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General Information

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

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

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: 0742 Z
Sunset: 1613 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: 317 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: 127.130
ATIS: 128.225 Non-English
De Gaulle Tower: 118.655
De Gaulle Tower: 119.250
De Gaulle Tower: 119.625 Secondary
De Gaulle Tower: 120.650 Secondary
De Gaulle Tower: 120.900
De Gaulle Tower: 123.605
De Gaulle Tower: 125.325 Secondary
Fedex Traffic Ground: 131.600
De Gaulle Traffic Ground: 121.640
De Gaulle Traffic Ground: 121.930
De Gaulle Ground: 121.610
De Gaulle Traffic Ground: 121.580
De Gaulle Ground: 121.780
De Gaulle Ground: 121.980
De Gaulle Ground: 121.810
De Gaulle Traffic Ground: 121.880
De Gaulle Traffic Ground: 121.680
De Gaulle Traffic Ground: 125.325
De Gaulle Clearance Pre-Taxi: 121.730
De Gaulle Clearance Pre-Taxi: 121.840
De Gaulle Approach: 121.155
De Gaulle Approach: 131.200

De Gaulle Approach: 125.830
De Gaulle Approach: 133.380
De Gaulle Approach: 126.430
De Gaulle Approach: 124.355
De Gaulle Approach: 119.850
De Gaulle Approach: 118.155
De Gaulle Approach: 126.575 Secondary
De Gaulle Approach: 136.275
De Gaulle Departure Departure: 124.355
De Gaulle Departure Departure: 131.200
De Gaulle Departure Departure: 133.380

LFPG/CDG

JEPPESEN

PARIS, FRANCE

CHARLES-DE-GAULLE

20 MAR 15

20-1P

Eff 2 Apr

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 127.130
128.225 (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.

LFPG/CDG**JEPPESEN****PARIS, FRANCE****CHARLES-DE-GAULLE**

20 MAR 15

20-1P1

Eff 2 Apr

AIRPORT BRIEFING

1. GENERAL

- **Use of APU on stands when fixed or mobile alternative means are available**
 - **for arriving flights**
5 minutes plus the time required to connect to these means, after the time of arrival on stand;
 - **for departing flights**
10 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 minutes 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 minutes for ACFT with MTOW 140t or above.

EXEMPTIONS

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.

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9 OCT 15

20-1P2

Eff 15 Oct

AIRPORT BRIEFING

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 G3, G4, P3 and TB2 marked with blue and orange guidelines are restricted to MAX wingspan less than 118'/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.

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

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

1.4.3.2. 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.

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

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

1.5. 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.

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9 OCT 15

20-1P3

Eff 15 Oct

AIRPORT BRIEFING

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.

RNAV initial approach OKIPA 3E not permitted when overflying MOSUD between 2220-0700LT.

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

2.2. 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 (MROT)

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

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

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

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

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

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

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

2.3.3. HIGH INTENSITY RWY OPERATIONS (HIRO)

Periods of activation will be notified by ATIS.

During HIRO pilots are expected to ensure minimum RWY occupancy time (MROT).

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

RWY	HST	Distance from THR	RWY	HST	Distance from THR
08L	W4	4787'/1459m	26L	V4	4685'/1428m
	W5	6903'/2104m		V3	6785'/2068m
	W6	8743'/2665m		V2	8264'/2519m
08R	V5	4619'/1408m	26R	W3	4774'/1455m
	V6	6398'/1950m		W2	6811'/2076m
	V7	7910'/2411m		W1	8684'/2647m
09L	Z5	4688'/1429m	27L	Y3	4793'/1461m
	Z6	6453'/1967m		Y2	6555'/1998m
	Z7	7940'/2420m		Y1	8690'/2649m
09R	Y4	4787'/1459m	27R	Z4	Closed
	Y5	6549'/1996m		Z3	6463'/1970m
	Y6	8652'/2637m		Z2	8117'/2474m

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25 DEC 15

20-1P4

Eff 7 Jan

AIRPORT BRIEFING

2. ARRIVAL

2.4. TAXI PROCEDURES

2.4.1. GENERAL

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

2.4.2. HOLDING POINTS

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

2.5. PARKING INFORMATION

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

2.6. OTHER INFORMATION

2.6.1. GENERAL

On first contact with DE GAULLE Arrival, report call sign, cleared flight level and last cleared waypoint only.

Landing clearance on first radio contact with Tower, except in LVP conditions.

Read-back of landing and RWY clearance.

2.6.2. PROCEDURE BY DEFAULT WITHOUT ATC INSTRUCTION

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

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

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

2.6.3. 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.

2.6.4. 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.

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25 DEC 15

20-1P5**Eff 7 Jan****AIRPORT BRIEFING**

2. ARRIVAL

2.6.5. REDUCED RADAR SEPARATION ON FINAL APPROACH

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

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

2.6.6. REDUCTION OF SEPARATION MINIMA IN THE VICINITY OF AIRPORT

Weather permitting, once the ACFT are established on the LOC and at less than 12NM from threshold, if the separation between two ACFT on final is likely to fall below minima (2.5NM or wake turbulence separation minimum requirements) 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 message of possible wake turbulence.

In order to prevent incidents with an ACFT on a simultaneous parallel approach, the crew who maintains 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 ATC accordingly, stating their requirements. ATC provides radar surveillance and remains responsible for the separation on the RWY.

ATC is allowed to initiate a visual separation if the following conditions are met:

- during DAY,
- VIS 8km, CEIL 4000'.

2.6.7. CIRCLING ON CLOSE PARALLEL RWYS

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

2.6.8. 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.

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PARIS, FRANCE

CHARLES-DE-GAULLE

9 OCT 15

20-1P6

Eff 15 Oct

AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

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

Frequencies for de-icing:

At stand: 121.660 MHz.

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

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. Once contact established on assigned frequency, the pilot complies with the information supplied by de-icing operator to place the ACFT on pad (taxiing, slow and stop).

3.1.3. DE-ICING PAD ENTRY

Line of red flush lights for limited operation pad:

SWITCHED ON: Access prohibited.

SWITCHED OFF: Access permitted.

3.1.4. PAD ROMEO NORTH AND SOUTH

Entry: Access by a single entry, from TWY F or N depending on traffic directions in force. Follow the orange centreline (green centreline flashing light).

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

Taxiing is done after control instruction only.

3.1.5. PADS JULIETT NORTH AND SOUTH

Entry: From TWY P4, follow the orange line.

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.

Taxiing is done after control instruction only.

3.1.6. RWY AREA

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

Presence of de-icing intermediate holding points. The de-icing intermediate holding point in service is the holding point whose lighting is switched on (3 flush yellow lights). The ACFT taxiing to de-icing pad must stop at the switched-on holding point.

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

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

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CHARLES-DE-GAULLE

9 OCT 15

20-1P7

Eff 15 Oct

AIRPORT BRIEFING

3. DEPARTURE

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 '1Z' 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

3.5.1. GENERAL

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

3.5.2. HIGH INTENSITY RWY OPERATIONS (HIRO)

Periods of activation will be notified by ATIS.

Pilots should be ready for departure when reaching the holding point; if not, advise ground control.

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PARIS, FRANCE

CHARLES-DE-GAULLE

25 DEC 15

20-1P8

Eff 7 Jan

AIRPORT BRIEFING

3. DEPARTURE

3.6. OTHER INFORMATION

3.6.1. GENERAL

On first contact with DE GAULLE Departure, report call sign, cleared flight level and SID only.

3.6.2. SIMULTANEOUS PARALLEL DEPARTURE PROCEDURE

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

3.6.3. 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

3.6.4. DESCRIPTION OF DEPARTURE OPERATIONAL PROCEDURE

3.6.4.1. 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.

3.6.4.2. 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.

LFPG/CDG

JEPPESEN

PARIS, FRANCE

CHARLES-DE-GAULLE

25 DEC 15

20-1P9

Eff 7 Jan

AIRPORT BRIEFING

3. DEPARTURE

3.6.4.3. 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.

3.6.4.4. 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.

LFPG/CDG**JEPPESEN****PARIS, FRANCE****CHARLES-DE-GAULLE**

25 DEC 15

(20-1P10)**Eff 7 Jan****AIRPORT BRIEFING**

3. DEPARTURE

3.6.4.5. 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.

3.6.4.6. DEPARTURE PROCEDURE WITH ATC IN SEQUENCED MODE

TOBT and TSAT communication:

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

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

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

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

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

LFPG/CDG**JEPPESEN****PARIS, FRANCE****CHARLES-DE-GAULLE**

25 DEC 15

(20-1P11)**Eff 7 Jan****AIRPORT BRIEFING**

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.).

LFPG/CDG

JEPPESEN

PARIS, FRANCE

CHARLES-DE-GAULLE

25 DEC 15

(20-1P12)

Eff 7 Jan

AIRPORT BRIEFING

3. DEPARTURE

3.6.4.7. 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.cdmc dg.net>;
- On existing professional TV monitor displays.

In this case, on CDM web site and TV monitor TSAT display will be suspended

- Via CPDS data flow for airlines and handlers using it;
- On DMAN, specific interface for ATS unit.

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

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

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

Start-up in non-sequenced mode:

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

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

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

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

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

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

Push-back in non-sequenced mode:

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

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

LFPG/CDG

CHARLES-DE-GAULLE

23 MAY 14

20-1R

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PARIS, FRANCE

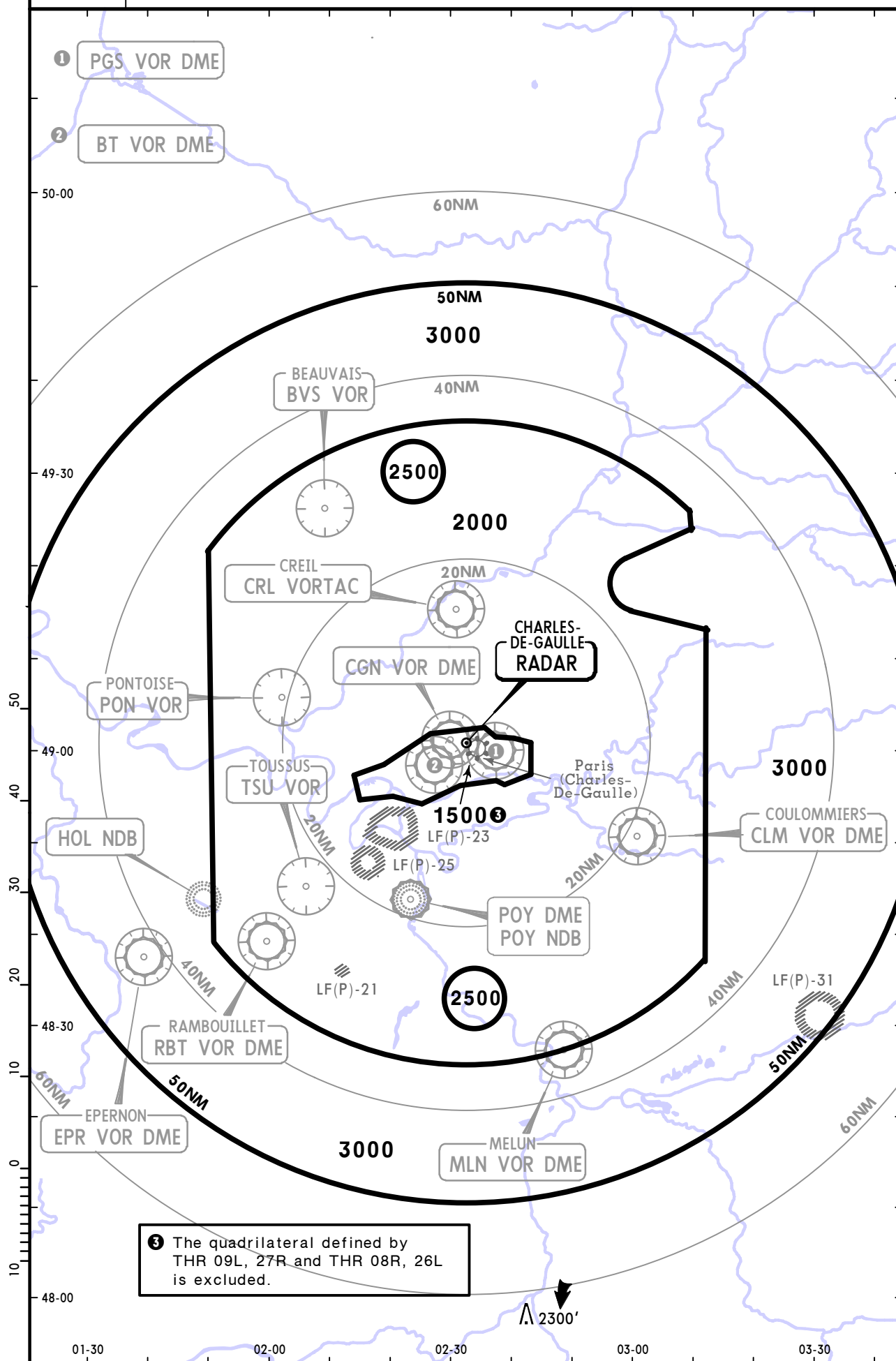
Eff 29 May RADAR MINIMUM ALTITUDES

Apt Elev
392'

Alt Set: hPa

Trans level: By ATC Trans alt: 5000'

The published minimum altitudes integrate a correction for low temperatures.



CHANGES: BSN & OL decommissioned; POY DME & NDB commissioned.

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
13 NOV 15 **20-2**

PARIS, FRANCE
RNAV STAR

RNAV STAR DESIGNATION	REFER TO CHART
KEPER 6E, KOVAK 6E, LATGO 6E	20-2B
ROMGO 6E, SABLE 6E	20-2C
KEPER 6P, 6W, KOVAK 6P, 6W LATGO 6W	20-2D
ROMGO 6P, 6W, SABLE 6P, 6W	20-2E
MATIX 6E, 6H, MOPIL 6E, 6H	20-2F
MATIX 6W, MOPIL 6W	20-2G
DINAN 6E, 6H, VEDUS 6E, 6H	20-2H
DINAN 6J, 6W, VEDUS 6J, 6W	20-2J
BIBAX 7D, 7E	20-2K
BIBAX 7V, 7W	20-2L
BIBAX 7P	20-2M
LUKIP 7D, 7E	20-2N
LUKIP 7V, 7W	20-2P
LUKIP 7P	20-2Q
EPINAL 7E, 7H, ROLAMPONT 7E, 7H	20-2S
EPINAL 7P, 7W, ROLAMPONT 7P, 7W	20-2T
DIJON 7E, 7H, TINIL 7E	20-2T1
DIJON 7P, 7W, TINIL 7W	20-2T2
MOULINS 7E, 7H, PIBAT 7E, 7H, TRO 7E, 7H	20-2T3
MOULINS 7P, 7W, PIBAT 7P, 7W, TRO 7P, 7W	20-2T4
DEVIM 3G RNAV INITIAL APCH (CDO)	20-2U
DEVIM 3H RNAV INITIAL APCH (CDO)	20-2V
BANOX 3E RNAV INITIAL APCH	20-2W
BANOX 3W RNAV INITIAL APCH	20-2X
LORNI 3E RNAV INITIAL APCH	20-2X1
LORNI 3W & VEBEK 3W RNAV INITIAL APCH	20-2X2
MOPAR 3E RNAV INITIAL APCH	20-2X3
MOBRO 3W & MOPAR 3W RNAV INITIAL APCH	20-2X4
OKIPA 3E, 3N RNAV INITIAL APCH	20-2X5
OKIPA 3W RNAV INITIAL APCH	20-2X6
CONVENTIONAL HOLDING INFO	20-2X7

LFPG/CDG
CHARLES-DE-GAULLE

 **JEPPESEN**
13 NOV 15 **(20-2A)**

PARIS, FRANCE
RNAV STAR

RNAV ARRIVAL INSTRUCTIONS

1. Protection

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

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

2. Equipment

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

ATC provides permanent RADAR services.

3. Operating procedure/Loss of RNAV capability

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

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

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

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

RNAV INITIAL APPROACH INSTRUCTIONS

1. Initial approaches RNAV & RADAR - by default without ATC instruction

When no clearance received at or after the IAF (e.g. due to late ACC/APP handover or overloaded frequency), on reaching the IAF do not join the holding pattern, but perform by default the initial approach procedure at the last assigned level which has been acknowledged.

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

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).

Direct distance from BANOX to:
Charles-de-Gaulle Apt 49NM

LATGO
N48 28.8 W000 15.0
At FL260
MAX
280 KT

FF502
N48 19.6 E000 07.0
At FL200

LUMAN
N47 56.4 E000 24.8
MAX 280 KT

GONEK
N48 07.2 E000 36.2

BENAR
N48 15.2 E000 44.7

ROMGO
N48 20.8 E000 50.6

FF501
N48 24.7 E001 02.0
At FL150

BANOX
N48 34.5 E001 30.3
(IAF)
Between FL110 & FL90

NERKI
N48 30.8 E001 19.6
At or below FL120
MAX
250 KT

KOVAK
N47 59.6 E000 50.8
MAX 280 KT

KEPER
N47 48.4 E000 16.4
At FL240

**FOR INITIAL APPROACH
SEE CHART 20-2W**

BANOX	
LOW FL70/140, inbound 063°	HIGH FL150/180, inbound 063° MAX 240 KT 1 1/2min

ROMGO	
LOW FL70/140, inbound 036°	HIGH FL150/240, inbound 036° MAX 265 KT 1 1/2min

NOT TO SCALE

**FOR INITIAL APPROACH
SEE CHART 20-2W**

BANOX	
LOW FL70/140, inbound 063°	HIGH FL150/180, inbound 063° MAX 240 KT 1 1/2min

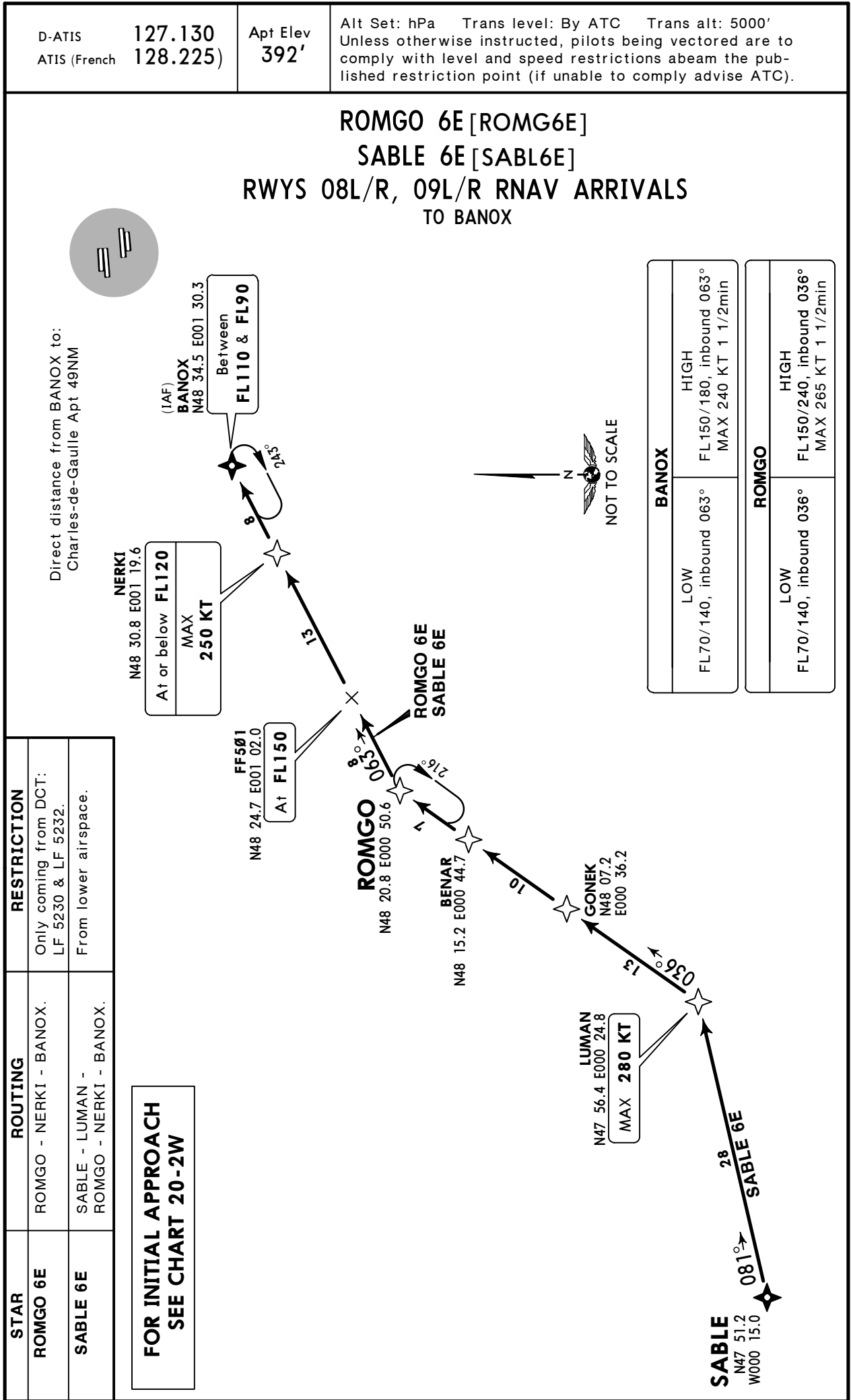
ROMGO	
LOW FL70/140, inbound 036°	HIGH FL150/240, inbound 036° MAX 265 KT 1 1/2min

