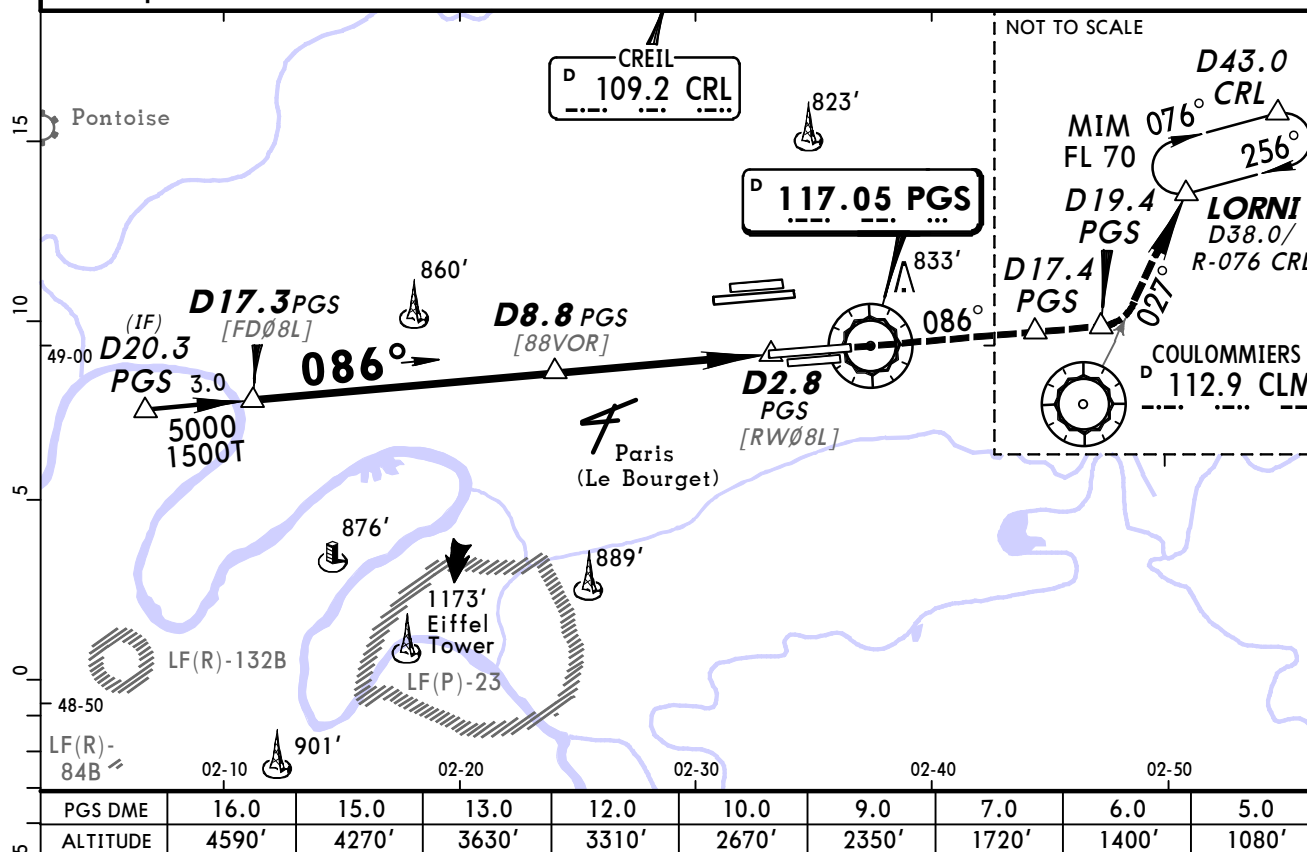
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

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 121.610 121.780 121.810 121.980				
	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: Climb on R-086 PGS to 4000', then as directed.

MISSED APCH WITH COMM FAILURE: Climb on R-086 PGS to 4000'. At D17.4 PGS climb to FL 70. At D19.4 PGS turn LEFT to intercept and follow R-027 CLM to LORNI. Climb to 1200' prior to level acceleration.