NOT TO SCALE

LFPG/CDG
CHARLES-DE-GAULLE

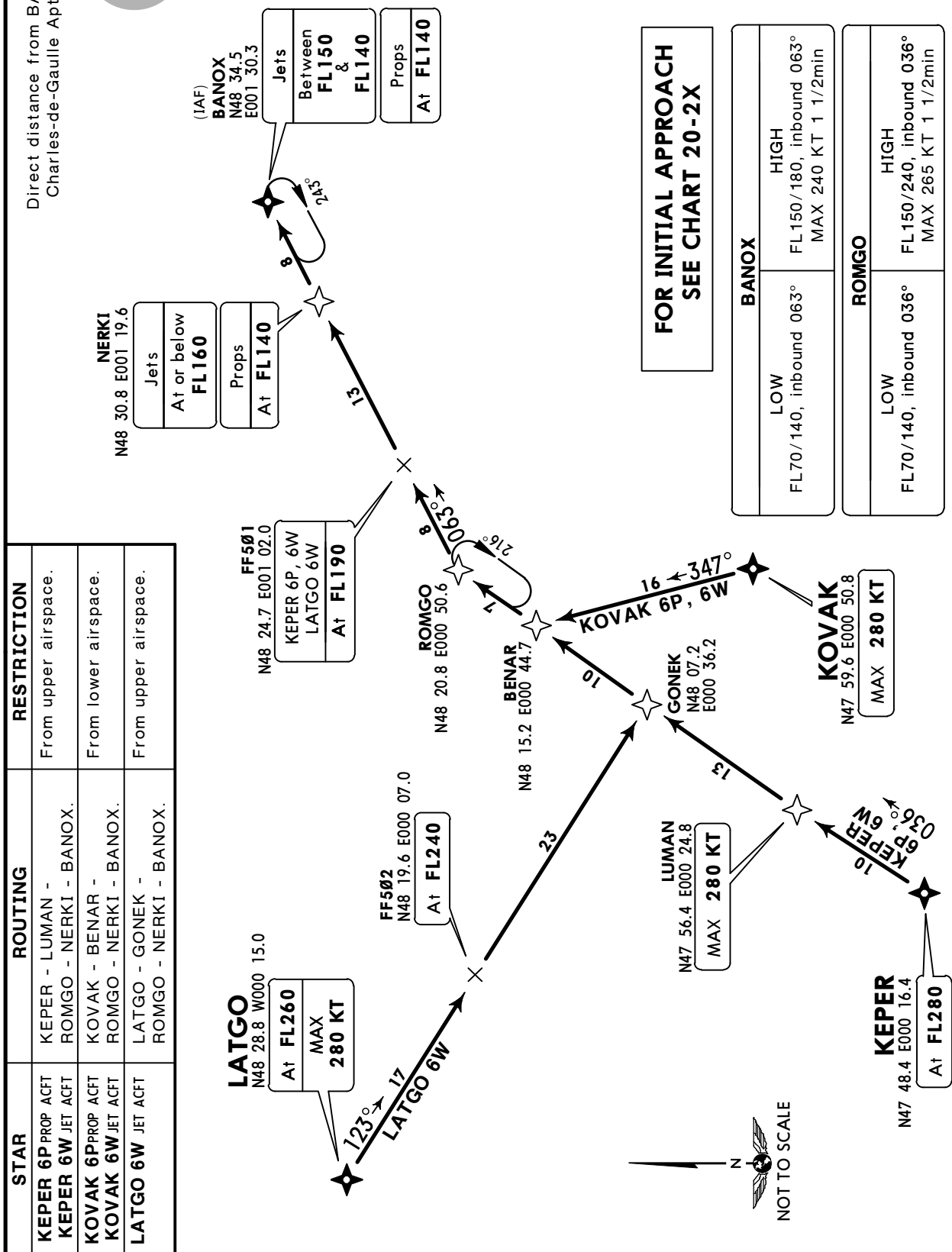
JEPPESSEN
20 MAR 15 20-2C Eff 2 Apr

PARIS, FRANCE
RNAV STAR



PARIS, FRANCE
RNAV STAR

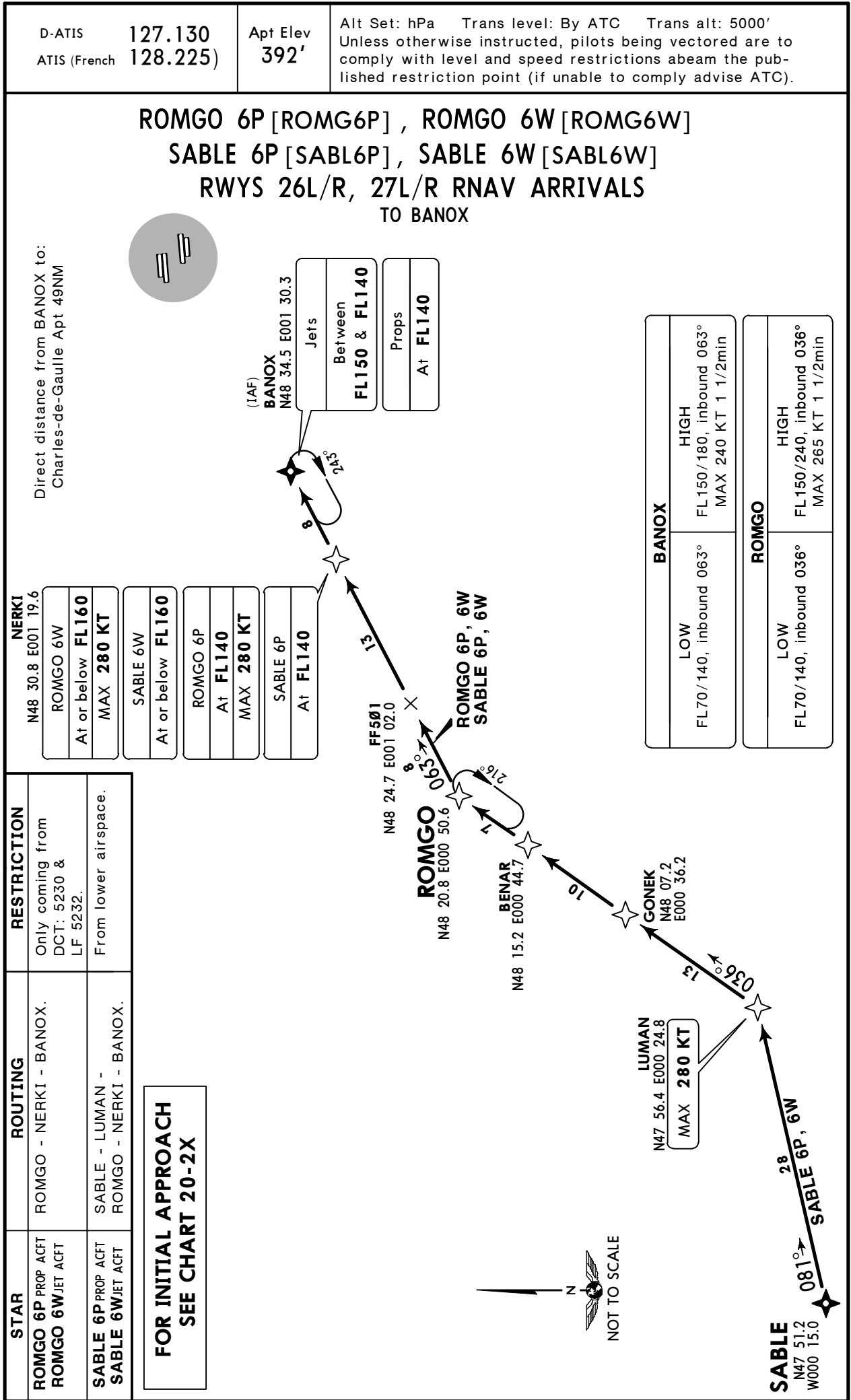
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to
comply with level and speed restrictions abeam the pub-
lished restriction point (if unable to comply advise ATC).



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15 20-2E Eff 2 Apr

PARIS, FRANCE
RNAV STAR



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15 20-2F Eff 2 Apr

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130
ATIS (French) 128.225)

Apt Elev
392'

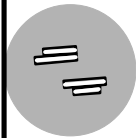
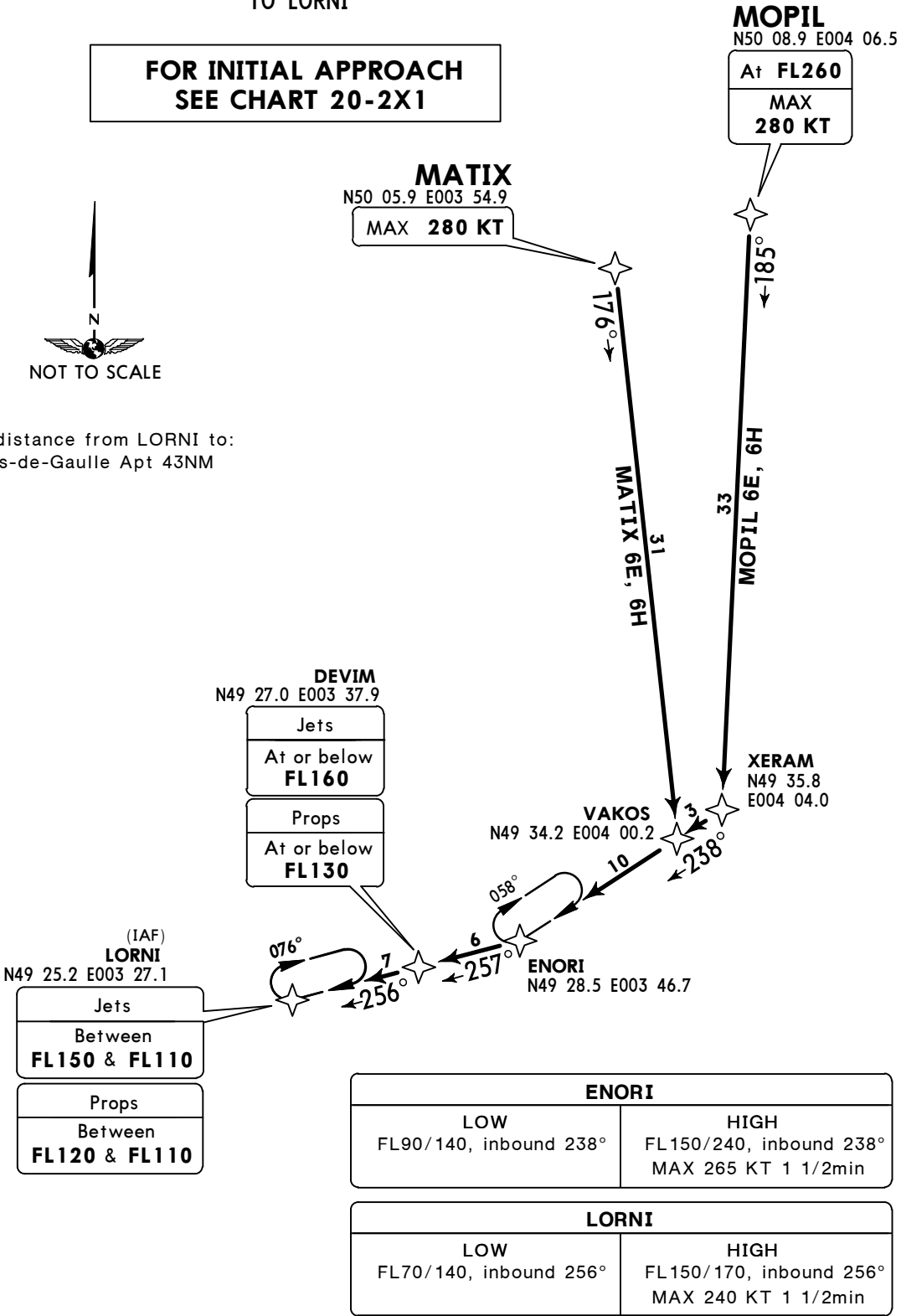
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

MATIX 6E [MATI6E], MATIX 6H [MATI6H]
MOPIL 6E [MOPI6E], MOPIL 6H [MOPI6H]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO LORNI

FOR INITIAL APPROACH
SEE CHART 20-2X1



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



STAR	ROUTING	RESTRICTION
MATIX 6E JET ACFT MATIX 6H PROP ACFT	MATIX - VAKOS - ENORI - DEVIM - LORNI	From lower airspace.
MOPIL 6E JET ACFT MOPIL 6H PROP ACFT	MOPIL - XERAM - ENORI - DEVIM - LORNI	From upper airspace.

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).

**FOR INITIAL APPROACH
SEE CHART 20-2X2**

33
MOPIIL 6W
185°

At or below
FL130

MAX 250 K

(IAF)
LORNI
N49 25.2 E003 27.1

Between
FL130 & FL70

VAKOS
N49 34.2 E004 00.2

XERAM
N49 35.8
E004 04.0

ENORI
N49 28.5 E003 46.7

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

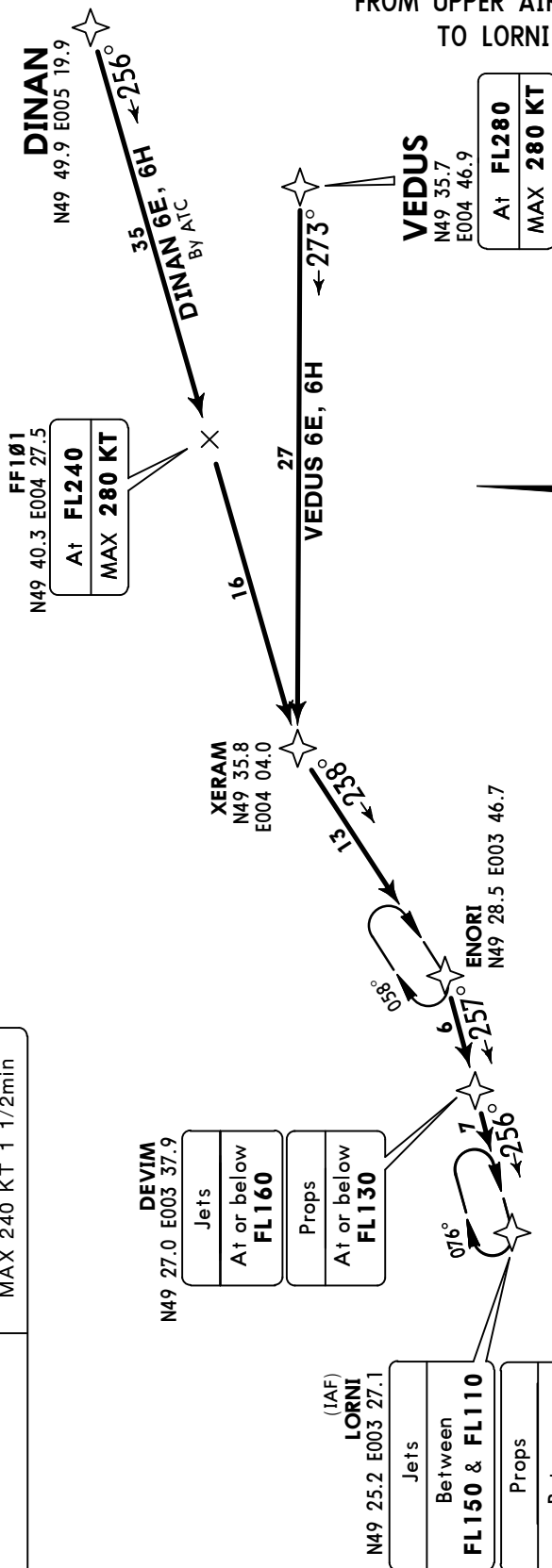
LORNI	
LOW FL70/140, inbound 256°	HIGH FL150/170, inbound 256° MAX 240 KT 1 1/2min

STAR	ROUTING	RESTRICTION
MATIX 6W	MATIX - VAKOS - ENORI - DEVIM - LORNI	From lower airspace.
MOFIL 6W	MOFIL - XERAM - ENORI - DEVIM - LORNI	From upper airspace.

PARIS, FRANCE
RNAV STAR

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).

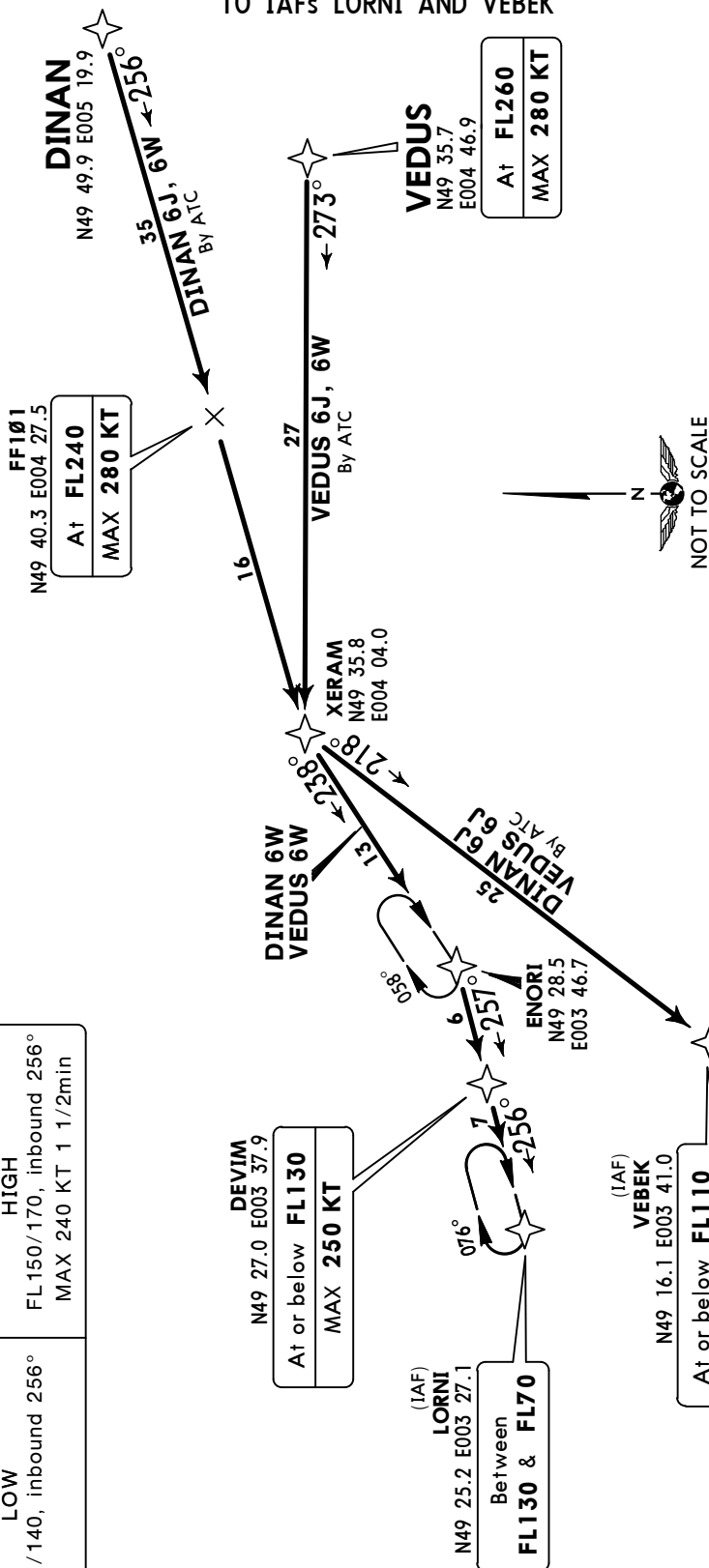
DINAN 6E [DINA6E] , DINAN 6H [DINA6H]
VEDUS 6E [VEDU6E] , VEDUS 6H [VEDU6H]
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM UPPER AIRSPACE
TO LORNI



STAR	ROUTING
DINAN 6E JET ACFT	DINAN - XERAM - ENORI - DEVIM - LORNI.
DINAN 6H PROP ACFT By ATC	
VEDUS 6E JET ACFT	VEDUS - XERAM - ENORI - DEVIM - LORNI.
VEDUS 6H PROP ACFT	

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).

**FOR INITIAL APPROACH
SEE CHART 20-2X2**



STAR	ROUTING
DINAN 6J By ATC ①	DINAN - XERAM - VEBEK.
DINAN 6W By ATC	DINAN - XERAM - ENORI - DEVIM - LORNI.
VEDUS 6J By ATC ①	VEDUS - XERAM - VEBEK.
VEDUS 6W	VEDUS - XERAM - ENORI - DEVIM - LORNI.

1 Jets on south Rwy only.

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

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

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

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).

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

FL70/140, inbound 094°

BIBAX - KOLIV - MOPAR.

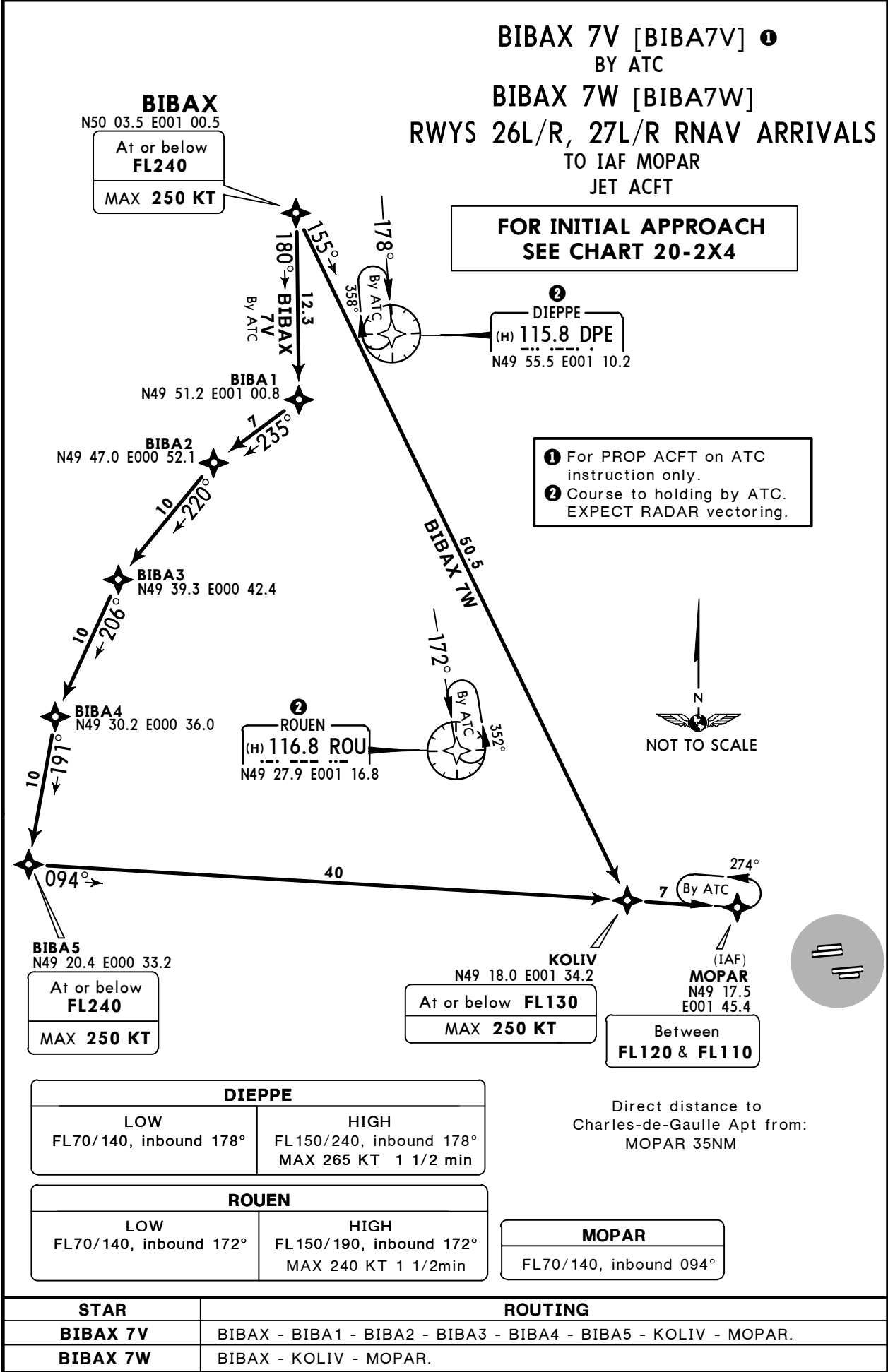
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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 **20-2L** **Eff 2 Apr**

PARIS, FRANCE
RNAV STAR

D-ATIS ATIS (French)	127.130 128.225	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).
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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15 **(20-2M)** **Eff 2 Apr**

PARIS, FRANCE
RNAV STAR

D-ATIS **127.130**
ATIS (French) **128.225**

Apt Elev
392'

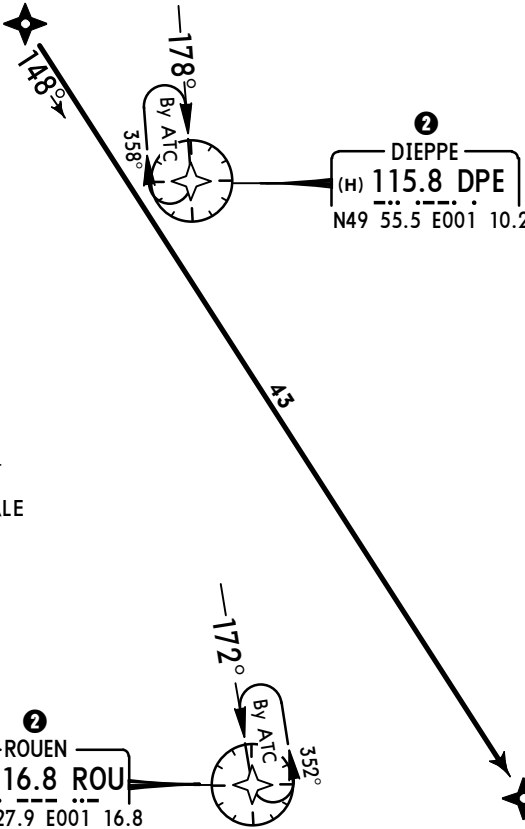
Alt Set: hPa Trans level: By ATC Trans alt: 5000'
Unless otherwise instructed, pilots being vectored are to comply with level and speed restrictions abeam the published restriction point (if unable to comply advise ATC).

BIBAX 7P [BIBA7P]
RWYS 26L/R, 27L/R RNAV ARRIVAL
TO IAF MOBRO & MOPAR①
PROP ACFT

BIBAX
N50 03.5 E001 00.5

At or below
FL240
MAX **250 KT**

**FOR INITIAL APPROACH
SEE CHART 20-2X4**



- 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 094°

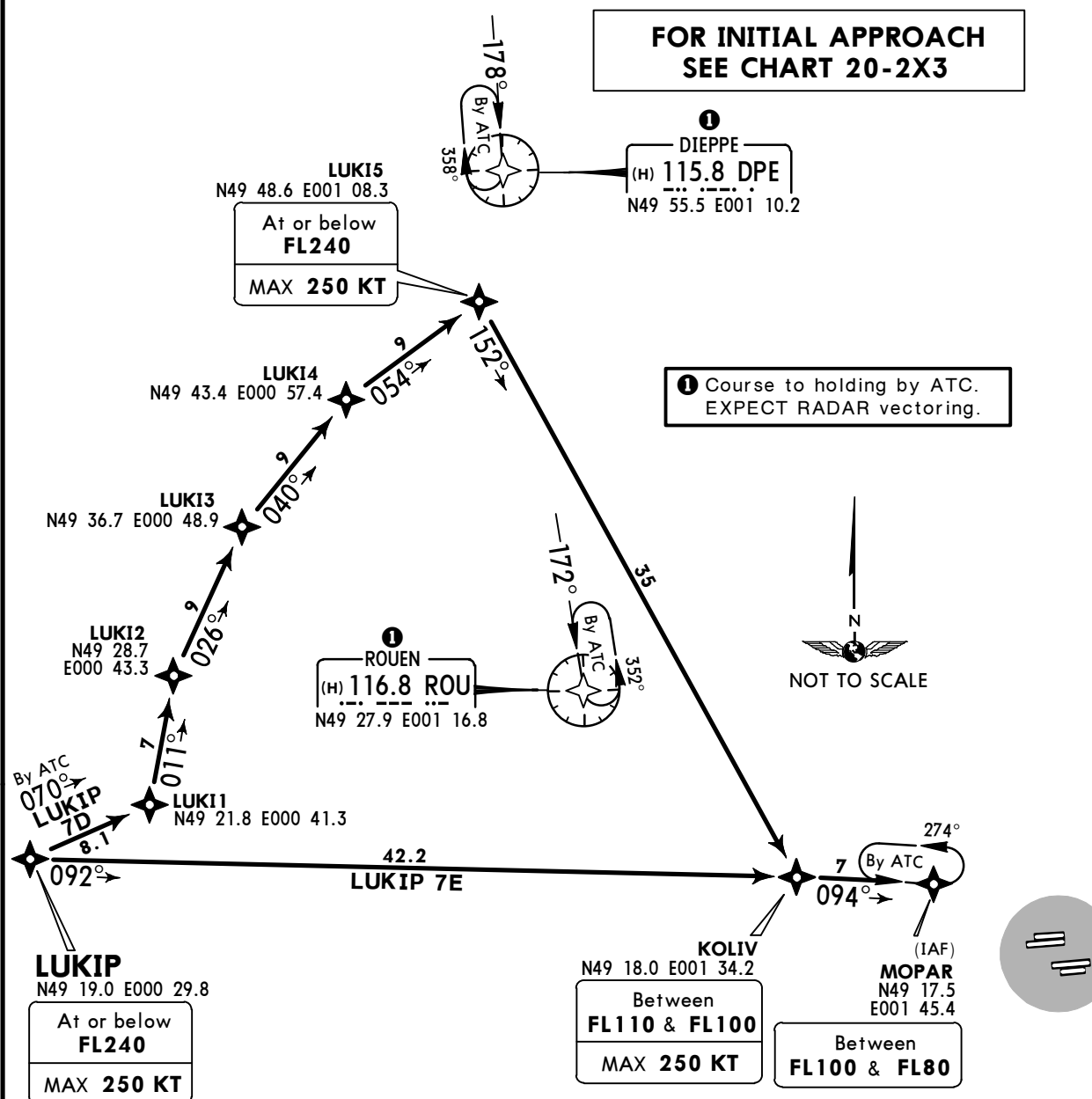
Direct distance to
Charles-de-Gaulle Apt from:
MOBRO 46NM
MOPAR 35NM

ROUTING

BIBAX - MOBRO.

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).

LUKIP 7D [LUKI7D]
BY ATC
LUKIP 7E [LUKI7E]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO IAF MOPAR

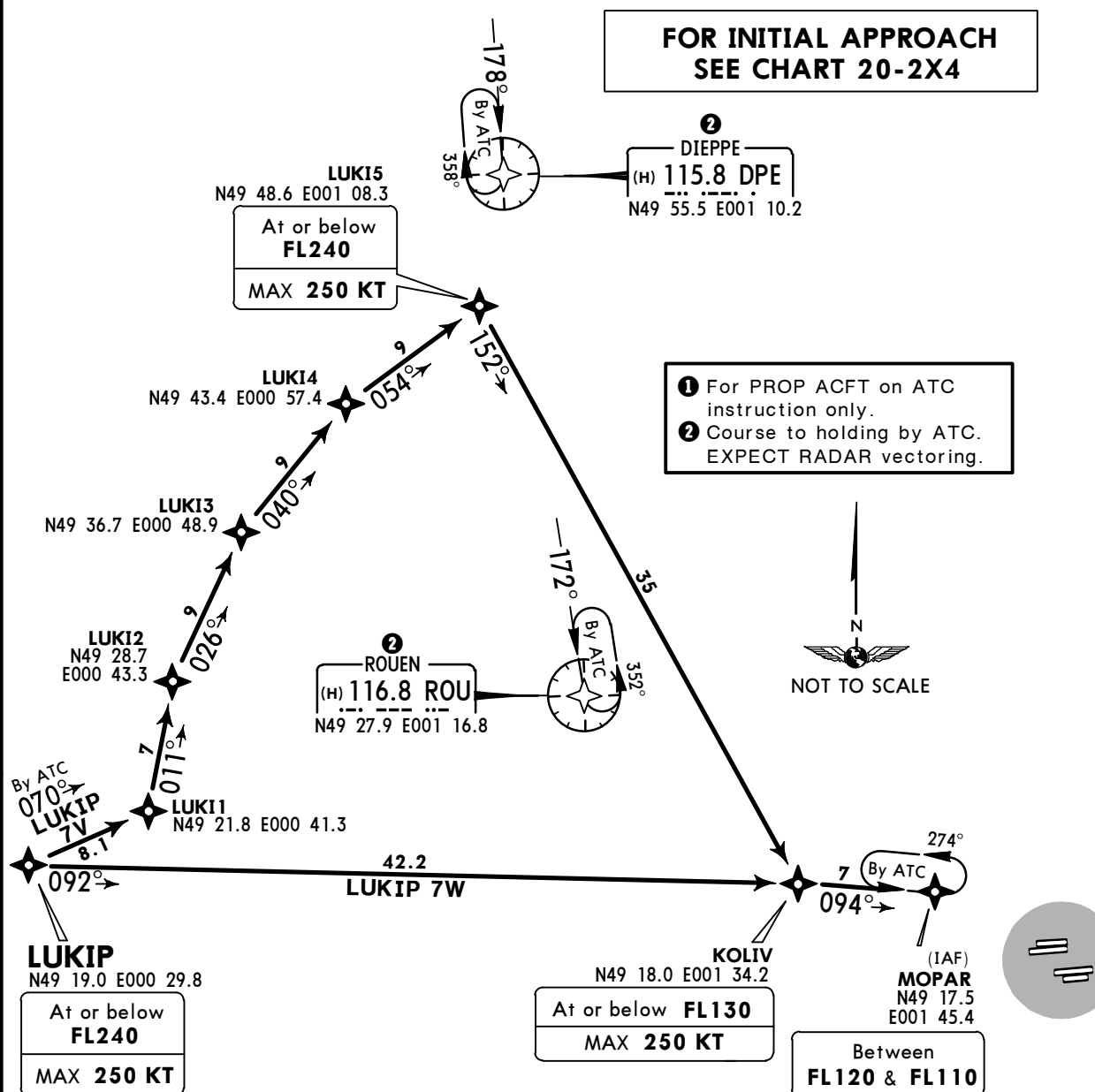


MOPAR
FL70/140, inbound 094°

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

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).

**FOR INITIAL APPROACH
SEE CHART 20-2X4**



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

MOPAR
FL70/140, inbound 094°

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

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LFPG/CDG
CHARLES-DE-GAULLE

JEPPesen
20 MAR 15 20-2Q Eff 2 Apr

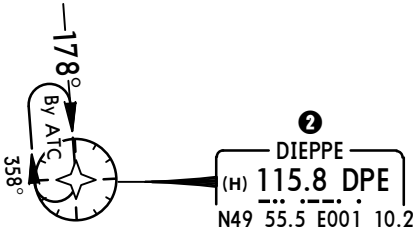
PARIS, FRANCE
RNAV STAR

D-ATIS 127.130
ATIS (French) 128.225

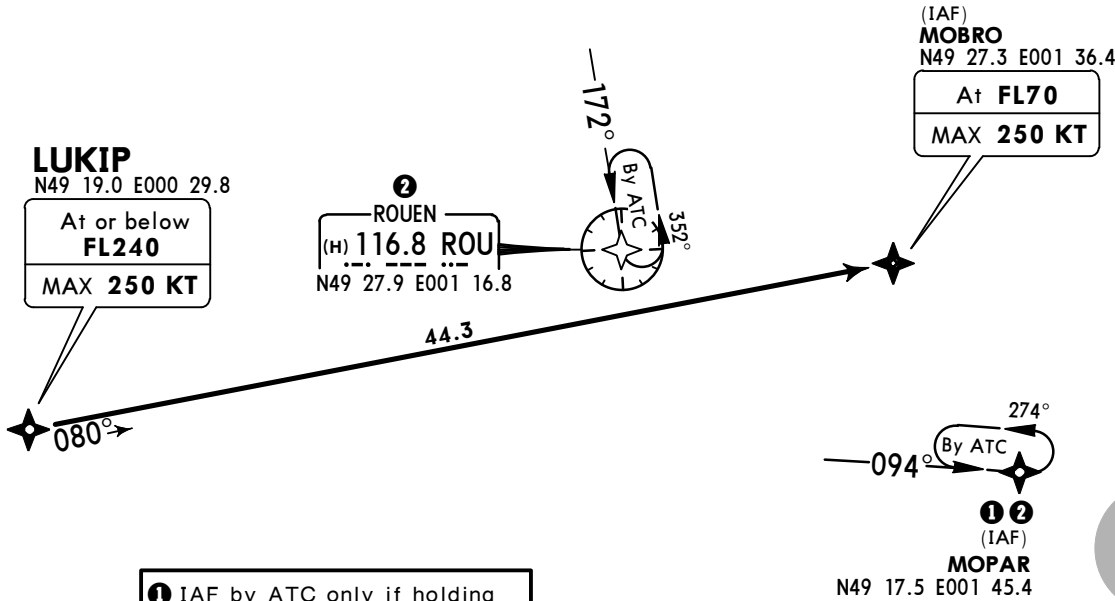
Apt Elev
392'

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).

LUKIP 7P [LUKI7P]
RWYS 26L/R, 27L/R RNAV ARRIVAL
TO IAF MOBRO & MOPAR①
PROP ACFT



FOR INITIAL APPROACH
SEE CHART 20-2X4



- 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 094°

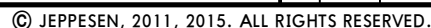
Direct distance to
Charles-de-Gaulle Apt from:
MOBRO 46NM
MOPAR 35NM

ROUTING

LUKIP - MOBRO.

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).

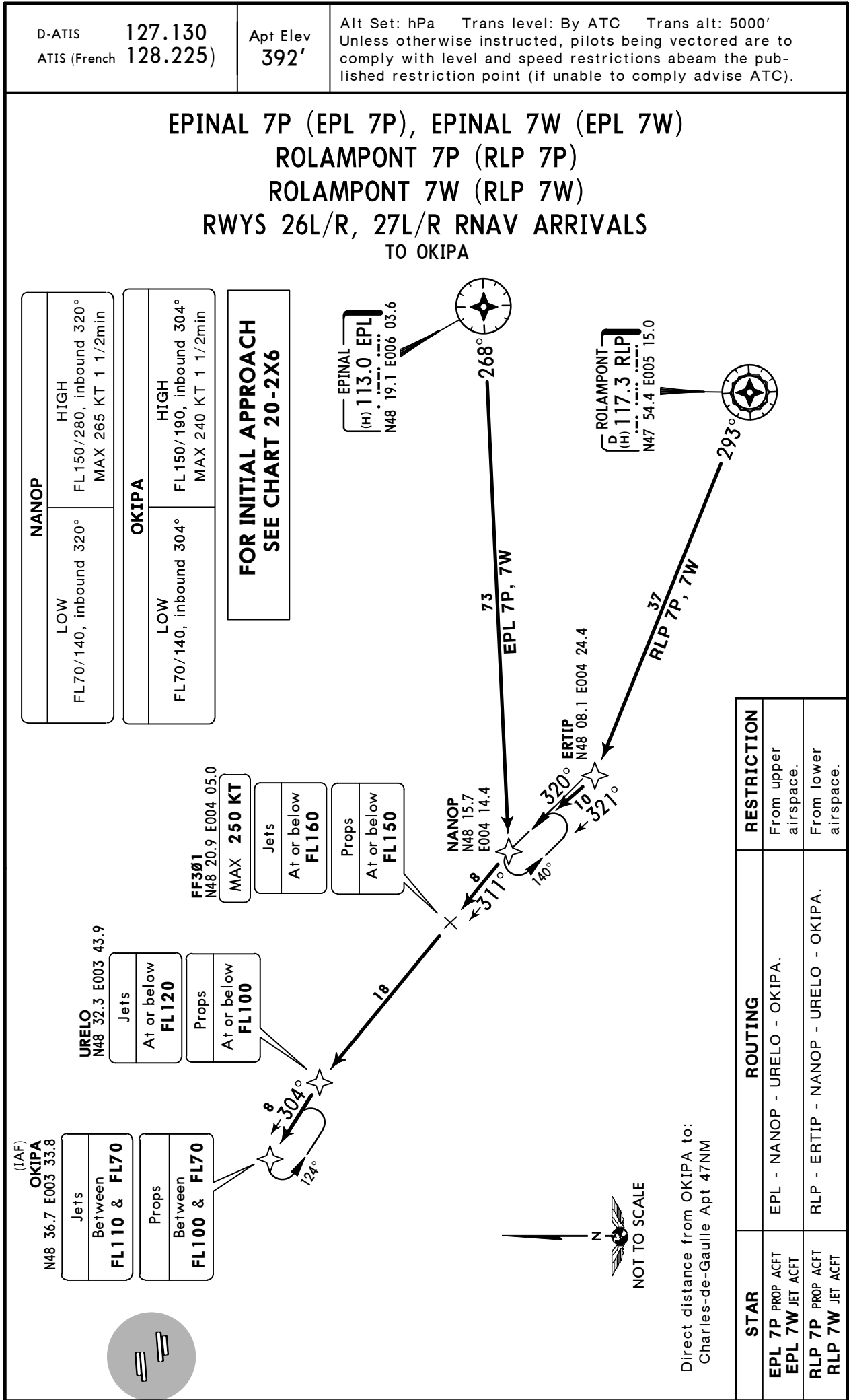
**FOR INITIAL APPROACH
SEE CHART 20-2X5**



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15 20-2T Eff 2 Apr

PARIS, FRANCE
RNAV STAR



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15 (20-2T1) Eff 2 Apr

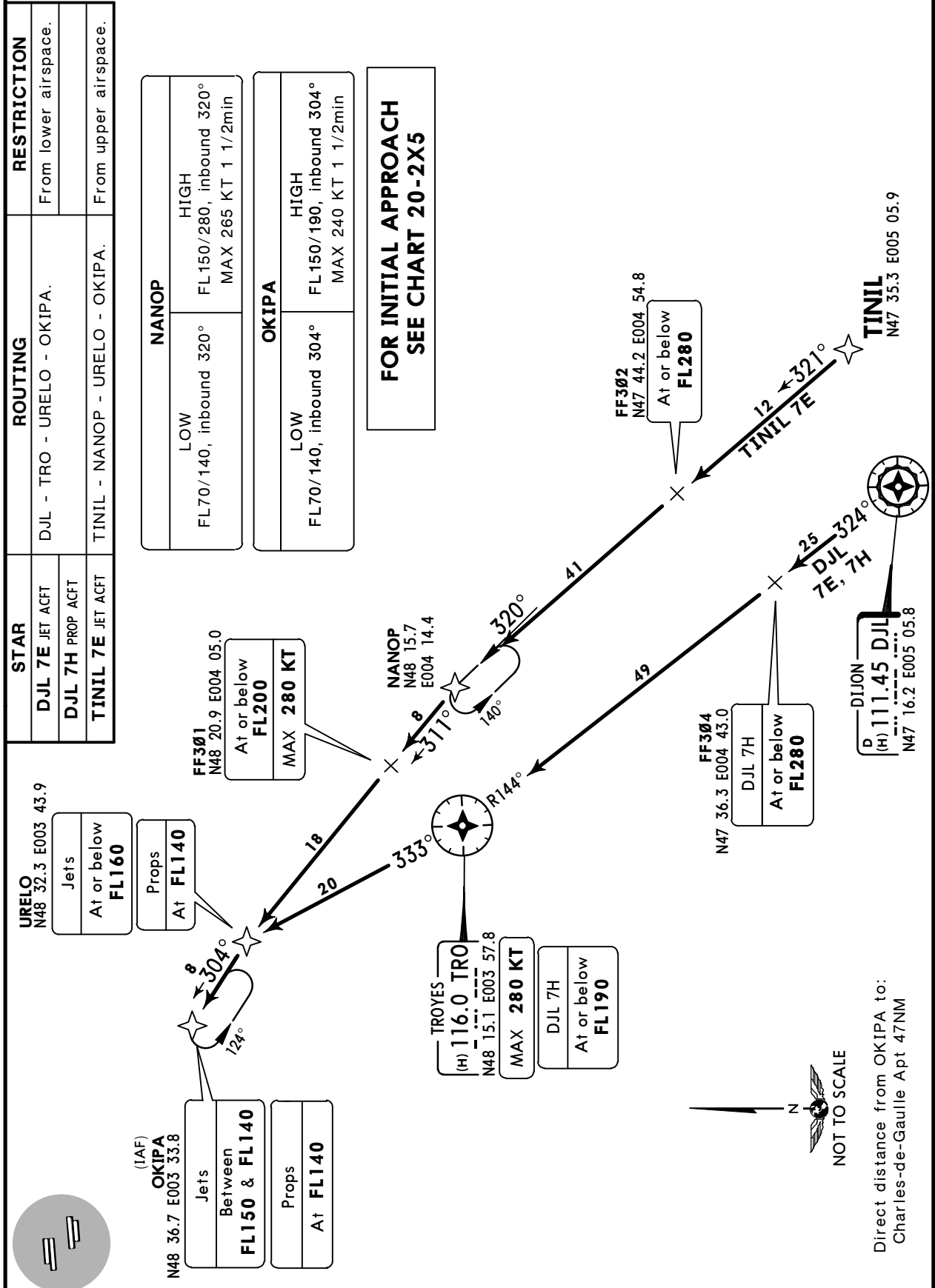
PARIS, FRANCE
RNAV STAR

D-ATIS 127.130
ATIS (French) 128.225

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 7E (DJL 7E), DIJON 7H (DJL 7H)
TINIL 7E [TINI7E]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO OKIPA



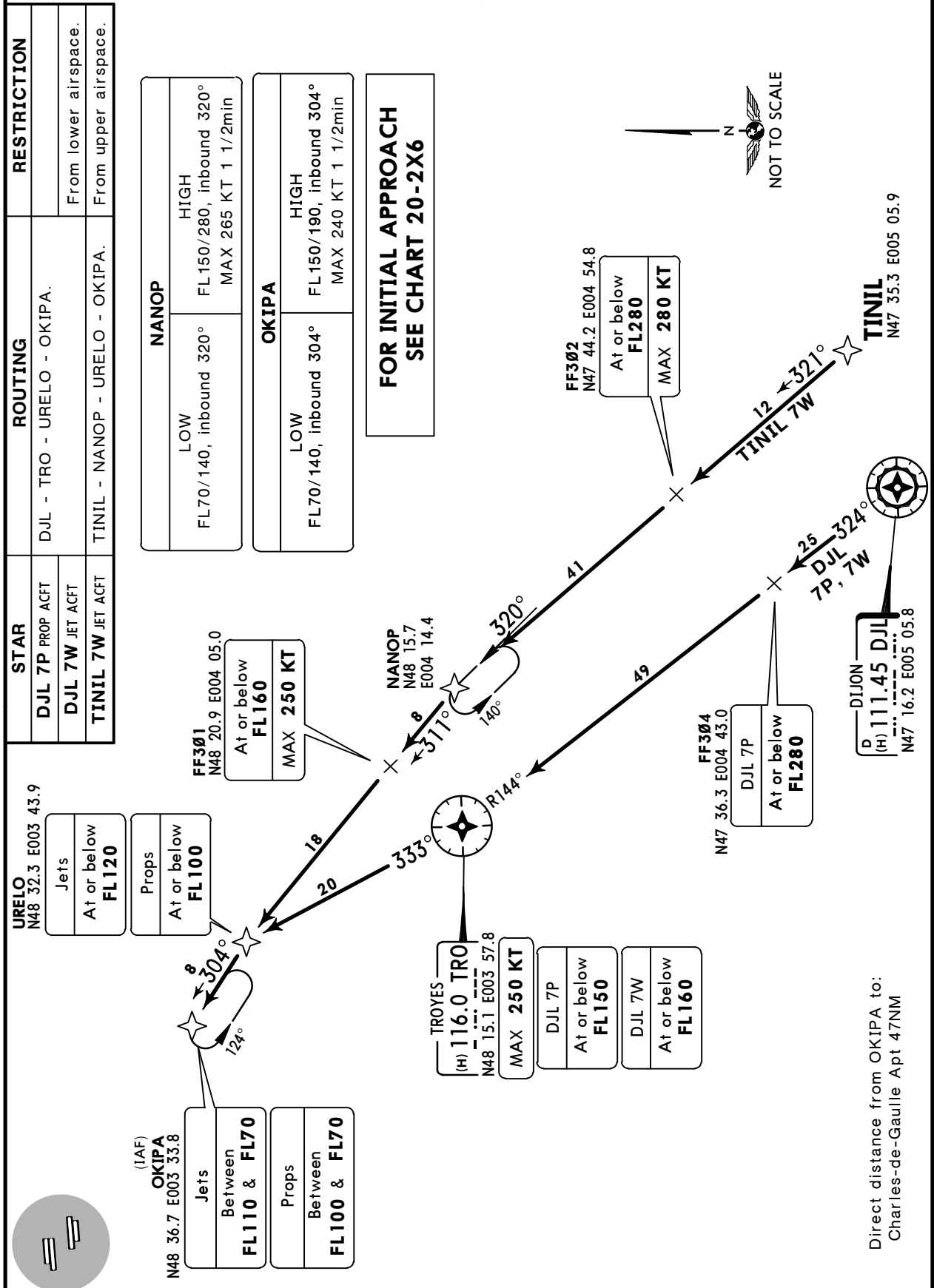
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15 20-2T2 Eff 2 Apr

PARIS, FRANCE
RNAV STAR

D-ATIS	127.130	Apt Elev	392'	Alt Set: hPa	Trans level: By ATC	Trans alt: 5000'
ATIS (French)	128.225			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).		