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

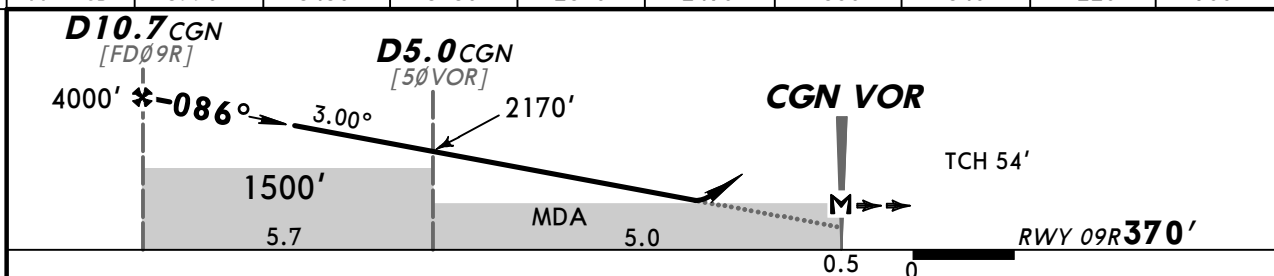
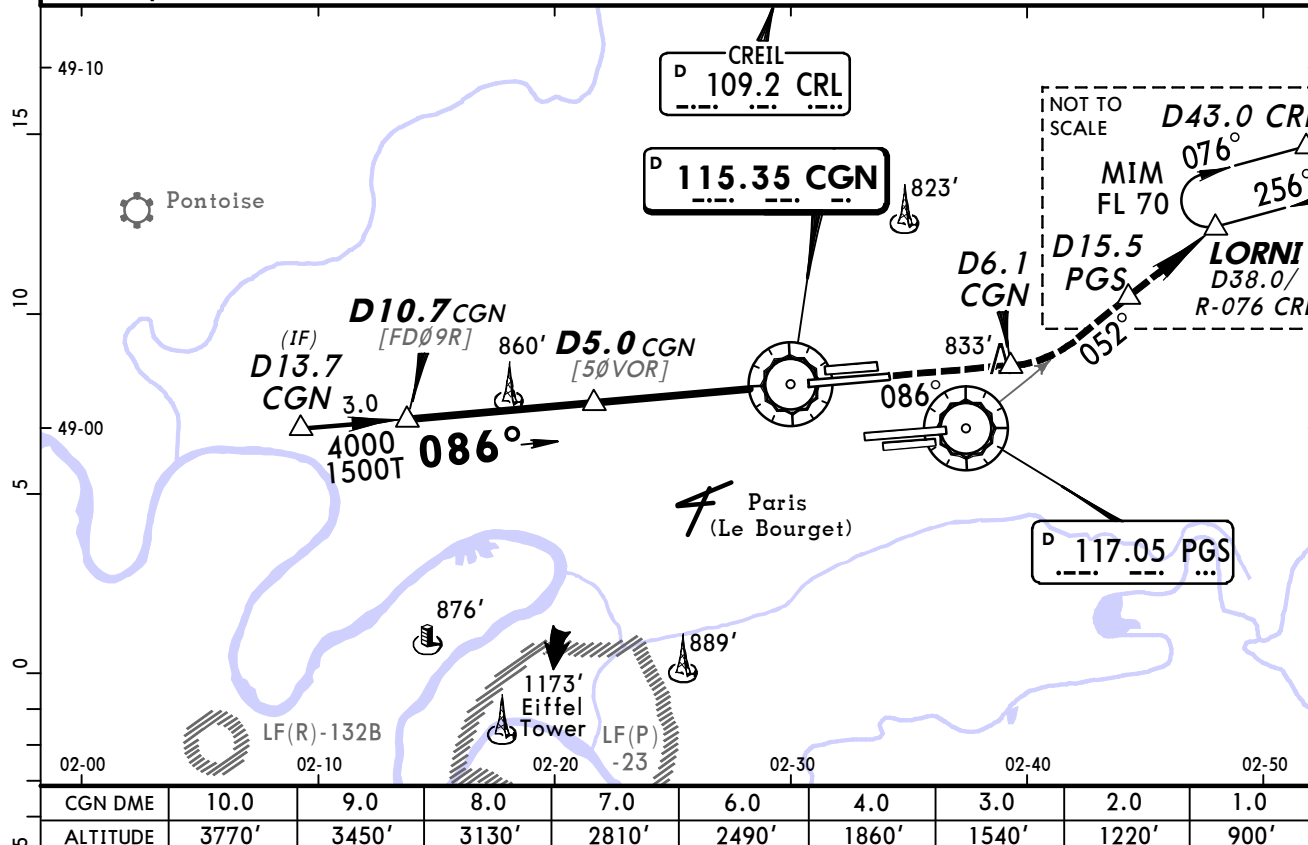


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	4000' PGS on 117.05 R-086
Descent Angle	3.00°	372	478	531	637	849		
MAP at D2.8 PGS								

PANS OPS	Standard STRAIGHT-IN LANDING RWY08L CDFA						CIRCLE-TO-LAND 08L to 08R	
	DA/MDA(H) 830' (492')							
	ALS out						Max Kts	MDA(H) VTS
	RVR 1500m						110	940' (602') 3000m
	RVR 1500m						135	
							180	1040' (702') 3500m
							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			121.610 121.780 121.810 121.980							
	VOR CGN		Final Apch Crs		Procedure Alt		DA/MDA(H)			Apt Elev	
	115.35		086°		D10.7 CGN 4000' (3630')		760' (390')		392' RWY 370'		
	MISSED APCH: Climb on R-086 CGN to 3000', then as directed. MISSED APCH WITH COMM FAILURE: Climb on R-086 CGN to 3000'. At D6.1 CGN turn LEFT to intercept and follow R-052 PGS to LORNI. At D15.5 PGS climb to FL 70. Climb to 1200' prior to level acceleration.										
Alt Set: hPa			Rwy Elev: 14 hPa			Trans level: By ATC			Trans alt: 5000'		
DME required.											

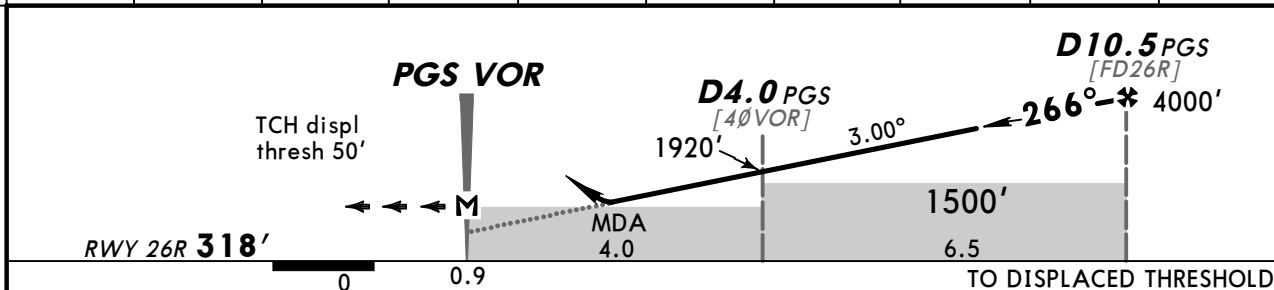
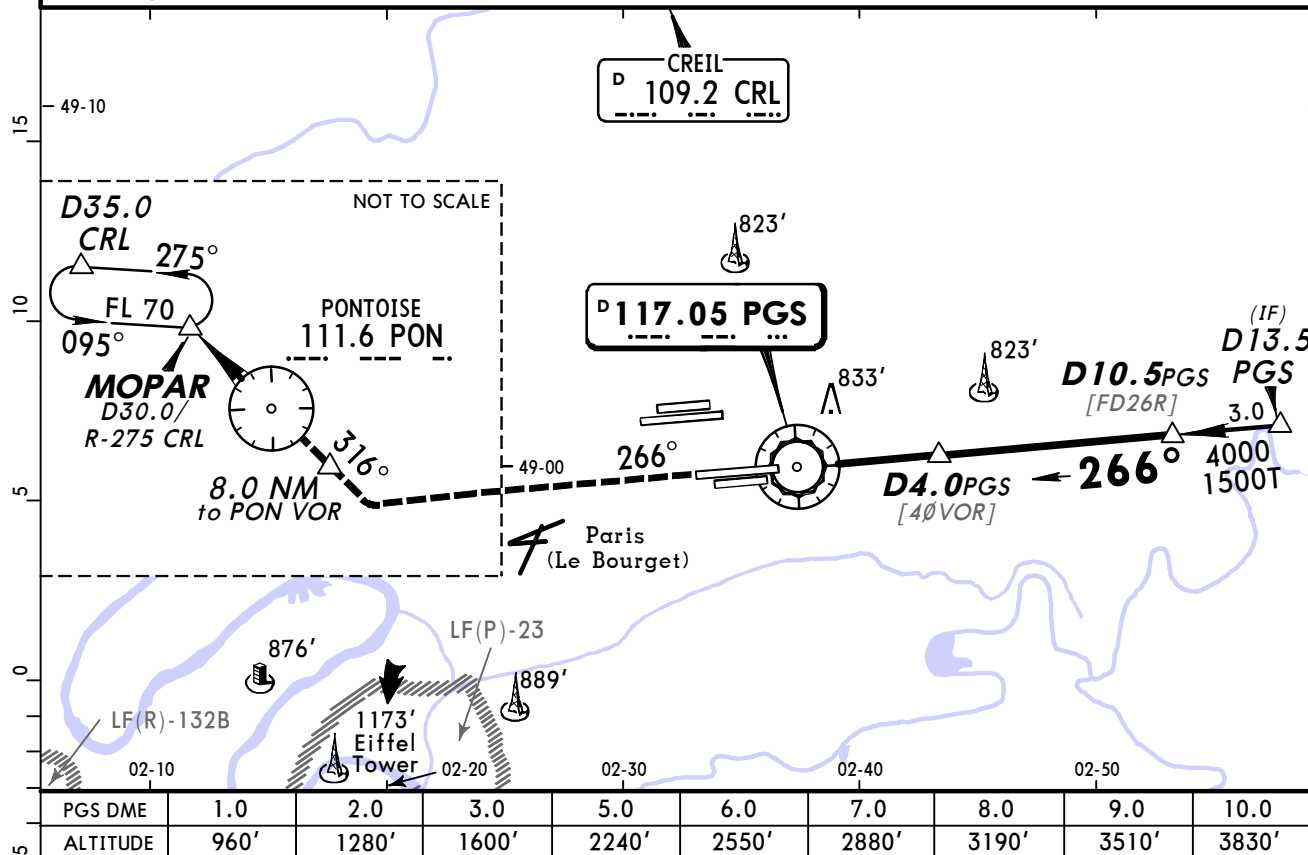


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	3000' on 115.35 R-086
Descent Angle	3.00°	372	478	531	637	743		
MAP at CGN VOR								

PANS OPS	Standard				STRAIGHT-IN LANDING RWY09R		CIRCLE-TO-LAND 2	
					CDFA		09R to 09L	
					DA/MDA(H) 760' (390')			
					ALS out		Max Kts	MDA(H) VIS
	A						110	1020' (650') 3000m
	B					RVR 1500m	135	
	C						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			121.610 121.780 121.810 121.980						
	VOR PGS 117.05		Final Apch Crs 266°		Procedure Alt D10.5 PGS 4000' (3682')		DA/MDA(H) Refer to Minimums			Apt Elev 392' 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'		
DME required.										



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								

PANS OPS	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					
A					110	920' (602') 3000m
B	RVR 1100m				135	
C					180	1020' (702') 3500m
D	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'.