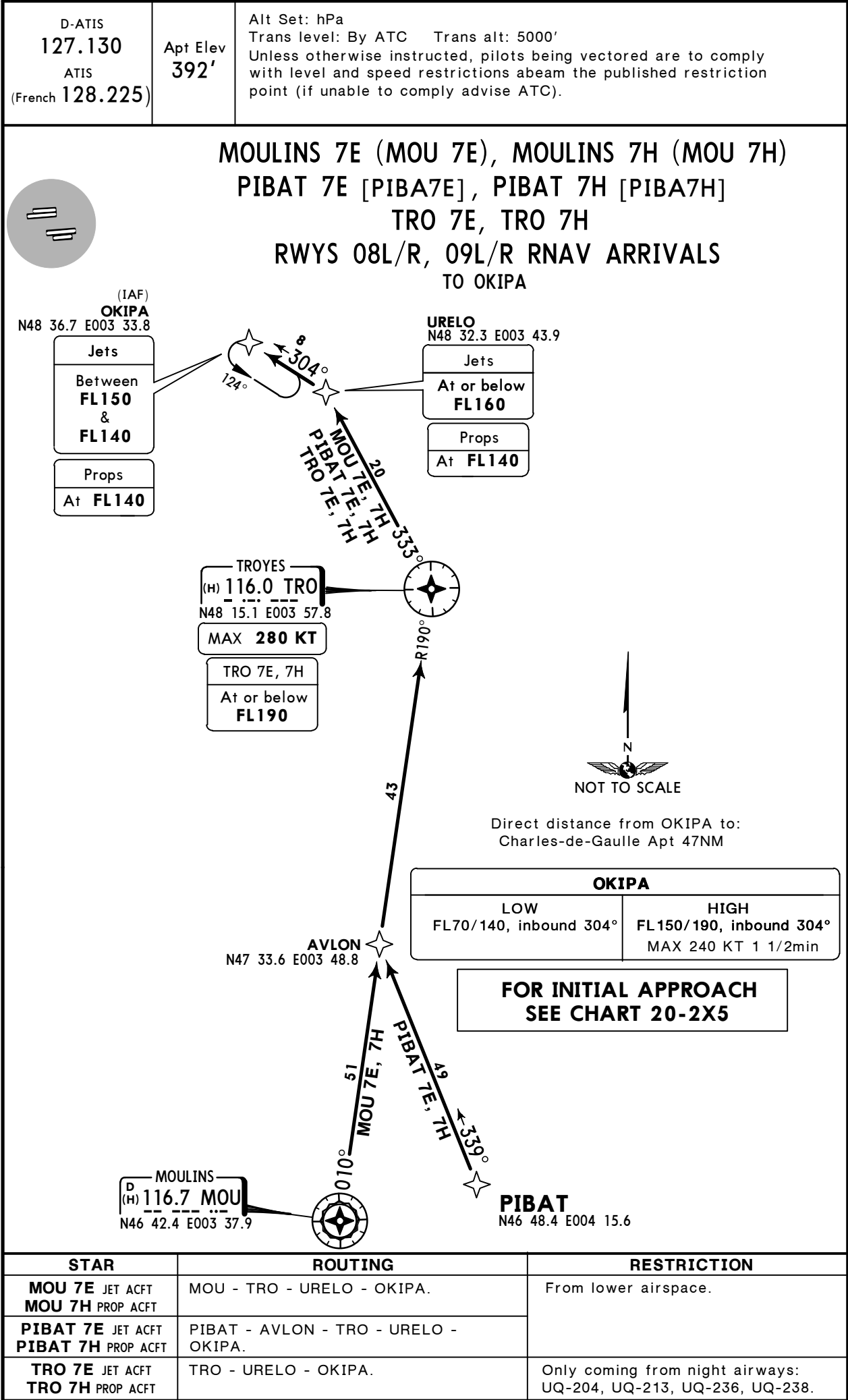
DIJON 7P (DJL 7P), DIJON 7W (DJL 7W)
TINIL 7W [TINI7W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO OKIPA



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15 20-2T3 Eff 2 Apr

PARIS, FRANCE
RNAV STAR

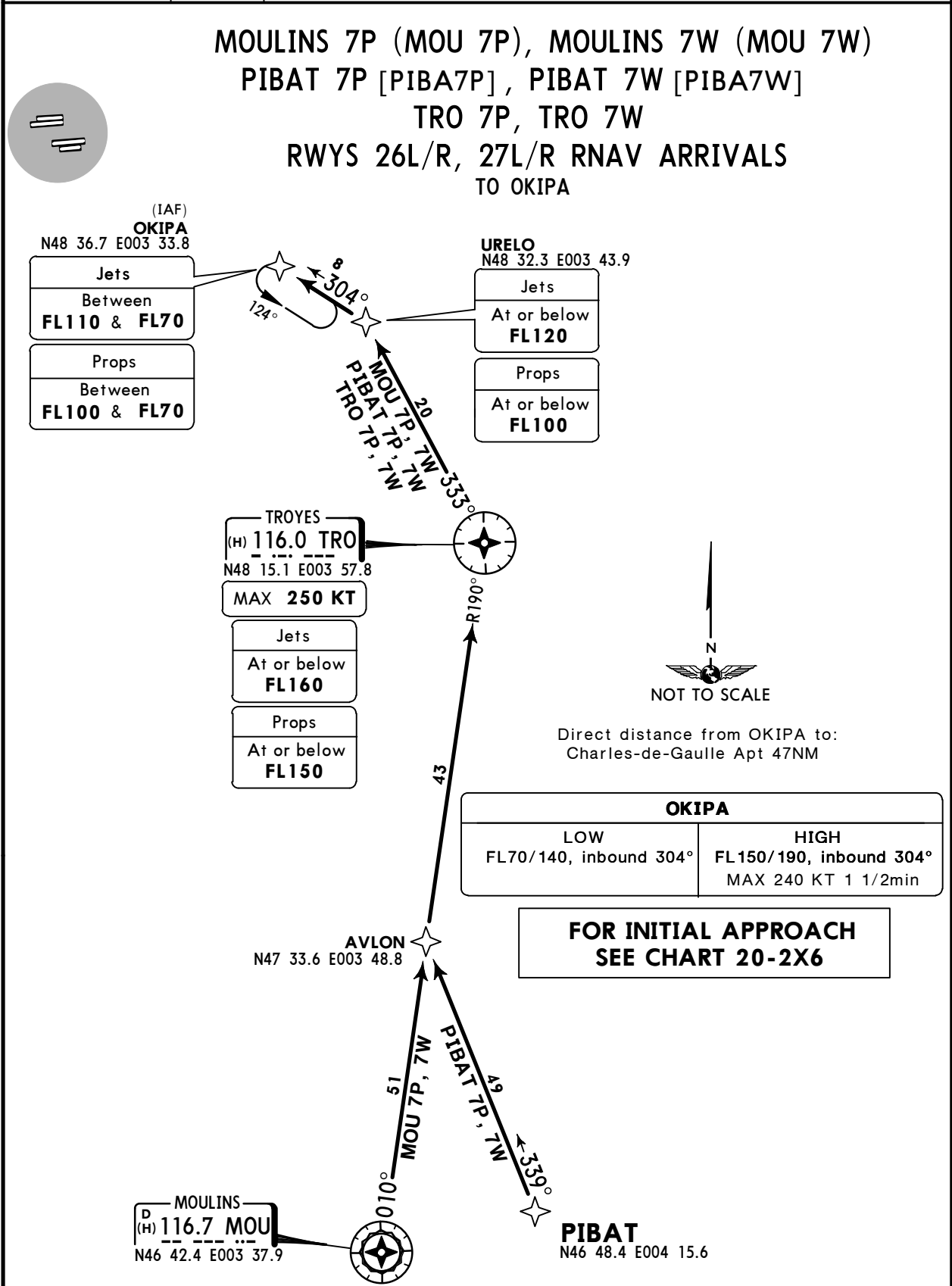


LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15 20-2T4 Eff 2 Apr

PARIS, FRANCE
RNAV STAR

D-ATIS 127.130 ATIS (French 128.225)	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).
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STAR	ROUTING	RESTRICTION
MOU 7P PROP ACFT MOU 7W JET ACFT	MOU - TRO - URELO - OKIPA.	From lower airspace.
PIBAT 7P PROP ACFT PIBAT 7W JET ACFT	PIBAT - AVLON - TRO - URELO - OKIPA.	
TRO 7P PROP ACFT TRO 7W JET ACFT	TRO - URELO - OKIPA.	Only coming from night airways: UQ-204, UQ-213, UQ-236, UQ-238.

Apt Elev
392'

**DEVIM 3G [DEV3G]
RWYS 09L/R
RNAV INITIAL APPROACH PROCEDURE (CDO)
RNAV (GNSS)
USABLE BETWEEN 0030-0500LT
TO BE USED BY APPROVED OPERATORS ONLY**

TO BE USED BY APPROVED OPERATORS ONLY

**FOR FINAL APPROACH
SEE APPROACH CHARTS**

6600'

3200'

MSA DEVIM

MSA ARP

BUNOR
N49 10.9 E002 34.4
(47.1 NM to THR Rwy 09L)
46.5 NM to THR Rwy 09R)

At or above
FL110

COMMS ▼ LOST

Comply with DEVIM CDO procedure to the associated runway if the latter has been read back at least once by the crew (otherwise comply with the DEVIM ILS approach runway 09L preferably).

LOST ▲ COMMS

PG529
N49 10.3
E002 10.0
(31.1 NM to
THR Rwy 09L)
(30.6 NM to
THR Rwy 09R)

PG530
N49 06.3 E002 02.7
(24.9 NM to THR Rwy 09L)
24.4 NM to THR Rwy 09R)

At or above FL70	MAX 230 KT
----------------------------	-------------------

 ILS DME

109.35 PNE

ILS DME
110.1 CGE

110.1 CGE

A diagram showing a star with a line pointing to it. The line is labeled 4.6 and 85°.

PG531

N48 59.9 E002 03.6
(18.4 NM to THR Rwy 09L)
(18.0 NM to THR Rwy 09R)

N49 00 3 E002 10 5

(IF)

U49 00 1 F002 09 7

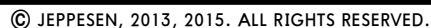
At or above

4000'

Apt Elev
392'

3200' MSA ARP

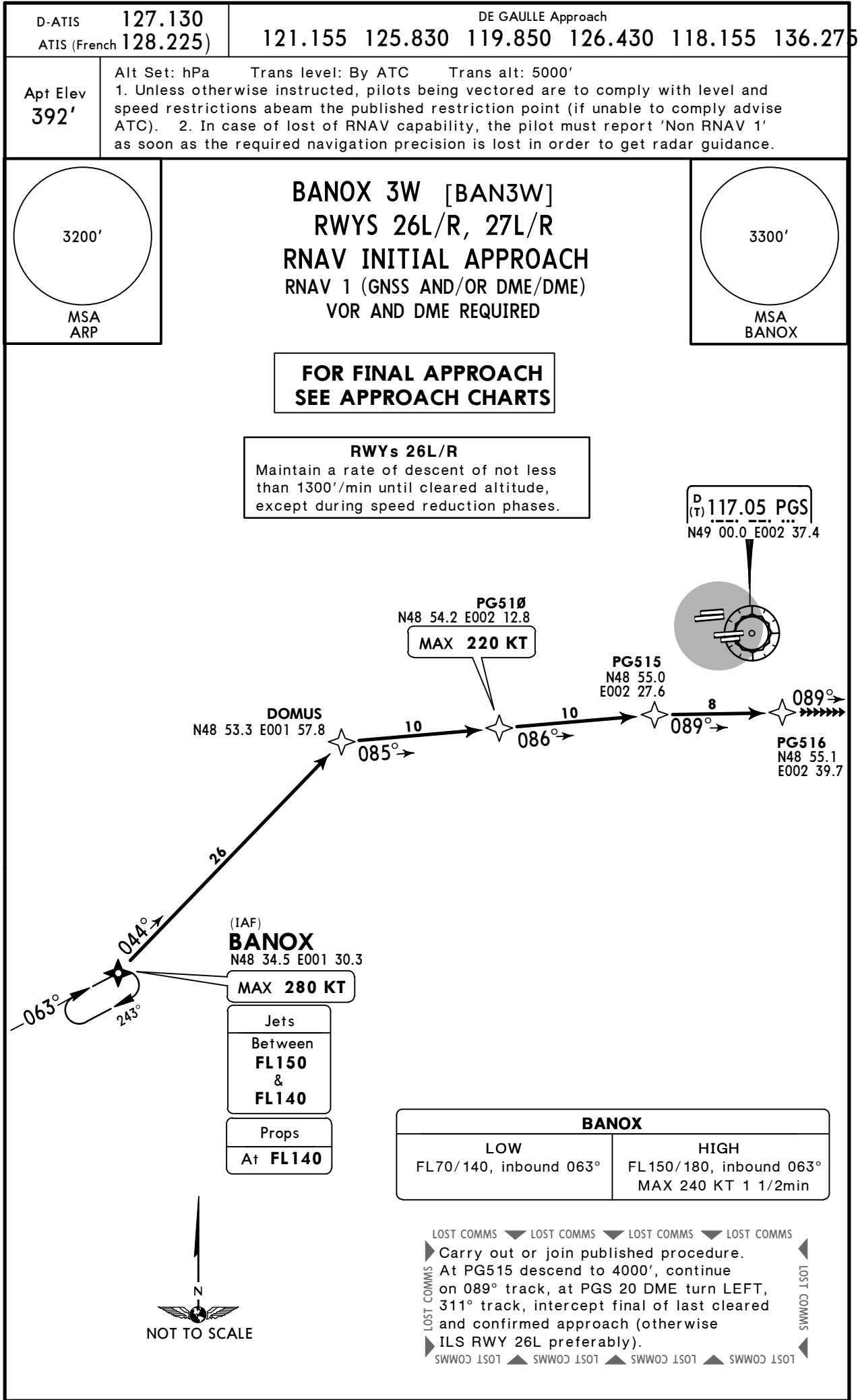
6600' MSA DEVIM



LFPG/CDG
CHARLES-DE-GAULLE

JEPPesen
20 MAR 15 (20-2X)

PARIS, FRANCE
Eff 2 Apr RNAV INITIAL APPROACH



LFPG/CDG
CHARLES-DE-GAULLE

JEPPesen

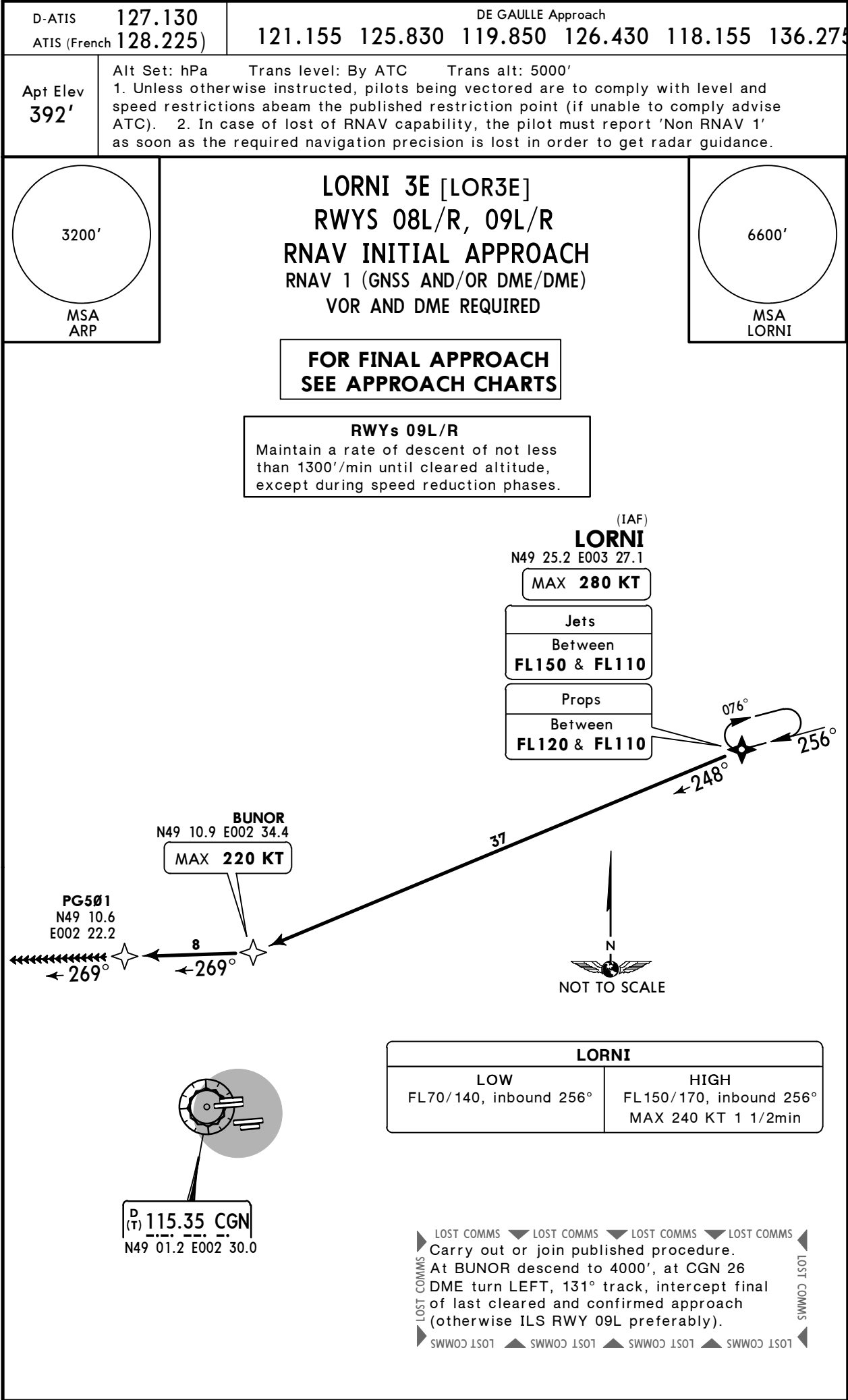
PARIS, FRANCE

20 MAR 15

20-2X1

Eff 2 Apr

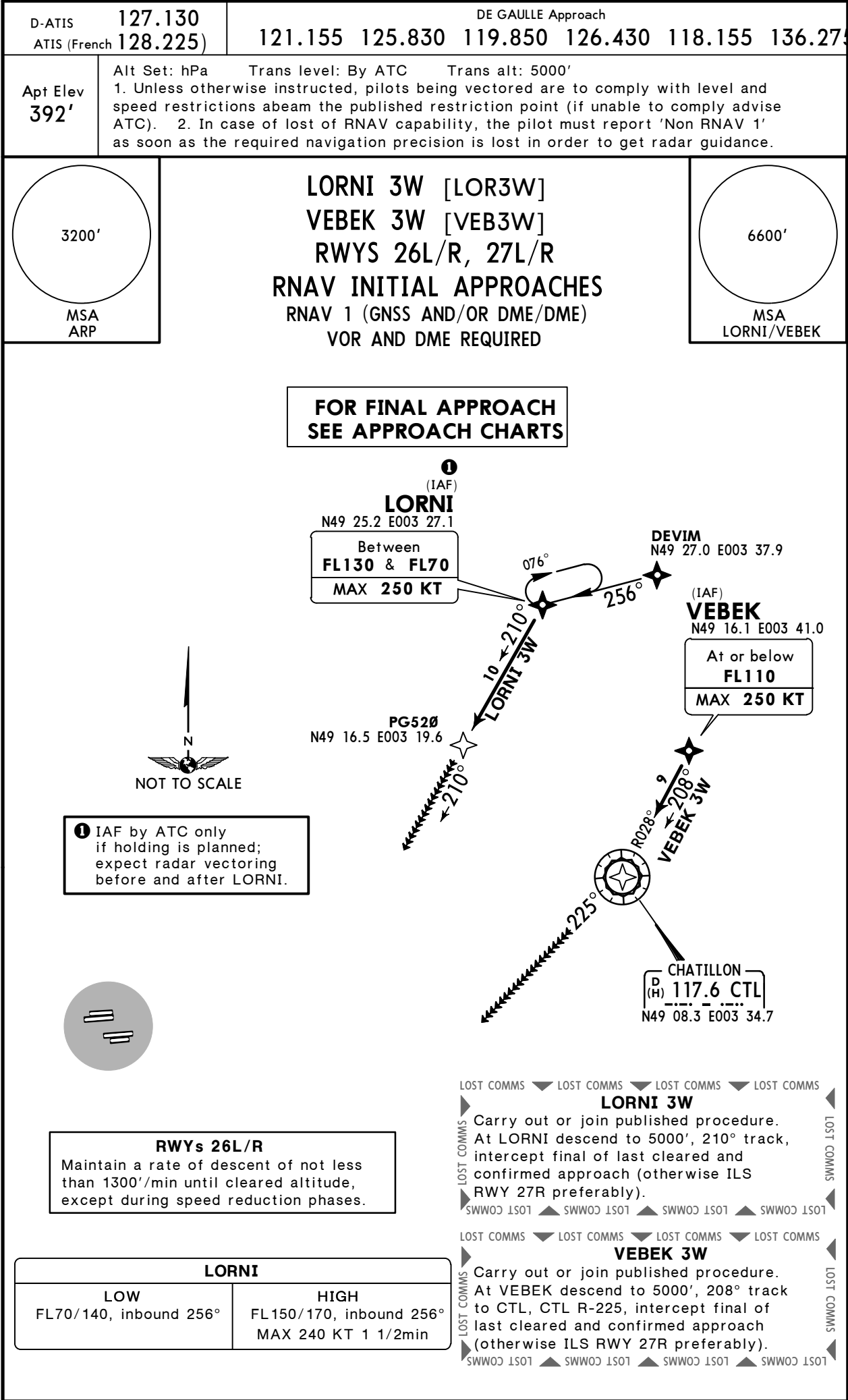
RNAV INITIAL APPROACH



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
20 MAR 15 **(20-2X2)**

PARIS, FRANCE
Eff 2 Apr **RNAV INITIAL APPROACH**



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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN

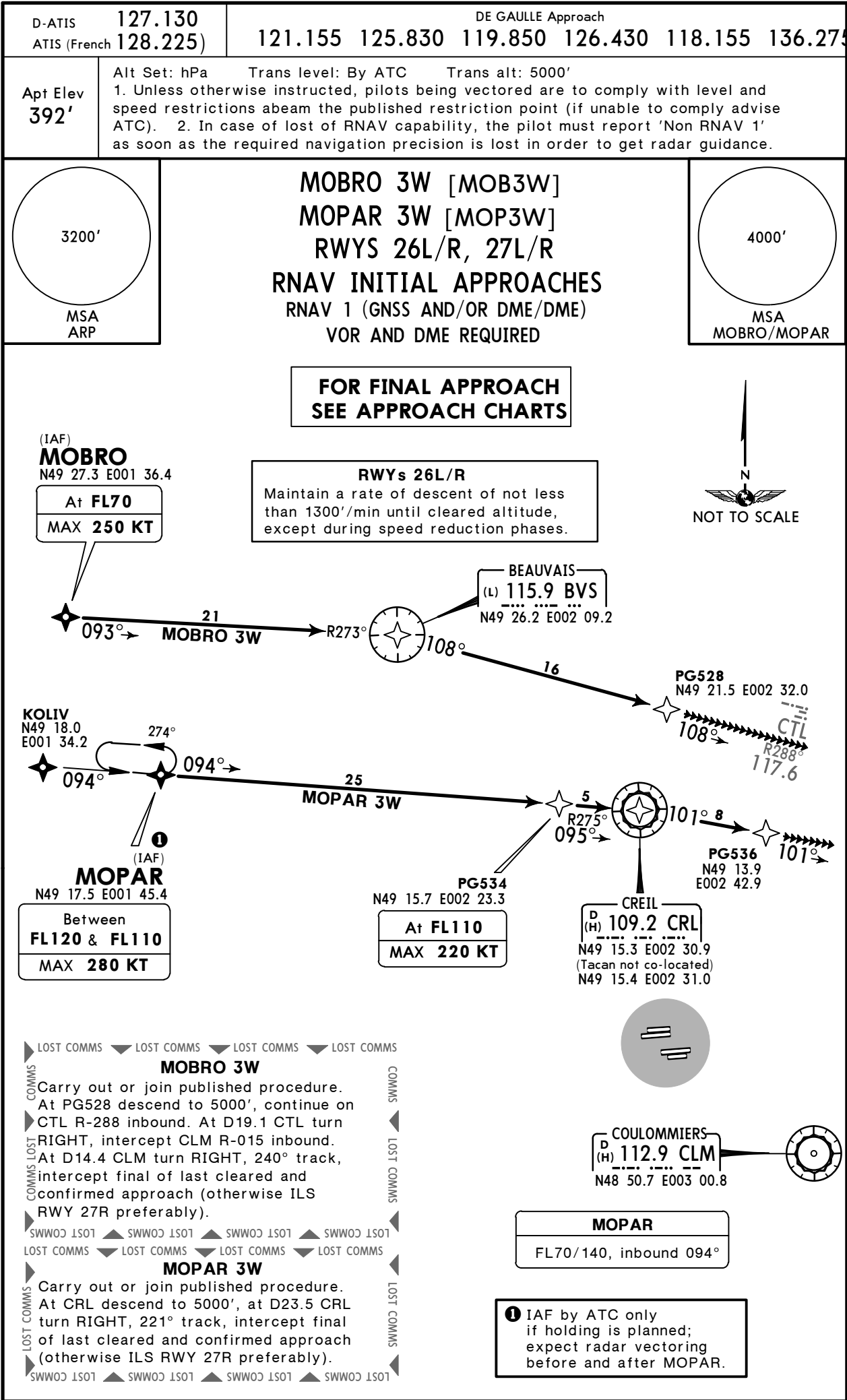
PARIS, FRANCE

20 MAR 15

(20-2X4)

Eff 2 Apr

RNAV INITIAL APPROACH



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN

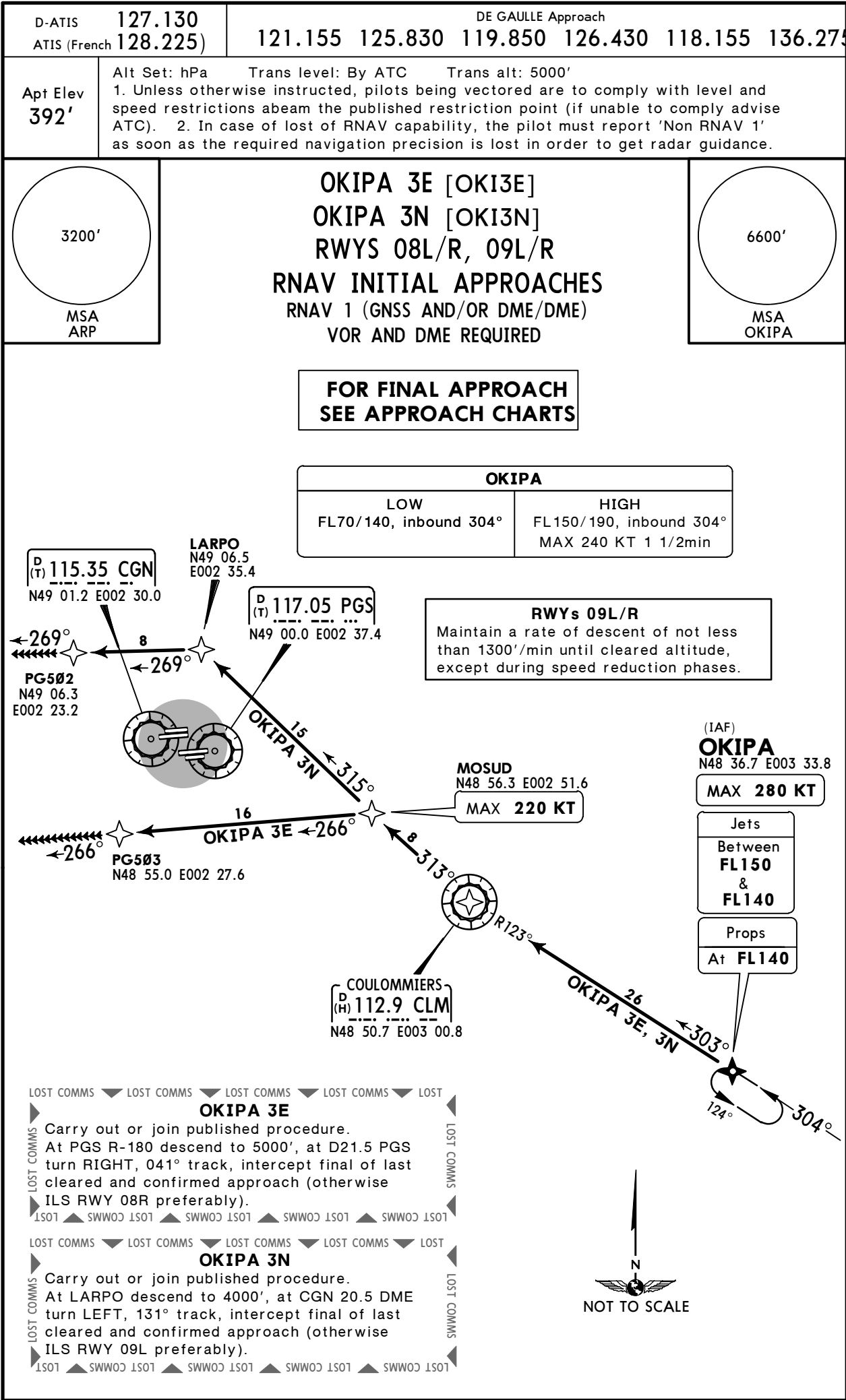
PARIS, FRANCE

20 MAR 15

(20-2X5)

Eff 2 Apr

RNAV INITIAL APPROACH



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
31 JAN 14 20-2X7 Eff 6 Feb

PARIS, FRANCE
STAR

CONVENTIONAL HOLDING INFORMATION

Due to lack of conventional STARs and initial approaches, in case of holding procedure, NON-RNAV equipped ACFT will be RADAR vectored towards below-mentioned patterns.