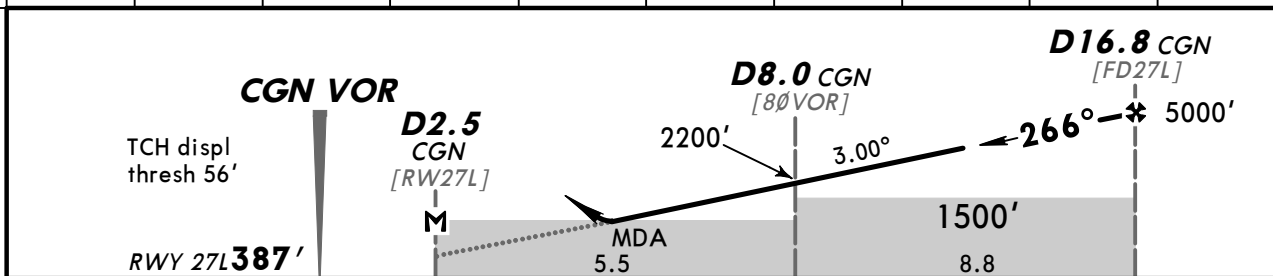
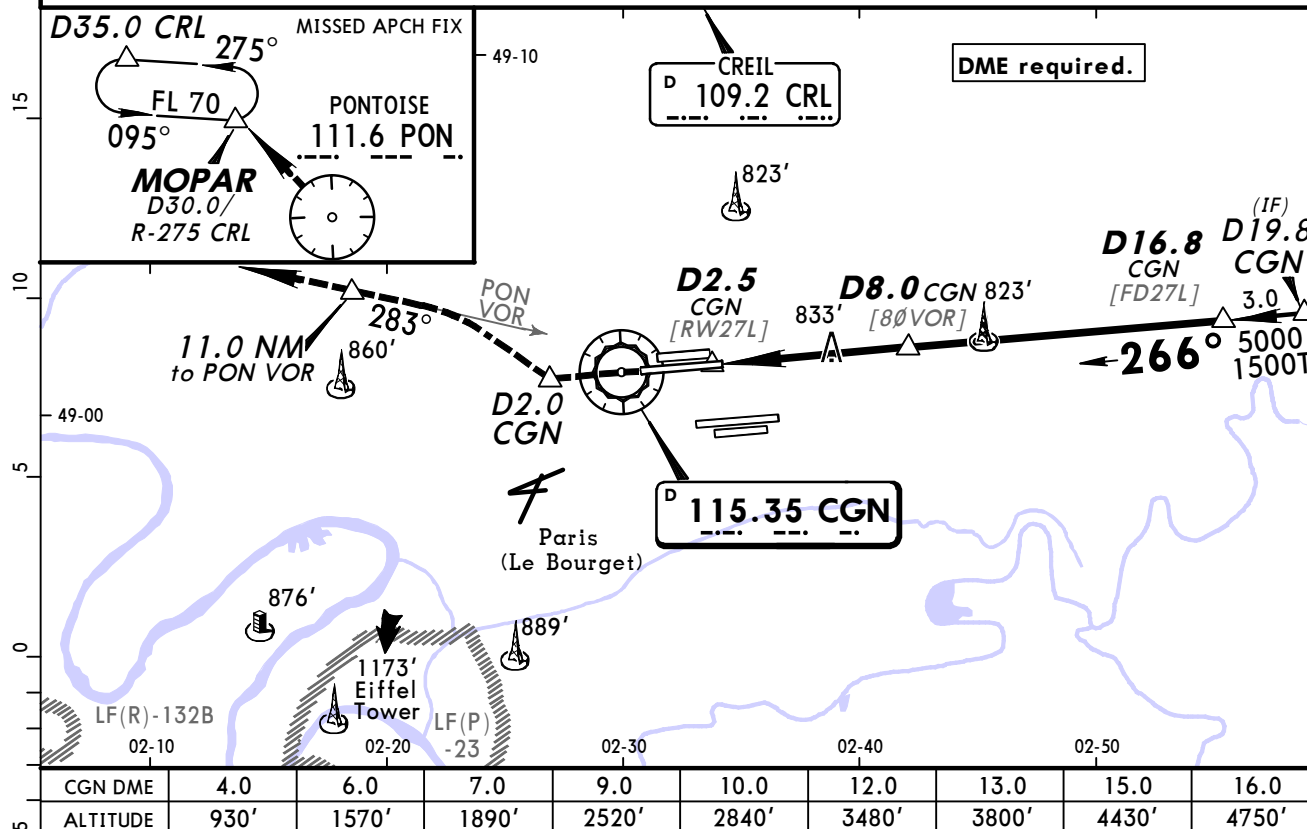
BRIEFING STRIP™	D-ATIS		DE GAULLE Approach						3200' MSA ARP
	127.12 (French 128.22)		121.15 125.82 119.85 126.42 118.15 136.27						
	DE GAULLE Tower			Ground					
	119.25 123.6 120.9 118.65			121.610 121.780 121.810 121.980					
	VOR CGN 115.35		Final Apch Crs 266°		Procedure Alt D16.8 CGN 5000' (4613')		DA/MDA(H) Refer to Minimums		