Final approach axis joining up from IAF will be done by RADAR vectoring also.

Holding entries are not protected as they are carried out according to the inbound leg.

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

LFPG/CDG
CHARLES-DE-GAULLE
 **JEPPesen**
14 AUG 15 **(20-3)** **Eff 20 Aug**
PARIS, FRANCE
RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
ATREX 1A, 1D, NURMO 1A, 1D OPALE 1A, 1D	20-3C
ATREX 1B, 1E, NURMO 1B, 1E OPALE 1B, 1E	20-3D
ATREX 1G, 1K, NURMO 1G, 1K OPALE 1G, 1K	20-3E
ATREX 1H, 1L, NURMO 1H, 1L OPALE 1H, 1L	20-3F
DIKOL 1A, 1D, RANUX 1A, 1D	20-3G
DIKOL 1B, 1E, RANUX 1B, 1E	20-3H
DIKOL 1G, 1K, RANUX 1G, 1K	20-3J
DIKOL 1H, 1L, RANUX 1H, 1L	20-3K
BAXIR 1A, 1D, BUBLI 1A, 1D, LANVI 1A, 1D	20-3L
BAXIR 1B, 1E, BUBLI 1B, 1E, LANVI 1B, 1E	20-3M
BAXIR 1G, 1K, BUBLI 1G, 1K, LANVI 1G, 1K	20-3N
BAXIR 1H, 1L, BUBLI 1H, 1L, LANVI 1H, 1L	20-3P
OKASI 1A, 1D, PILUL 1A, 1D	20-3Q
OKASI 1Z, PILUL 1Z	20-3Q1
OKASI 1B, 1E, PILUL 1B, 1E	20-3Q2
OKASI 1G, 1K, PILUL 1G, 1K	20-3Q3
OKASI 1H, 1L, PILUL 1H, 1L	20-3Q4
LATRA 1A, 1D	20-3Q5
LATRA 1Z	20-3Q6
LATRA 1B, 1E	20-3Q7
LATRA 1G, 1K	20-3Q8
LATRA 1H, 1L	20-3S
AGOPA 1A, 1D, ERIXU 1A, 1D	20-3T
AGOPA 1Z, ERIXU 1Z	20-3T1
AGOPA 1B, 1E, ERIXU 1B, 1E	20-3T2
AGOPA 1G, 1K, ERIXU 1G, 1K	20-3T3
AGOPA 1H, 1L, ERIXU 1H, 1L	20-3T4
EVX 1A, 1D, LGL 1A, 1D	20-3T5
EVX 1Z, LGL 1Z	20-3T6
EVX 1B, 1E, LGL 1B, 1E	20-3T7
EVX 1G, 1K, LGL 1G, 1K	20-3T8
EVX 1H, 1L, LGL 1H, 1L	20-3U

LFPG/CDG
CHARLES-DE-GAULLE

 **JEPPESEN**
14 AUG 15 **20-3A** **Eff 20 Aug**

PARIS, FRANCE
SID

SID DESIGNATION	REFER TO CHART
DORDI 1A, 1D	20-3V
DORDI 1Z	20-3V1
DORDI 1B, 1E	20-3V2
DORDI 1G, 1K	20-3V3
DORDI 1H, 1L	20-3V4
MONOT 1A, 1D	20-3V5
MONOT 1Z	20-3V6
MONOT 1B, 1E	20-3V7
MONOT 1G, 1K	20-3V8
MONOT 1H, 1L	20-3W
PITHIVIERS 1A, 1D	20-3X
PITHIVIERS 1Z	20-3X1
PITHIVIERS 1B, 1E	20-3X2
PITHIVIERS 1G, 1K	20-3X3
PITHIVIERS 1H, 1L, OMNIS	20-3X4
OB 1A, 1D, 1G, 1K (POGO)	20-3X5
PO 1B, 1E (POGO)	20-3X6
PO 1H, 1L (POGO)	20-3X7

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DEPARTURE INSTRUCTIONS

1. OPERATING PROCEDURES

If unable to fly the RNAV junction phase report 'Unable 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 permanent 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 1Z
- departures from RWYs 26L/R: climb on PGS R-266.

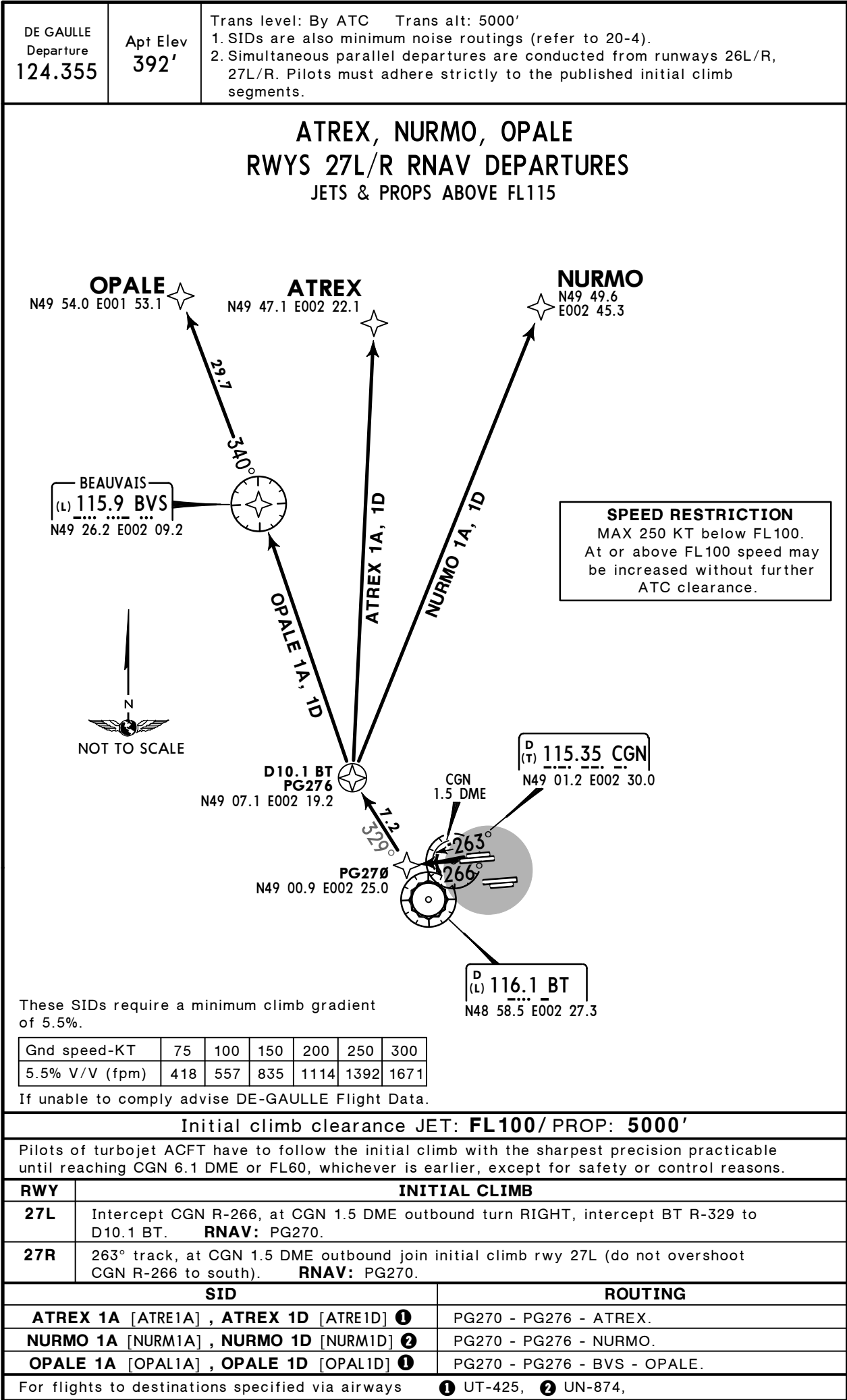
At D6.3 PGS turn RIGHT, intercept BT R-329° to join SID 1A (northbound and eastbound) or 1Z (southbound and westbound).

This procedure is announced by DE GAULLE PREFLIGHT as follows:
night initial departure to join SID... .

LFRG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
13 NOV 15 (20-3C)

PARIS, FRANCE
RNAV SID

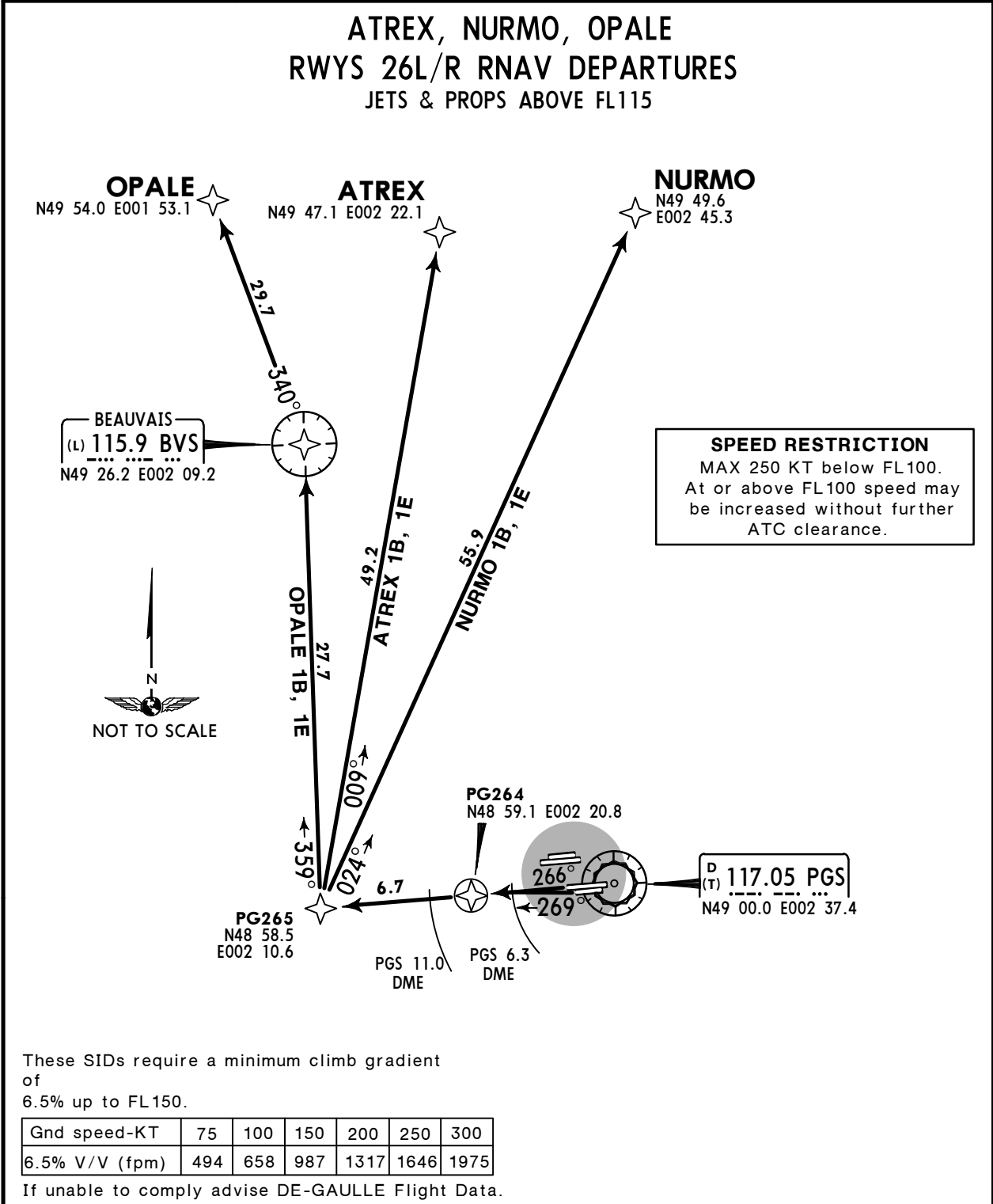


LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
14 AUG 15 20-3D Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.355	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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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	
ATREX 1B [ATRE1B] , ATREX 1E [ATRE1E] ❶	PG264 - PG265 - ATREX.
NURMO 1B [NURM1B] , NURMO 1E [NURM1E] ❷	PG264 - PG265 - NURMO.
OPALE 1B [OPAL1B] , OPALE 1E [OPAL1E] ❸	PG264 - PG265 - BVS - OPALE.
For flights to destinations specified via airways ❶ UT-225, ❷ UM-164, UL-851, ❸ UT-421.	

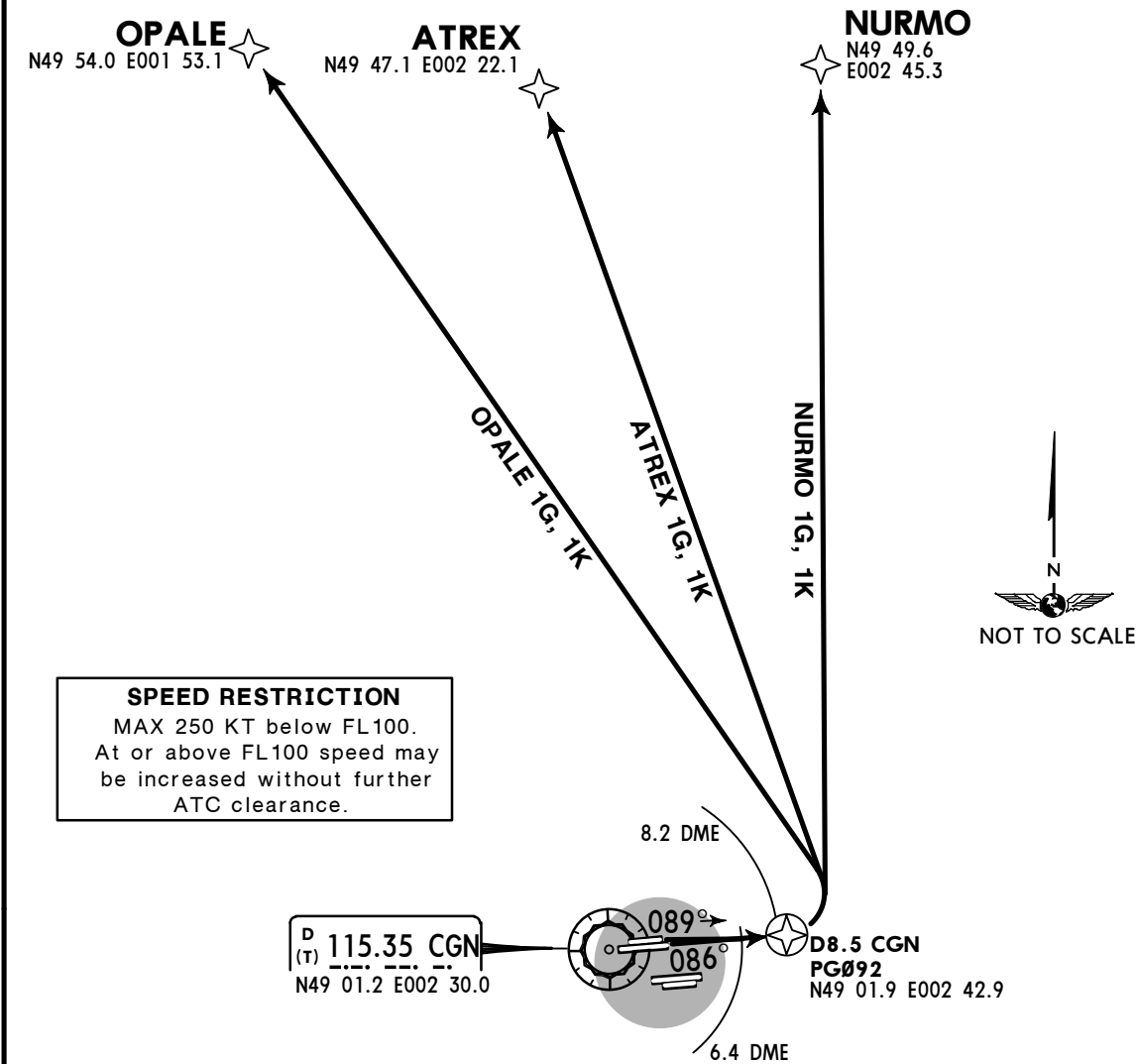
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
14 AUG 15 (20-3E) Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.355	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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ATREX, NURMO, OPALE
RWYS 09L/R RNAV DEPARTURES
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 1G [ATRE1G] , ATREX 1K [ATRE1K] ❶	PG092 - ATREX.
NURMO 1G [NURM1G] , NURMO 1K [NURM1K] ❷	PG092 - NURMO.
OPALE 1G [OPAL1G] , OPALE 1K [OPAL1K] ❸	PG092 - OPALE.
For flights to destinations specified via airways ❶ UT-225, ❷ UN-874, ❸ UT-425.	

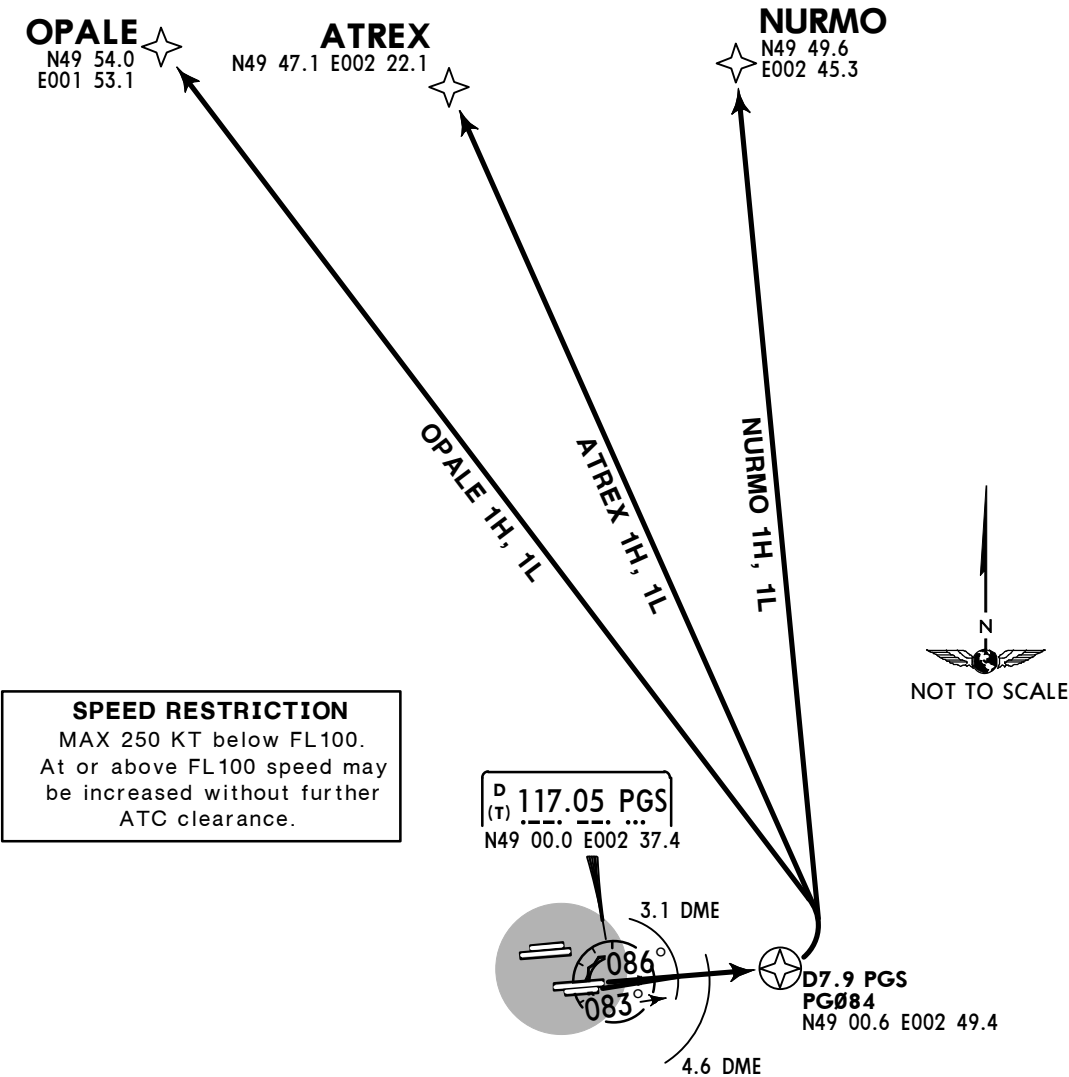
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
14 AUG 15 (20-3F) Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.355	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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ATREX, NURMO, OPALE
RWYS 08L/R RNAV DEPARTURES
JETS & PROPS ABOVE FL115



These SIDs require a minimum climb gradient
of 5.5%.

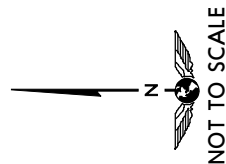
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V(fpm)	418	557	835	1114	1392	1671

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 1H [ATRE1H] , ATREX 1L [ATRE1L] ❶	PG084 - ATREX.
NURMO 1H [NURM1H] , NURMO 1L [NURM1L] ❷	PG084 - NURMO.
OPALE 1H [OPAL1H] , OPALE 1L [OPAL1L] ❸	PG084 - OPALE.
For flights to destinations specified via airways ❶ UT-225, ❷ UN-874, ❸ UT-425.	

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

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: FL100/PROP: 5000'

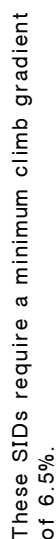
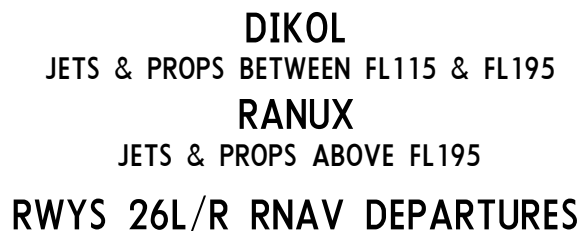
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB	
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D8.5 BT. RNAV: PG270.	
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). RNAV: PG270.	
SID		ROUTING
DIKOL 1A [DIKO1A], DIKOL 1D [DIKO1D] ①		PG270 - PG274 - PG278 - NEPAR - DIKOL.
RANUX 1A [RANU1A], RANUX 1D [RANU1D] ②		PG270 - PG274 - PG278 - NEPAR - RANUX.
For flights to destinations specified via airways ① J-10, ② UN-858.		

For flights to destinations specified via airways **1** J-10, **2** UN-858.

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.



Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

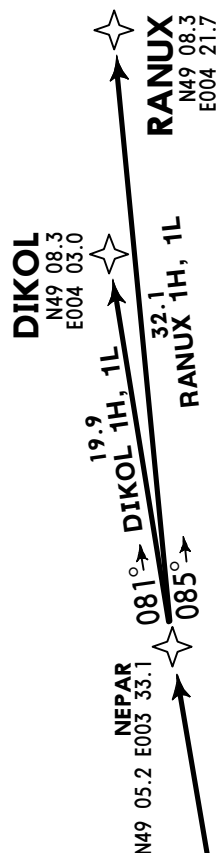
If unable to comply advise DE-GAULLE Flight Data.

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

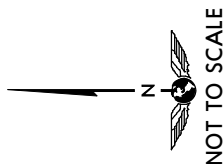
Initial climb clearance JET: FL100/PROP: FL90	
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.	
RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). RNAV: PG264 - PG265.
26R	Intercept PGS R-266 to PGS 11.0 DME. RNAV: PG264 - PG265.
SID	
DIKOL 1B [DIKO1B] , DIKOL 1E [DIKO1E] ①	PG264 - PG265 - PIVER - CLM - NEPAR - DIKOL.
RANUX 1B [RANU1B] , RANUX 1E [RANU1E] ②	PG264 - PG265 - PIVER - CLM - NEPAR - RANUX.
For flights to destinations specified via airways ① J-10, ② UN-858.	

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.



At or above FL100 speed may be increased without further ATC clearance



NOT TO SCALE

These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance 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	
DIKOL 1H [DIKO1H] , DIKOL 1L [DIKO1L] ①	PG082 - PG086 - NEPAR - DIKOL.
RANUX 1H [RANU1H] , RANUX 1L [RANU1L] ②	PG082 - PG086 - NEPAR - RANUX.
For flights to destinations specified via airways ① J-10, ② UN-858.	

For flights to destinations specified via airways **①** J-10, **②** UN-858.

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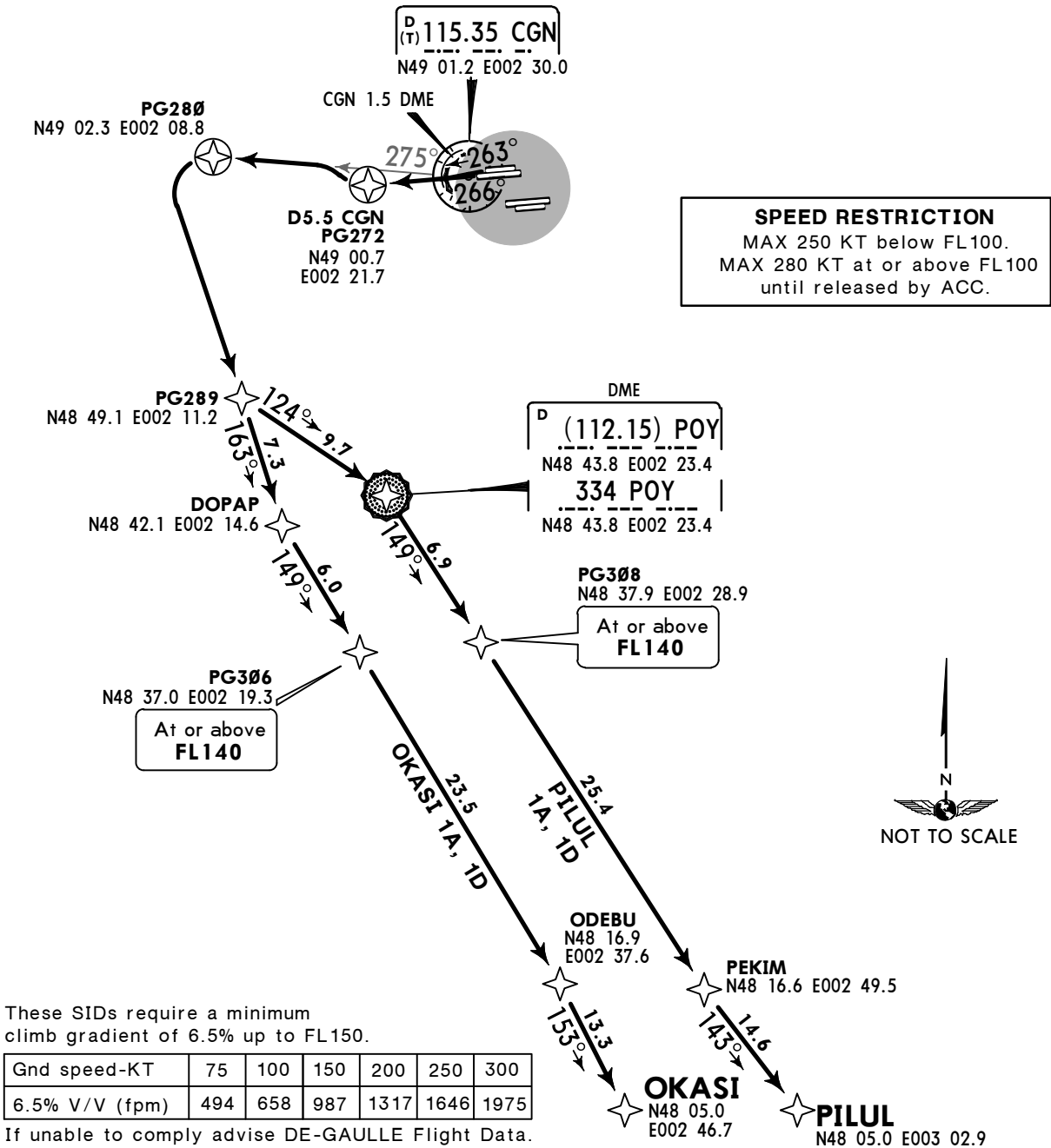
LFRG/CDG
CHARLES-DE-GAULLE

JEPPESEN
14 AUG 15 **(20-3Q)** **Eff 20 Aug**

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	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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OKASI, PILUL
RWYS 27L/R RNAV DEPARTURES
JETS ABOVE FL195



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

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance MAX FL120	
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.	
RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN. RNAV: PG272.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). RNAV: PG272.
SID	ROUTING
OKASI 1A [OKAS1A] , OKASI 1D [OKAS1D] ①	PG272 - PG280 - PG289 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 1A [PILU1A] , PILUL 1D [PILU1D] ②	PG272 - PG280 - PG289 - POY - PG308 - PEKIM - PILUL.
For flights to destinations specified via airways ① UL-612, ② UM-975.	

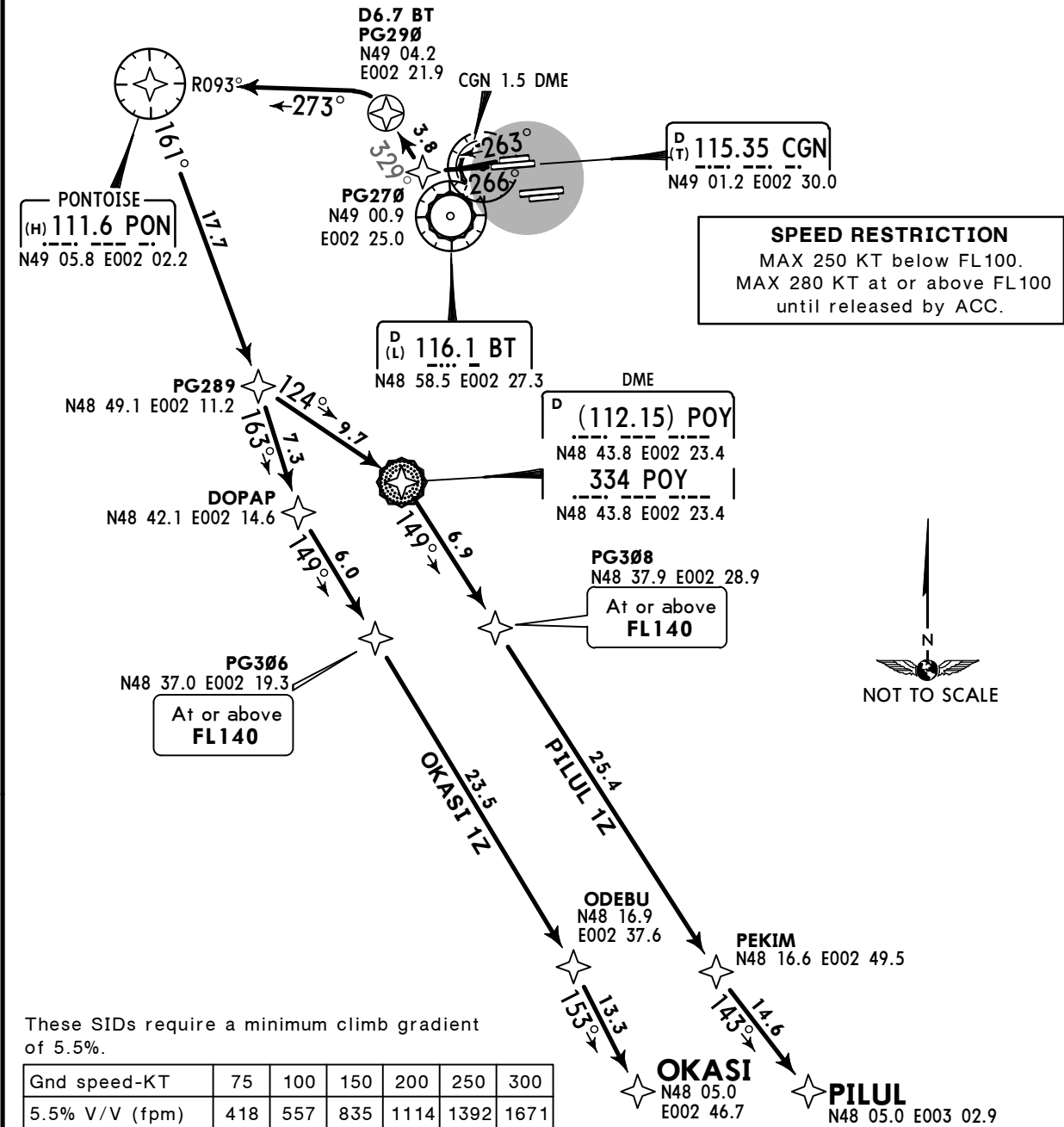
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
14 AUG 15 (20-3Q1) Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	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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OKASI, PILUL
RWYS 27L/R RNAV DEPARTURES
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
OKASI 1Z [OKAS1Z] ①	PG270 - PG290 - PON - PG289 - DOPAP - PG306 - ODEBU - OKASI.
PILUL 1Z [PILU1Z] ②	PG270 - PG290 - PON - PG289 - POY - PG308 - PEKIM - PILUL.
For flights to destinations specified via airways ① UL-612, ② UM-975.	

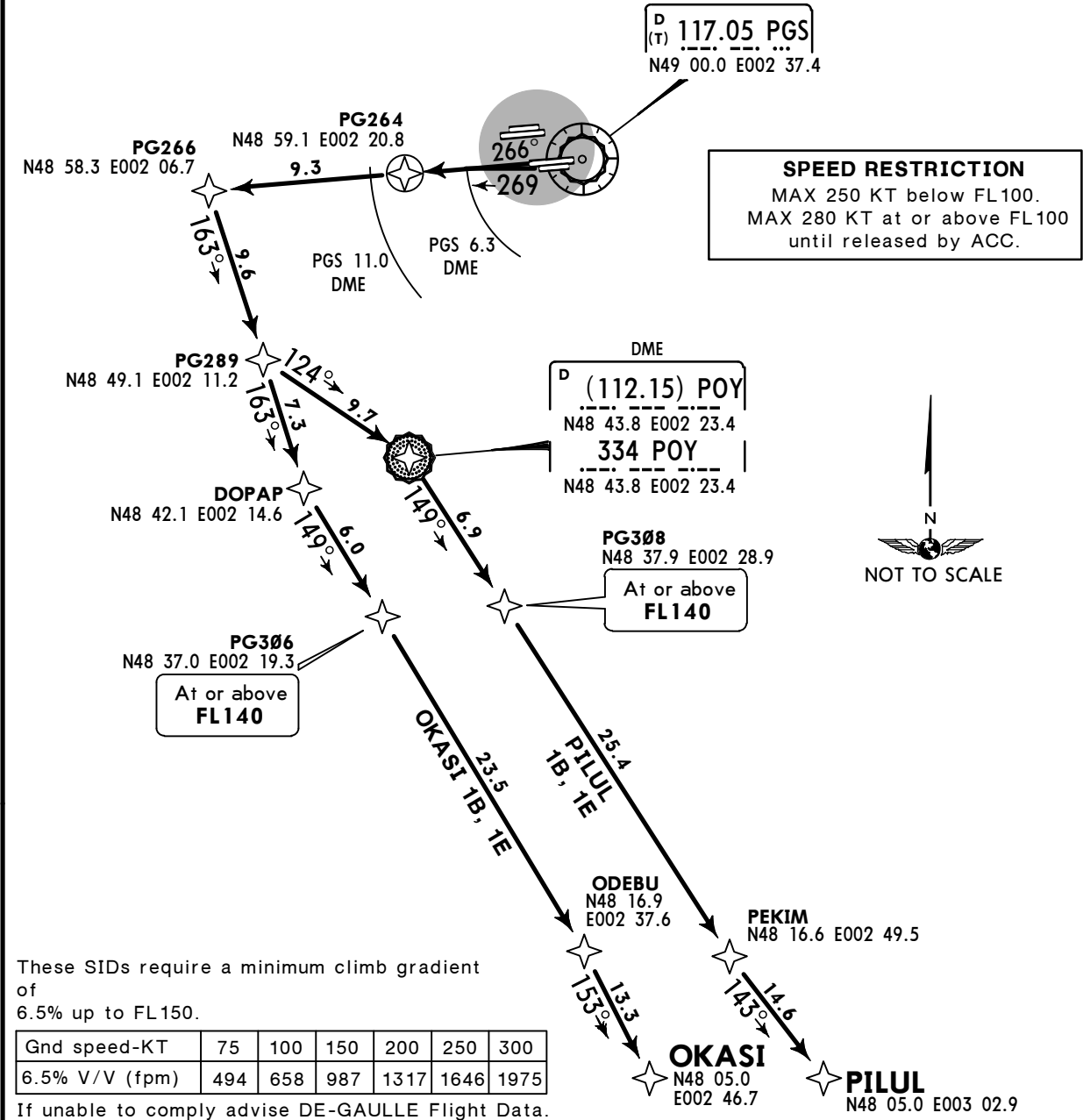
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
14 AUG 15 20-3Q2 Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	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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OKASI, PILUL
RWYS 26L/R RNAV DEPARTURES
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	
OKASI 1B [OKAS1B] , OKASI 1E [OKAS1E] ①	
PG264 - PG266 - PG289 - DOPAP - PG306 - ODEBU - OKASI.	
PILUL 1B [PILU1B] , PILUL 1E [PILU1E] ②	
PG264 - PG266 - PG289 - POY - PG308 - PEKIM - PILUL.	
For flights to destinations specified via airways ① UL-612, ② UM-975.	

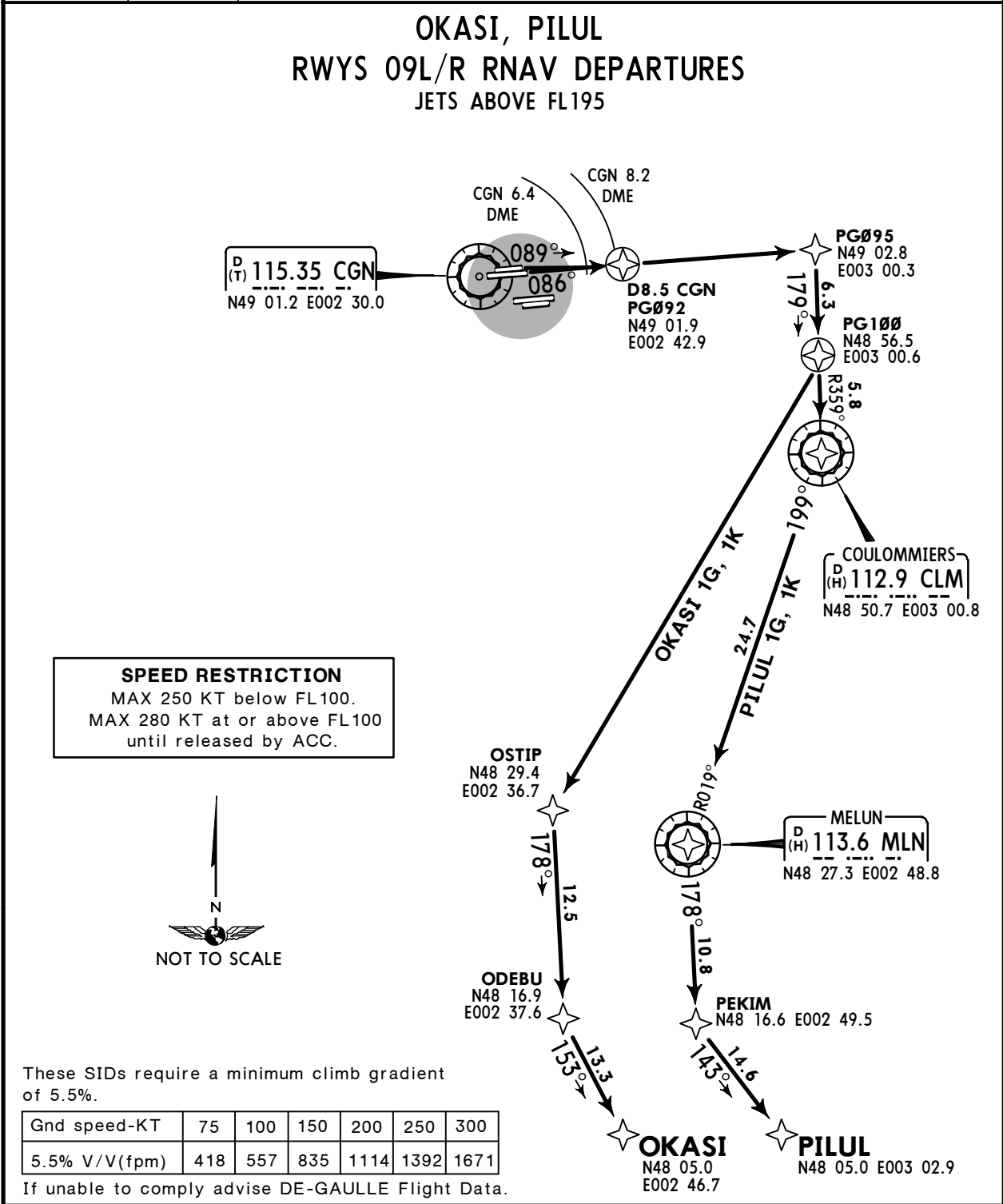
LFPG/CDG
CHARLES-DE-GAULLE

JEPESEN
14 AUG 15 **20-3Q3** Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	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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OKASI, PILUL
RWYS 09L/R RNAV DEPARTURES
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 1G [OKAS1G] , OKASI 1K [OKAS1K] ①	PG092 - PG095 - PG100 - OSTIP - ODEBU - OKASI.
PILUL 1G [PILU1G] , PILUL 1K [PILU1K] ②	PG092 - PG095 - CLM - MLN - PEKIM - PILUL.
For flights to destinations specified via airways ① UL-612, ② UM-975.	

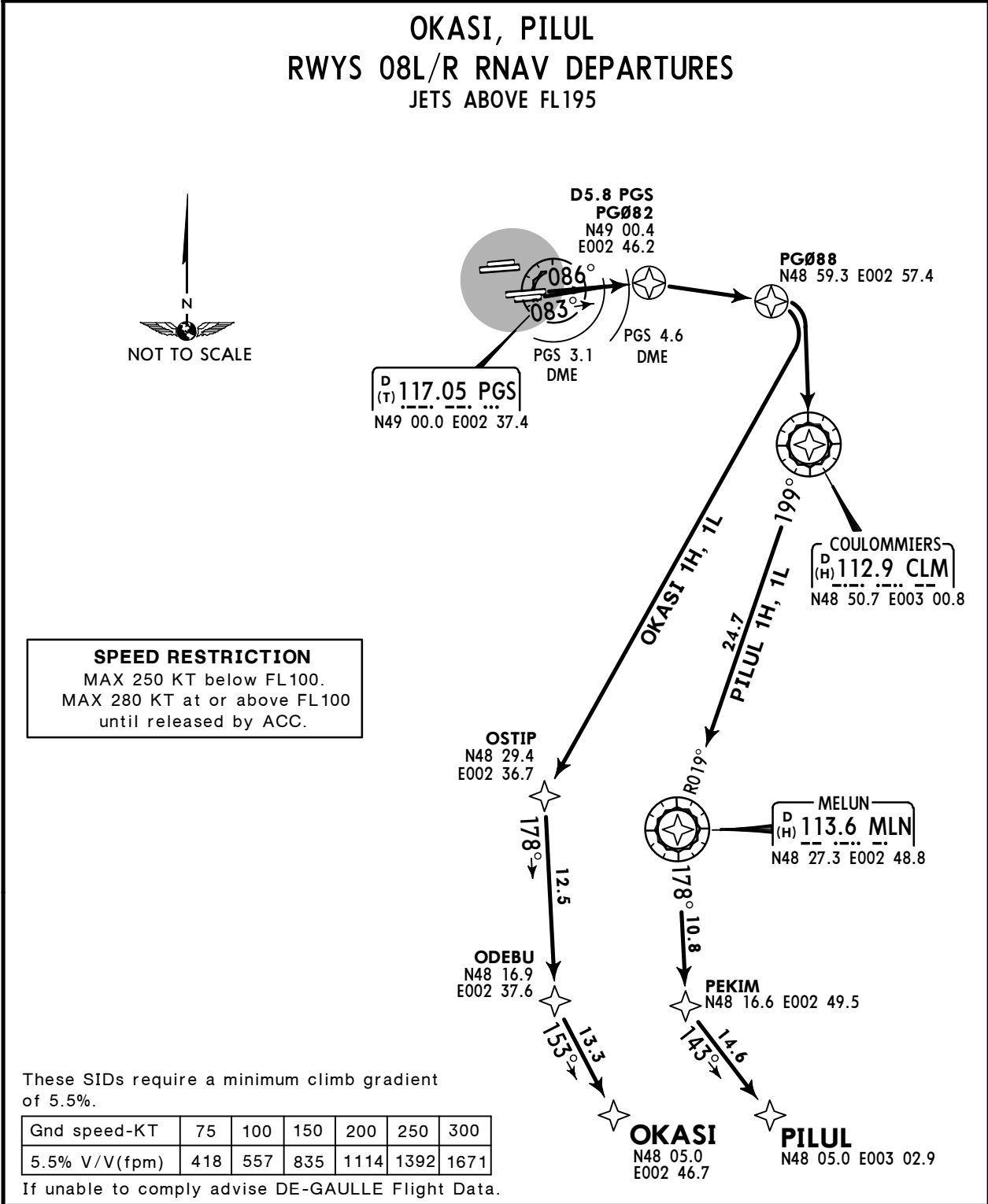
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
14 AUG 15 (20-3Q4) Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	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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OKASI, PILUL
RWYS 08L/R RNAV DEPARTURES
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
OKASI 1H [OKASI1H] , OKASI 1L [OKASI1L] ①	PG082 - PG088 - OSTIP - ODEBU - OKASI.
PILUL 1H [PILU1H] , PILUL 1L [PILU1L] ②	PG082 - PG088 - CLM - MLN - PEKIM - PILUL.
For flights to destinations specified via airways ① UL-612, ② UM-975.	