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'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 3000' on 115.35 R-266
Descent Angle	3.00°	372	478	531	637	849	
MAP at D2.5 CGN							

PANS OPS	Standard				STRAIGHT-IN LANDING RWY27L		CIRCLE-TO-LAND	
					CDFA		27L to 27R	
					DA/MDA(H)			
					A: 840' (453') C: 900' (513')			
					B: 870' (483') D: 920' (533')			
					ALS out		Max Kts	
A	RVR 1400m				RVR 1500m		110	1000' (613') 3000m
B	RVR 1500m						135	
C	RVR 1600m						180	1100' (713') 3500m
D	RVR 1700m				CMV 2400m		205	1150' (763') 4000m

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

Chart changes since cycle 26-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PARIS, (CHARLES-DE-GAULLE - LFPG)				
REV	CONSTRUCTION WORKS ON TUN...	20-08	28 Nov 2014	11 Dec 2014
REV	AIRPORT BRIEFING (DEP)	20-1P6	28 Nov 2014	11 Dec 2014
REV	AIRPORT BRIEFING (DEP CON...	20-1P7	28 Nov 2014	11 Dec 2014
REV	AIRPORT	20-9	28 Nov 2014	11 Dec 2014
REV	AIRPORT (RWYS 08L/R, 26L/...	20-9A	28 Nov 2014	11 Dec 2014
REV	AIRPORT (RWYS 09L/R, 27L/...	20-9B	28 Nov 2014	11 Dec 2014
REV	DE-ICING	20-9C	28 Nov 2014	11 Dec 2014
REV	PARKING STANDS (TERMINAL ...	20-9D	28 Nov 2014	11 Dec 2014
REV	PARKING STANDS (TERMINAL ...	20-9E	28 Nov 2014	11 Dec 2014
REV	PARKING STANDS (TERMINAL ...	20-9F	28 Nov 2014	11 Dec 2014
REV	PARKING STANDS (FREIGHT A...	20-9G	28 Nov 2014	11 Dec 2014
REV	PARKING STANDS (AREAS I &...	20-9H	28 Nov 2014	11 Dec 2014
REV	PARKING STANDS (AREA H), ...	20-9J	28 Nov 2014	11 Dec 2014

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'.

Type: Terminal

Effectivity: Permanent

Begin Date: 20141016

End Date: No end date

(20-9A1) Delete ballflag 5 'Rwy grooved on a portion of 131' (40m) wide, except on first 984' (300m) from both thresh.'

Type: Terminal

Effectivity: Permanent

Begin Date: 20140626

End Date: No end date

DE GAULLE Ground frequencies changed from 121.6 MHz to 121.610 MHz, from 121.77 MHz to 121.780 MHz, from 121.8 MHz to 121.810 MHz and from 121.97 MHz to 121.980 MHz.

Type: Terminal

Effectivity: Temporary

Begin Date: 20140918

End Date: 20150722

Construction works on tunnel under twy E. Refer to temp chart 20-08 and latest NOTAMS.