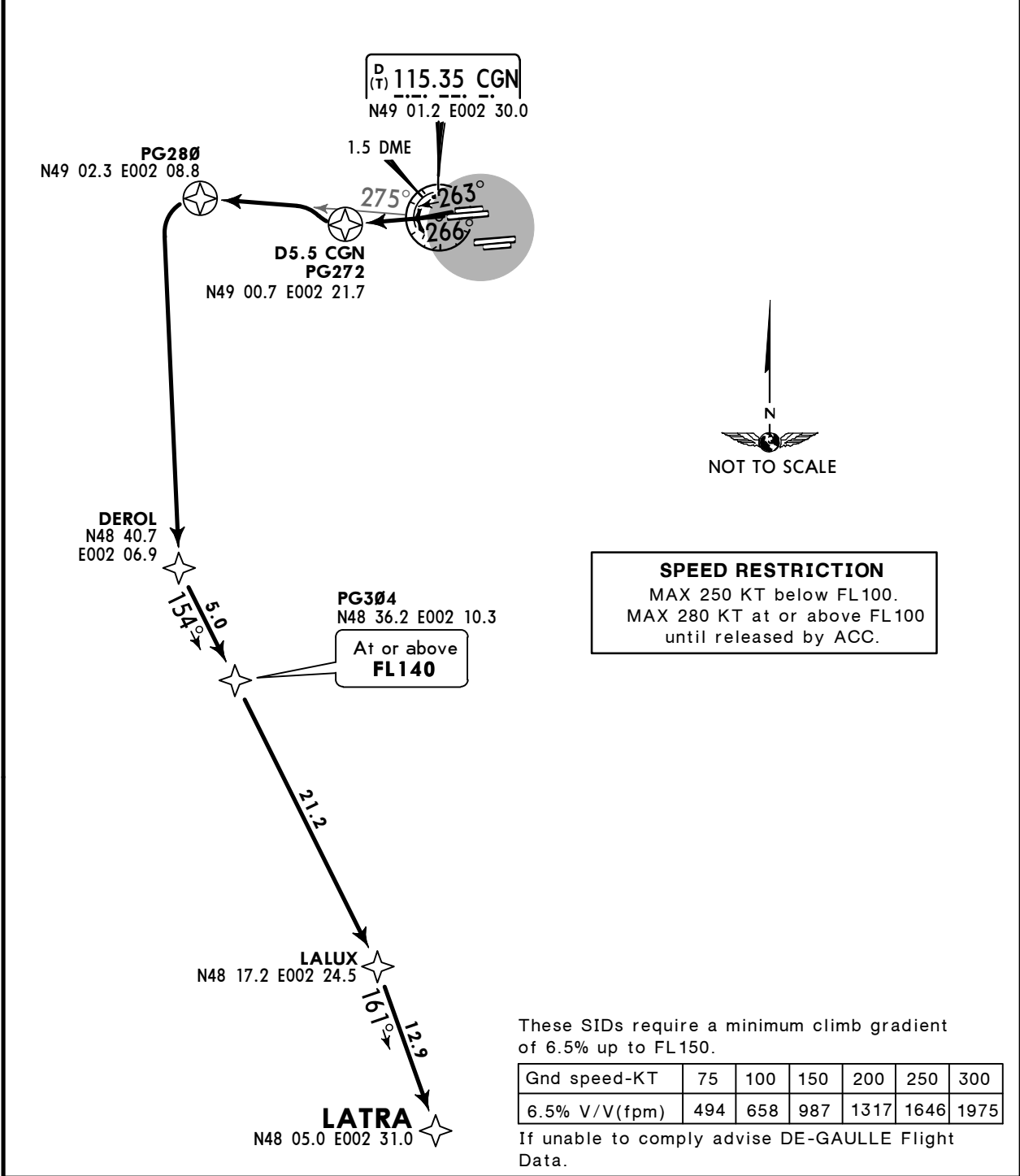
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
14 AUG 15 **20-3Q5** Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	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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LATRA
RWYS 27L/R RNAV DEPARTURES
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 1A [LATR1A] , LATRA 1D [LATR1D]	PG272 - PG280 - DEROL - PG304 - LALUX - LATRA.

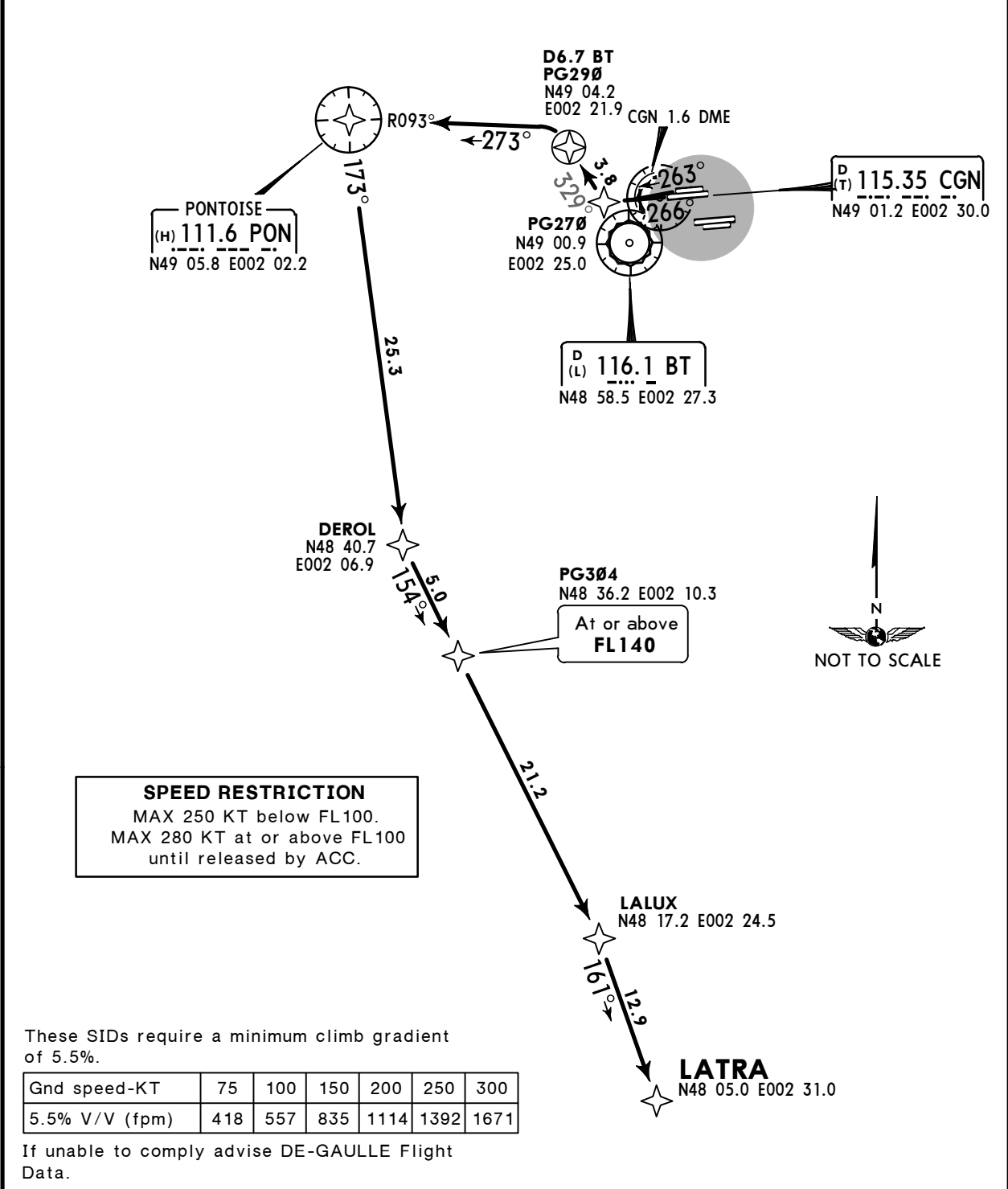
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
14 AUG 15 20-3Q6 Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	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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LATRA
RWYS 27L/R RNAV DEPARTURE
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 1Z [LATR1Z]	PG270 - PG290 - PON - DEROL - PG304 - LALUX - LATRA.

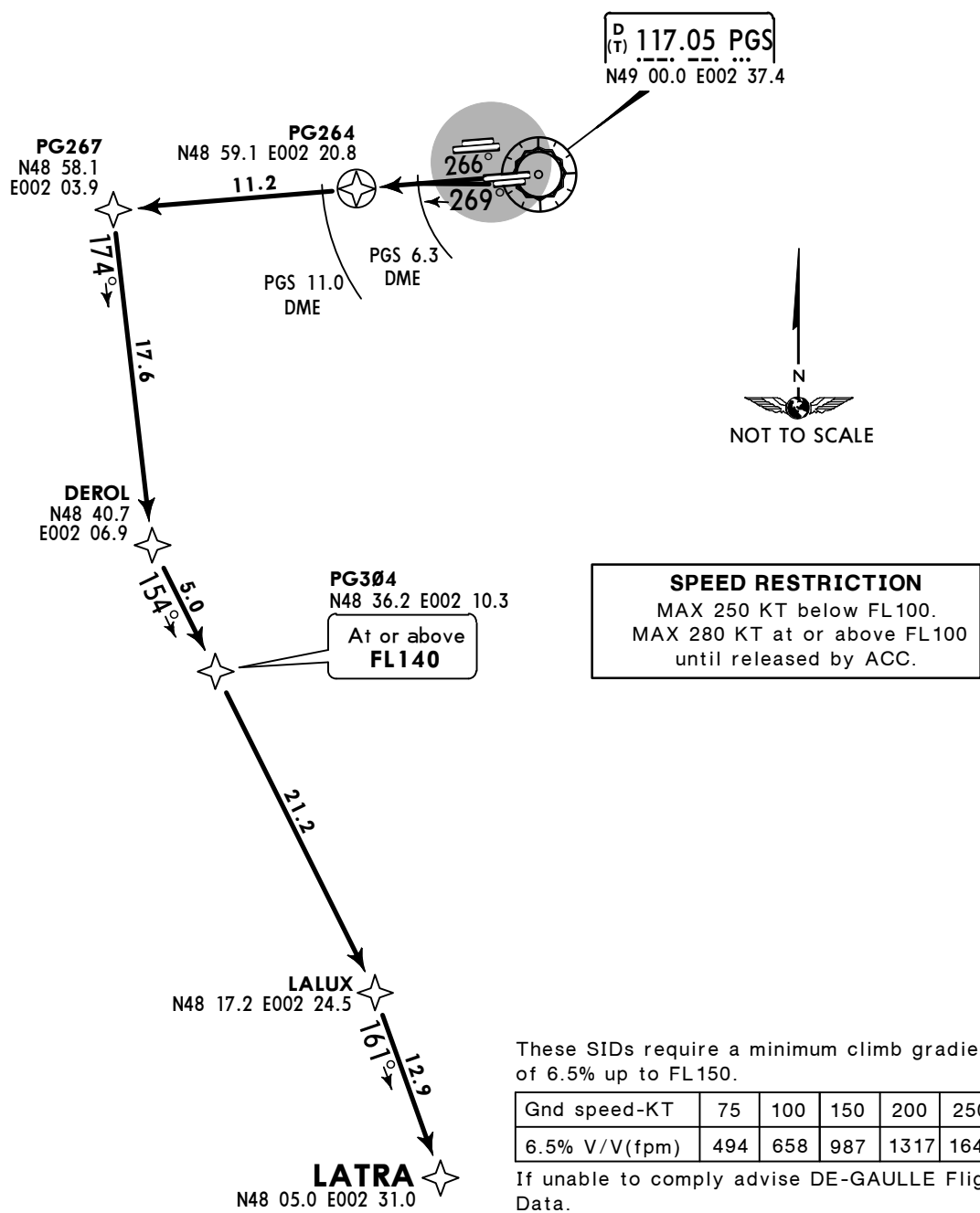
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
14 AUG 15 (20-3Q7) Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	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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LATRA
RWYS 26L/R RNAV DEPARTURES
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133

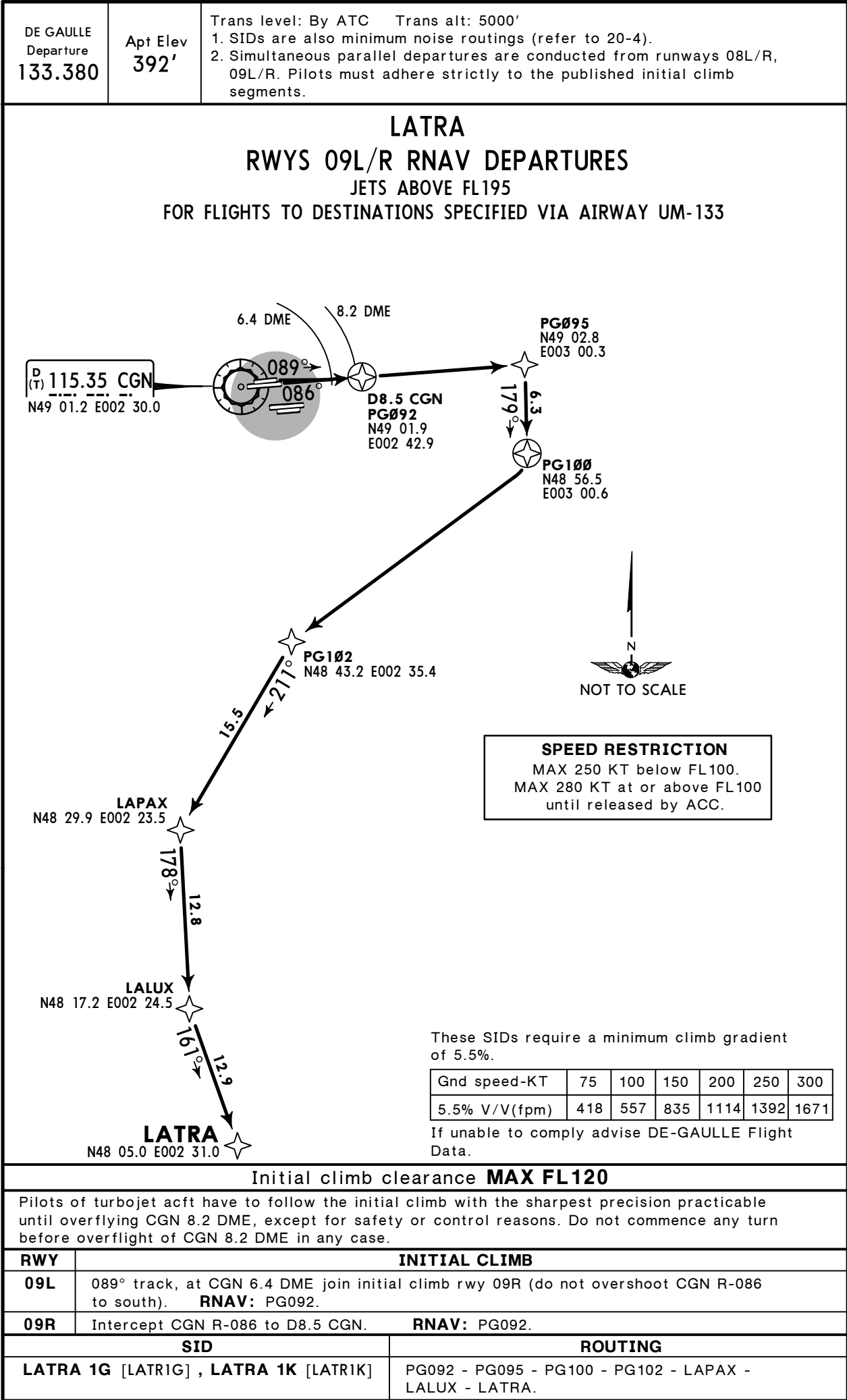


Initial climb clearance MAX FL120	
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.	
RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 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 1B [LATR1B] , LATRA 1E [LATR1E]	PG264 - PG267 - DEROL - PG304 - LALUX - LATRA.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
14 AUG 15 20-3Q8 Eff 20 Aug

PARIS, FRANCE
RNAV SID



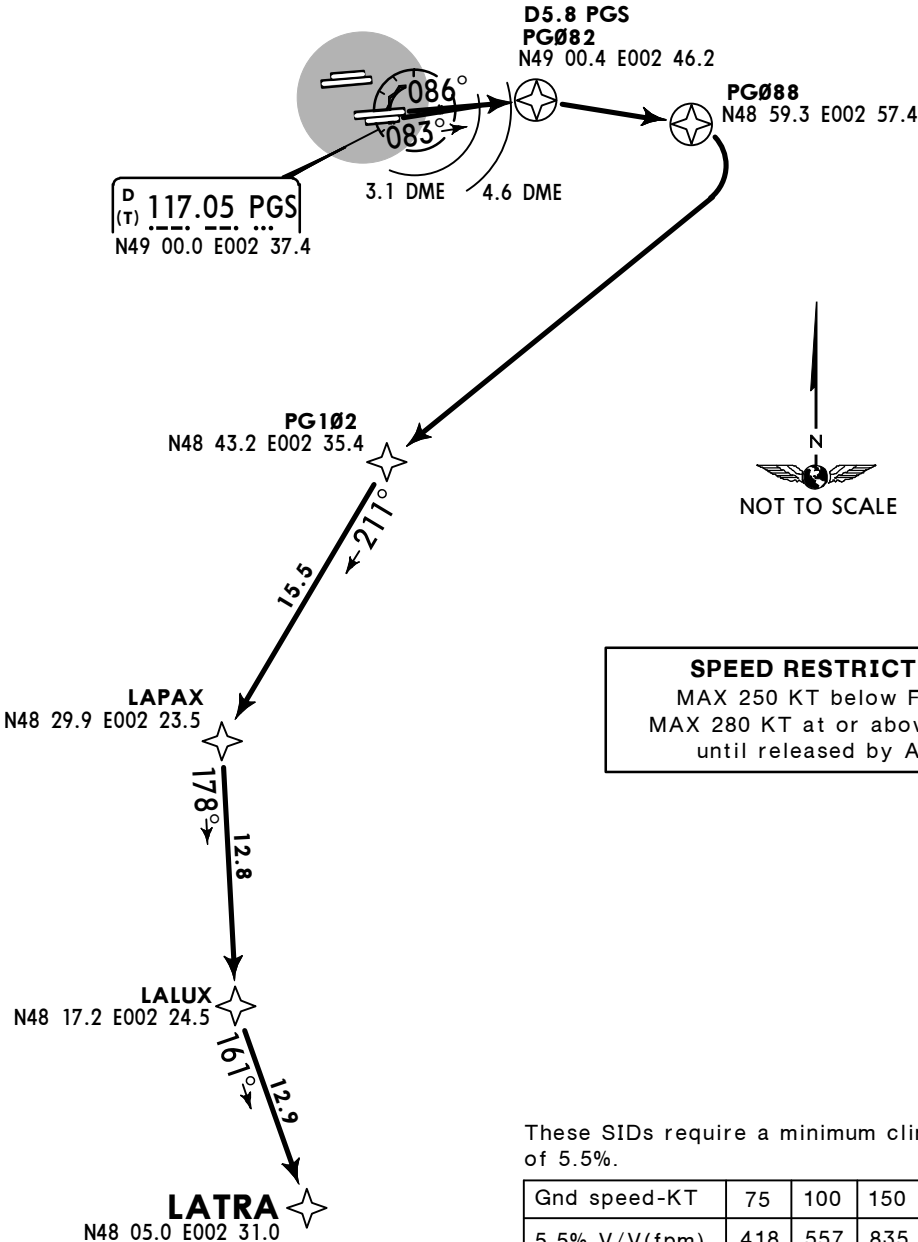
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
14 AUG 15 (20-3S) Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	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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LATRA
RWYS 08L/R RNAV DEPARTURES
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM-133



These SIDs require a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Flight Data.

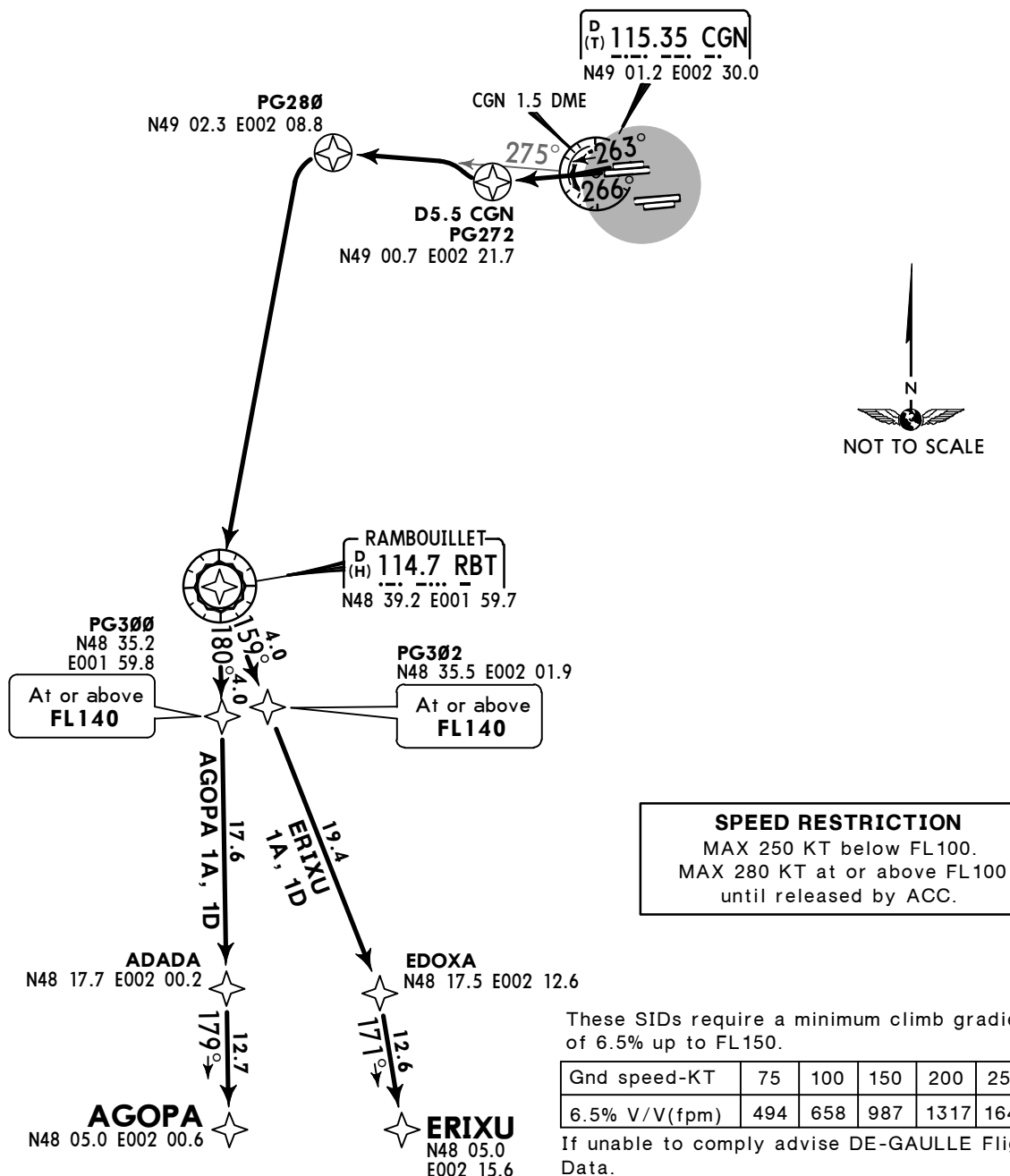
Initial climb clearance **MAX FL120**

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

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. RNAV: PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). RNAV: PG082.
SID	ROUTING
LATRA 1H [LATR1H] , LATRA 1L [LATR1L]	PG082 - PG088 - PG102 - LAPAX - LALUX - LATRA.

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.



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 1A [AGOP1A] , AGOPA 1D [AGOP1D] ①	PG272 - PG280 - RBT - PG300 - ADADA - AGOPA.
ERIXU 1A [ERIX1A] , ERIXU 1D [ERIX1D] ②	PG272 - PG280 - RBT - PG302 - EDOXA - ERIXU.
For flights to destinations specified via airways ① UL-167, ② UL-860.	

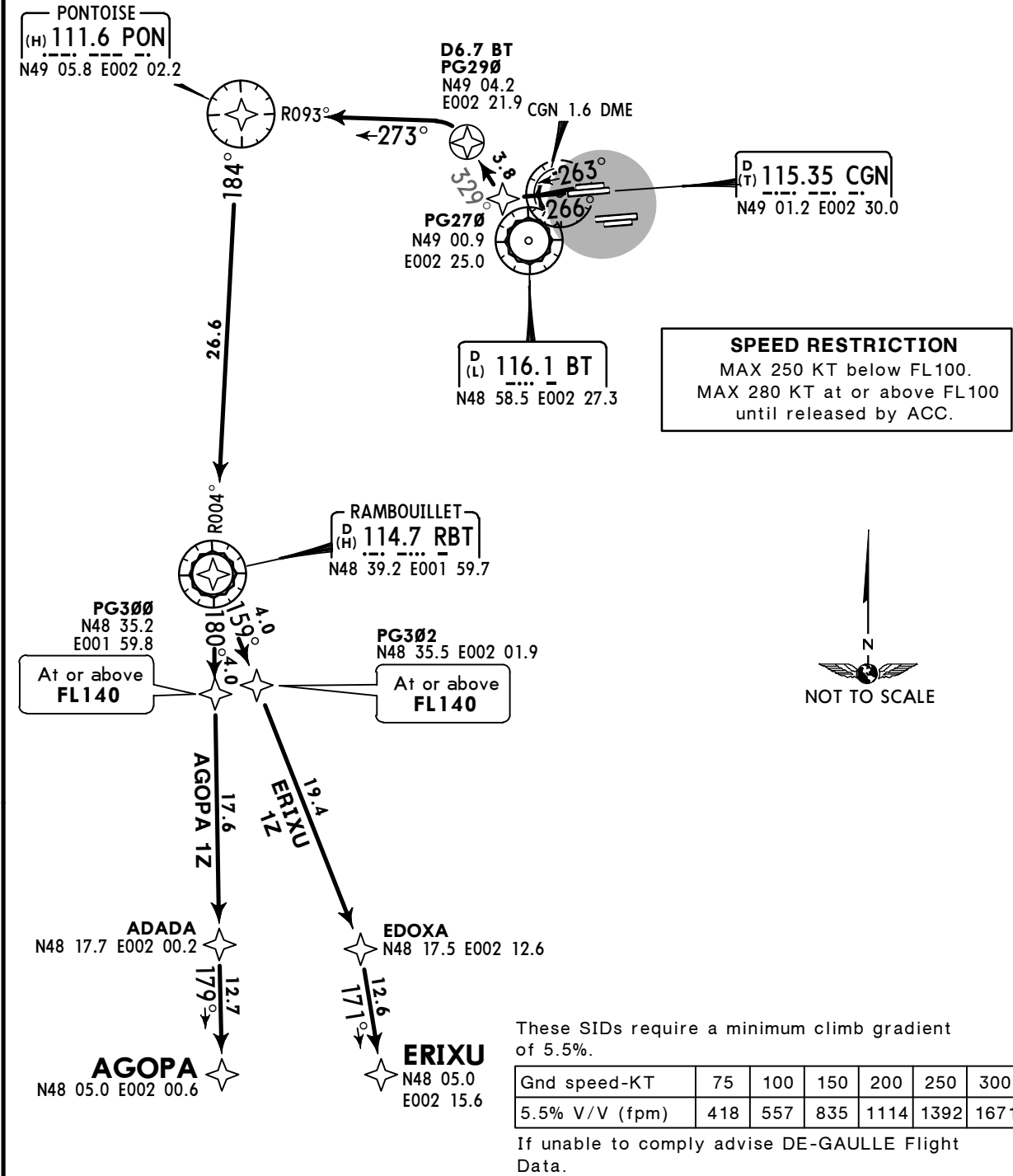
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
14 AUG 15 **20-3T1** Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	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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AGOPA, ERIXU
RWYS 27L/R RNAV DEPARTURES
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 1Z [AGOP1Z] ①	PG270 - PG290 - PON - RBT - PG300 - ADADA - AGOPA.
ERIXU 1Z [ERIX1Z] ②	PG270 - PG290 - PON - RBT - PG302 - EDOXA - ERIXU.
For flights to destinations specified via airways ① UL-167, ② UL-860.	

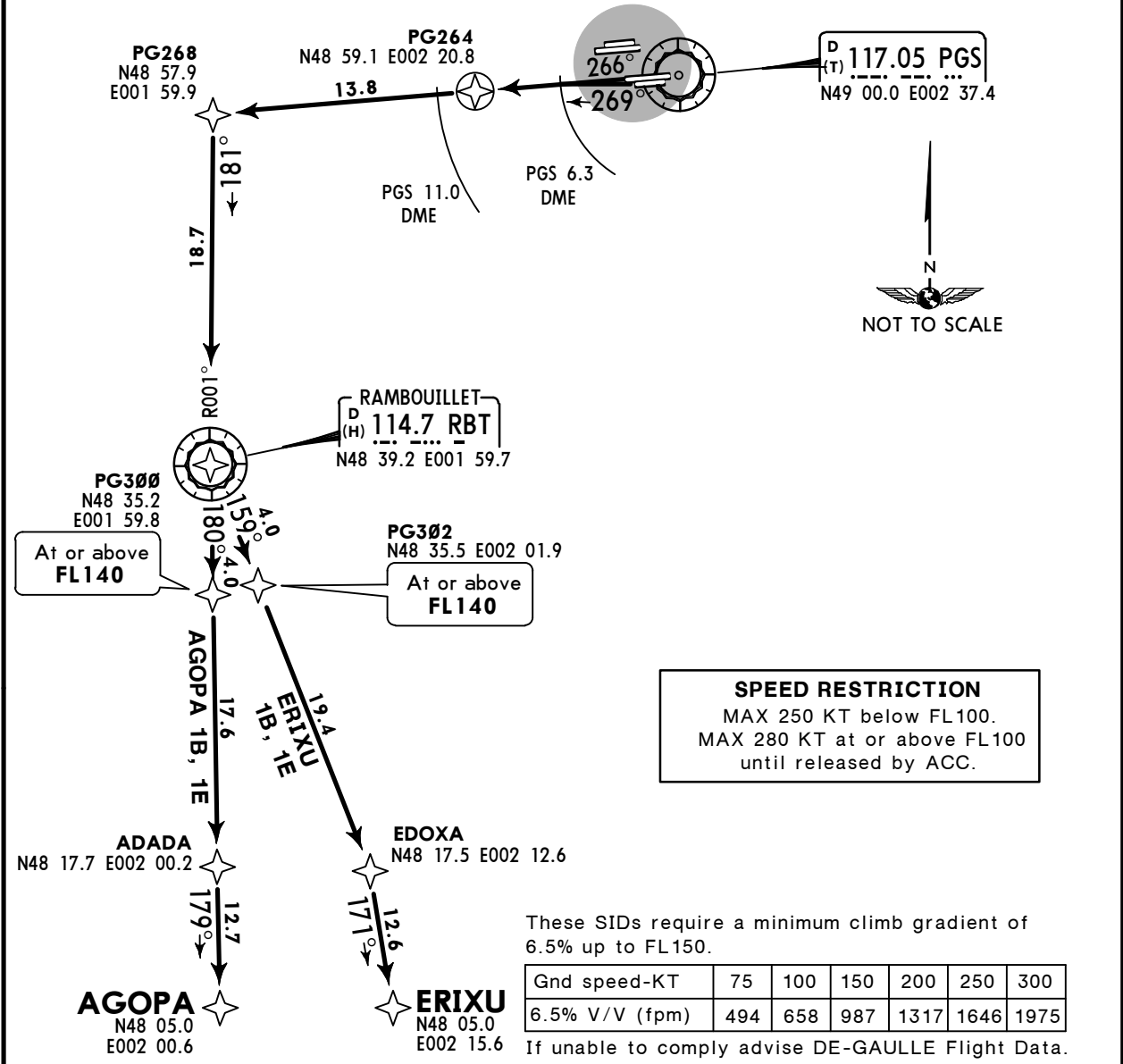
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
14 AUG 15 20-3T2 Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	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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AGOPA, ERIXU
RWYS 26L/R RNAV DEPARTURES
JETS ABOVE FL195

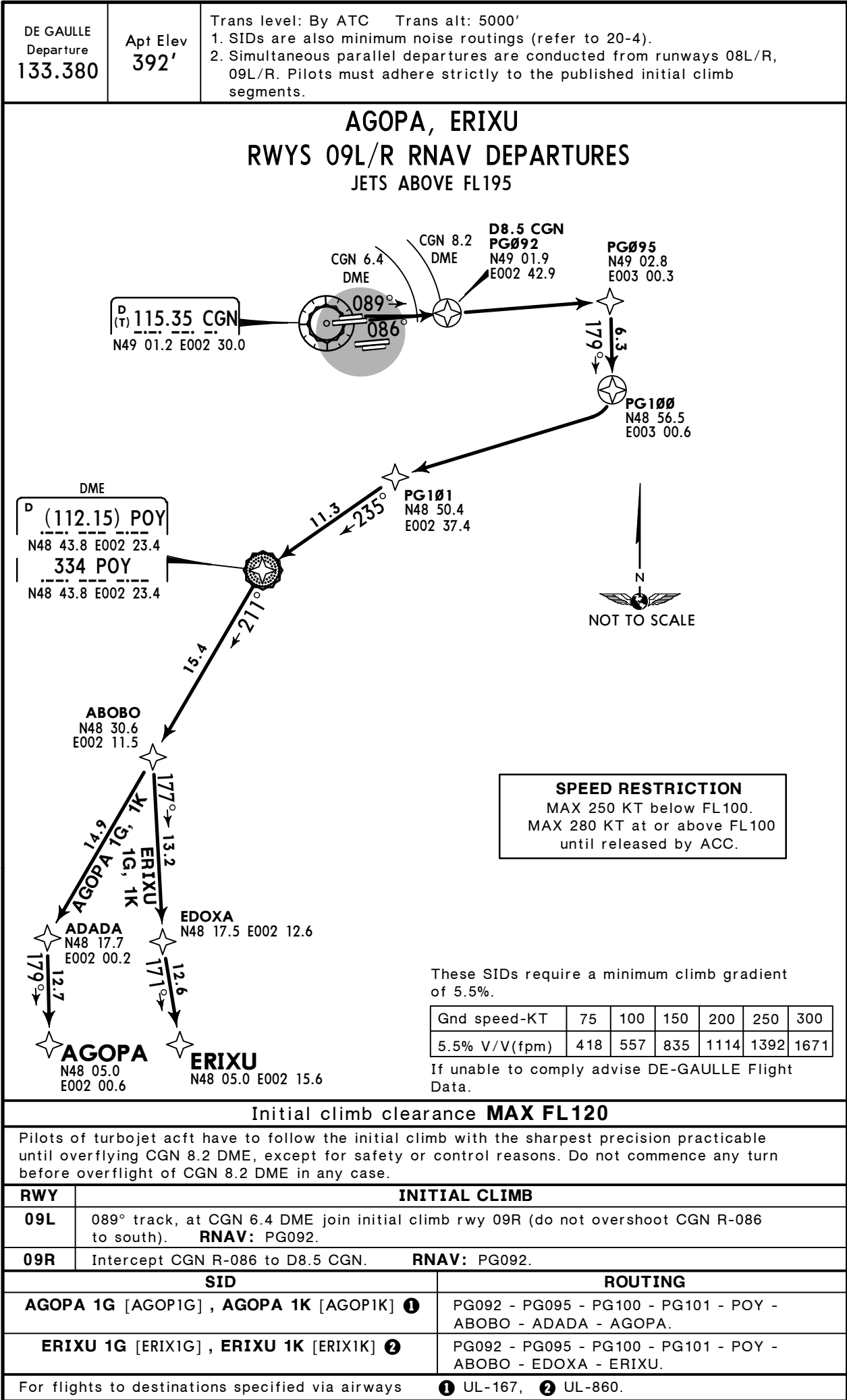


Initial climb clearance MAX FL120	
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching PGS 11.0 DME or FL60, whichever is earlier, except for safety or control reasons.	
RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 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 1B [AGOP1B] , AGOPA 1E [AGOP1E] ①	PG264 - PG268 - RBT - PG300 - ADADA - AGOPA.
ERIXU 1B [ERIX1B] , ERIXU 1E [ERIX1E] ②	PG264 - PG268 - RBT - PG302 - EDOXA - ERIXU.
For flights to destinations specified via airways ① UL-167, ② UL-860.	

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
14 AUG 15 **20-3T3** Eff 20 Aug

PARIS, FRANCE
RNAV SID



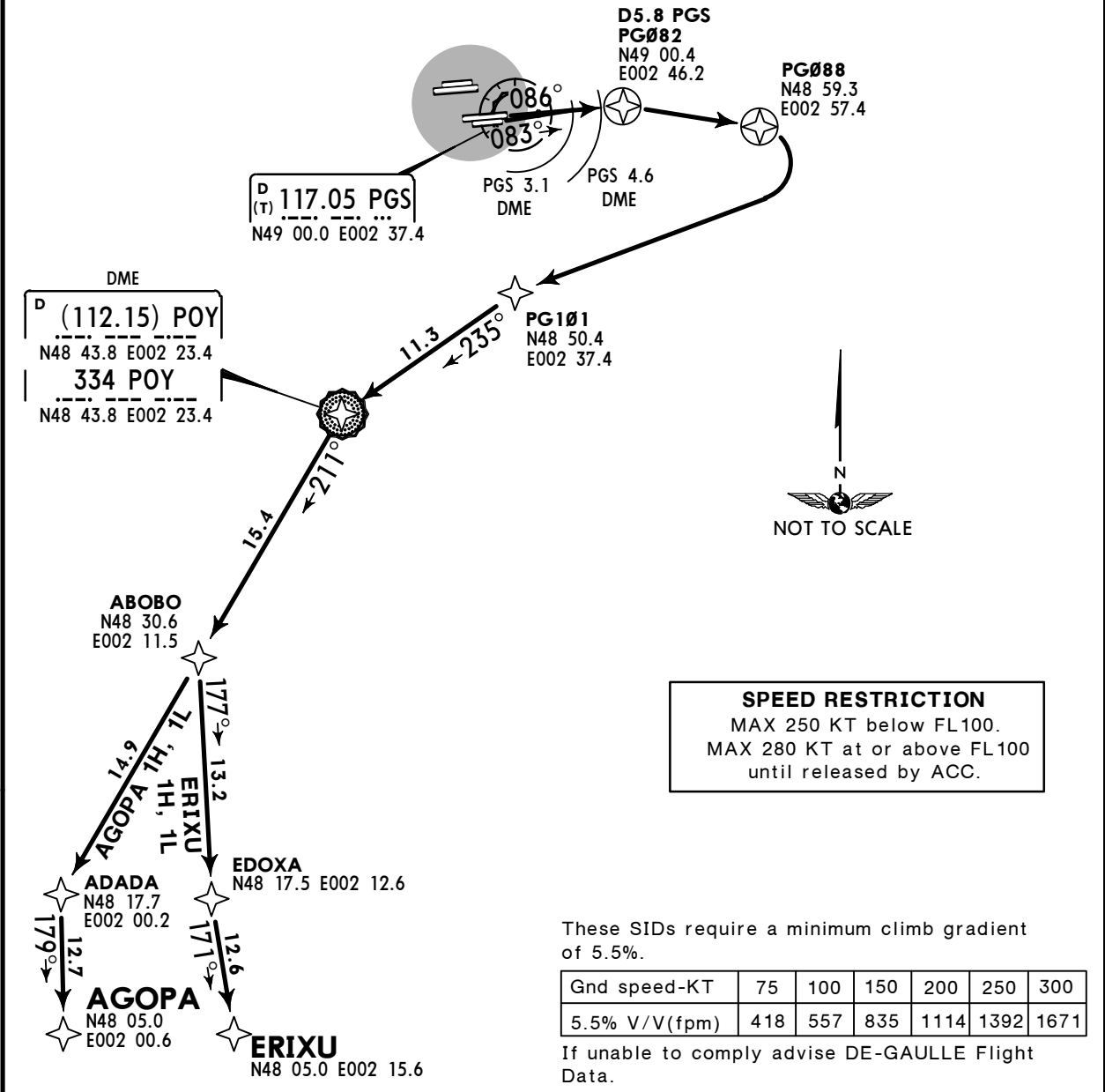
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
14 AUG 15 (20-3T4) Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.380	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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AGOPA, ERIXU
RWYS 08L/R RNAV DEPARTURES
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 1H [AGOP1H] , AGOPA 1L [AGOP1L] ①	PG082 - PG088 - PG101 - POY - ABOBO - ADADA - AGOPA.
ERIXU 1H [ERIX1H] , ERIXU 1L [ERIX1L] ②	PG082 - PG088 - PG101 - POY - ABOBO - EDOXA - ERIXU.
For flights to destinations specified via airways ① UL-167, ② UL-860.	

LFPG/CDG
CHARLES-DE-GAULLE

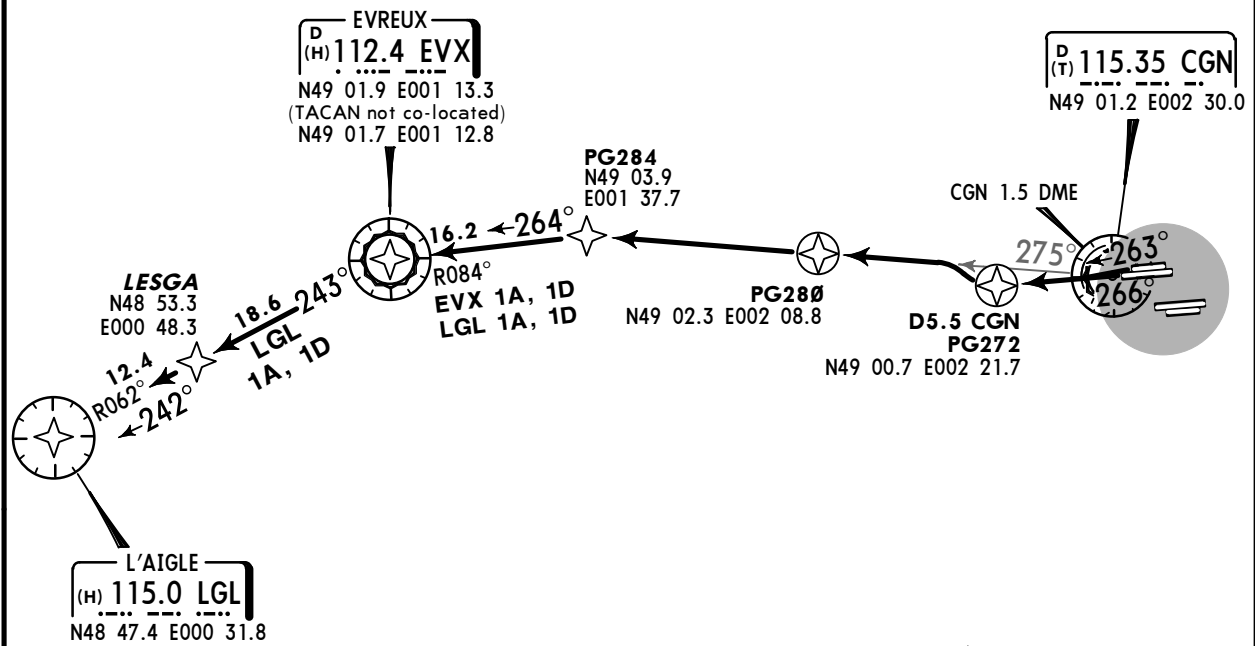
JEPPESEN
14 AUG 15 (20-3T5) Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure EVX 1A, 1D LGL 1A, 1D 124.355 133.380	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
JETS & PROPS ABOVE FL115

SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be in-
creased 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 1A, 1D ①	PG272 - PG280 - PG284 - EVX.
LGL 1A, 1D ②	PG272 - PG280 - PG284 - EVX - LESGA - LGL.
For flights to destinations specified via airways ① UT-300, ② UN-502.	

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
14 AUG 15

20-3T6

Eff 20 Aug

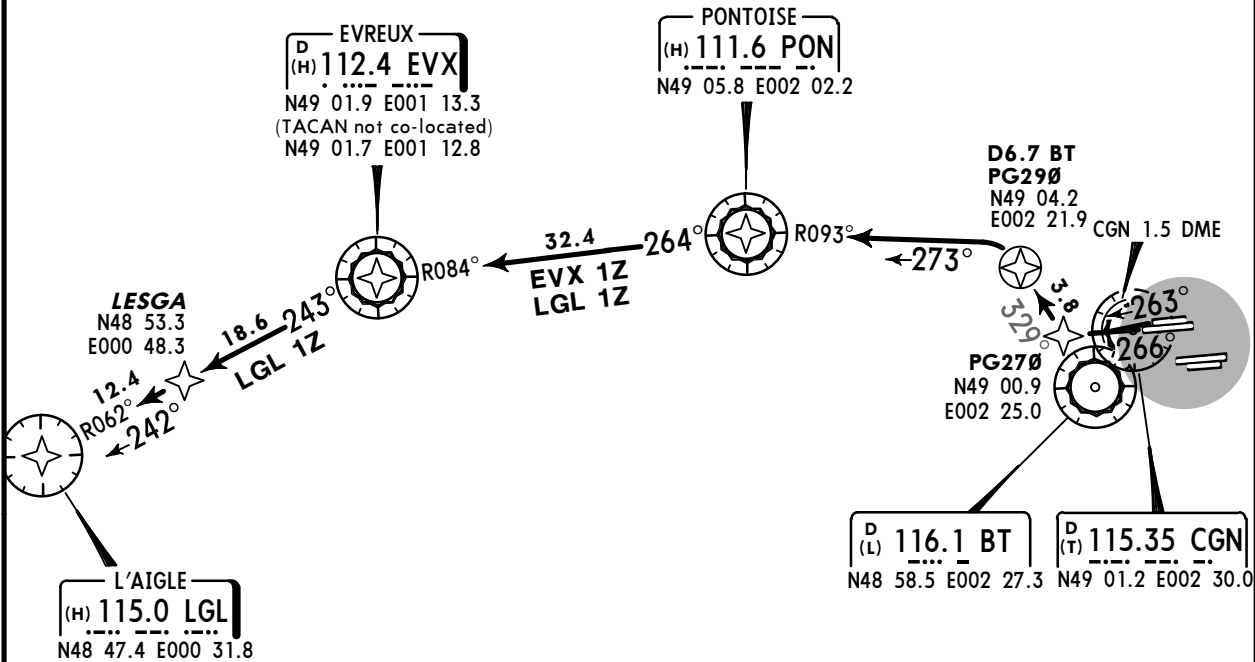
PARIS, FRANCE

RNAV SID

DE GAULLE Departure		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.
EVX 1Z	LGL 1Z		
124.355	133.380		

EVX, LGL
RWYS 27L/R RNAV DEPARTURES
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'	
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 1Z ①	PG270 - PG290 - PON - EVX.
LGL 1Z ②	PG270 - PG290 - PON - EVX - LESGA - LGL.
For flights to destinations specified via airways ① UT-300, ② UN-502.	

LFPG/CDG
CHARLES-DE-GAULLE

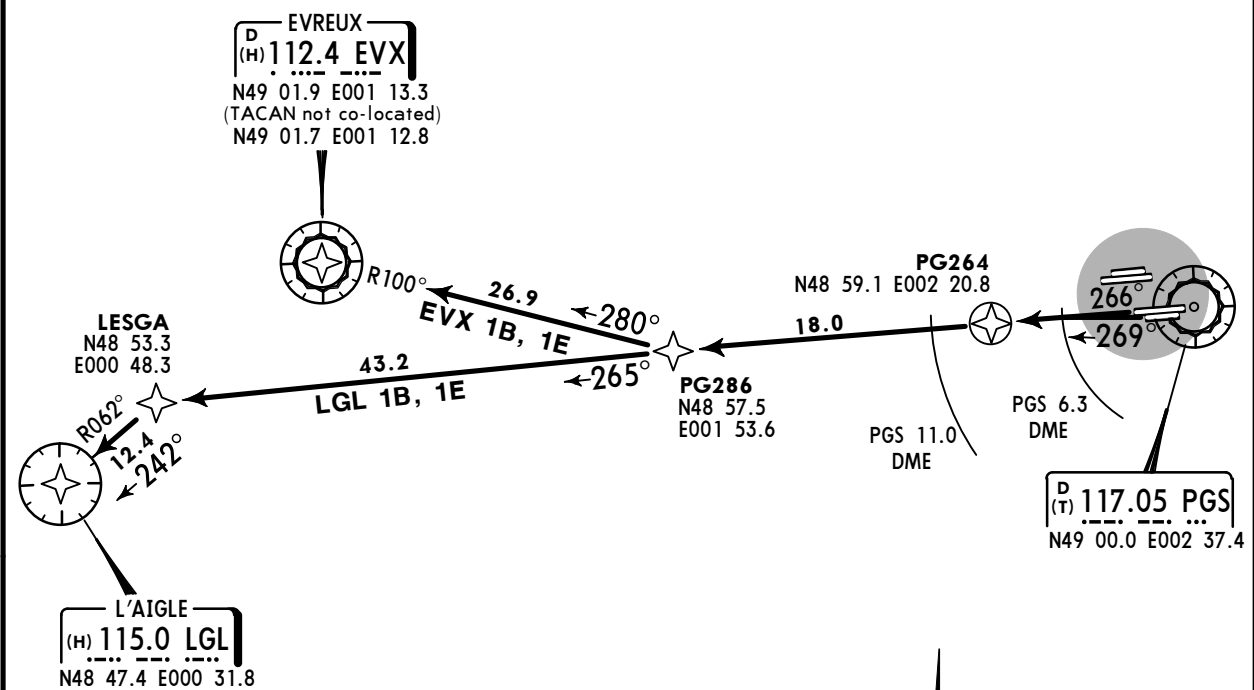
JEPPESSEN
14 AUG 15 (20-3T7) Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure EVX 1B, 1E LGL 1B, 1E 124.355 133.380	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
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 1B, 1E ①	PG264 - PG286 - EVX.
LGL 1B, 1E ②	PG264 - PG286 - LESGA - LGL.
For flights to destinations specified via airways ① UT-300, ② UN-502.	

LFPG/CDG
CHARLES-DE-GAULLE

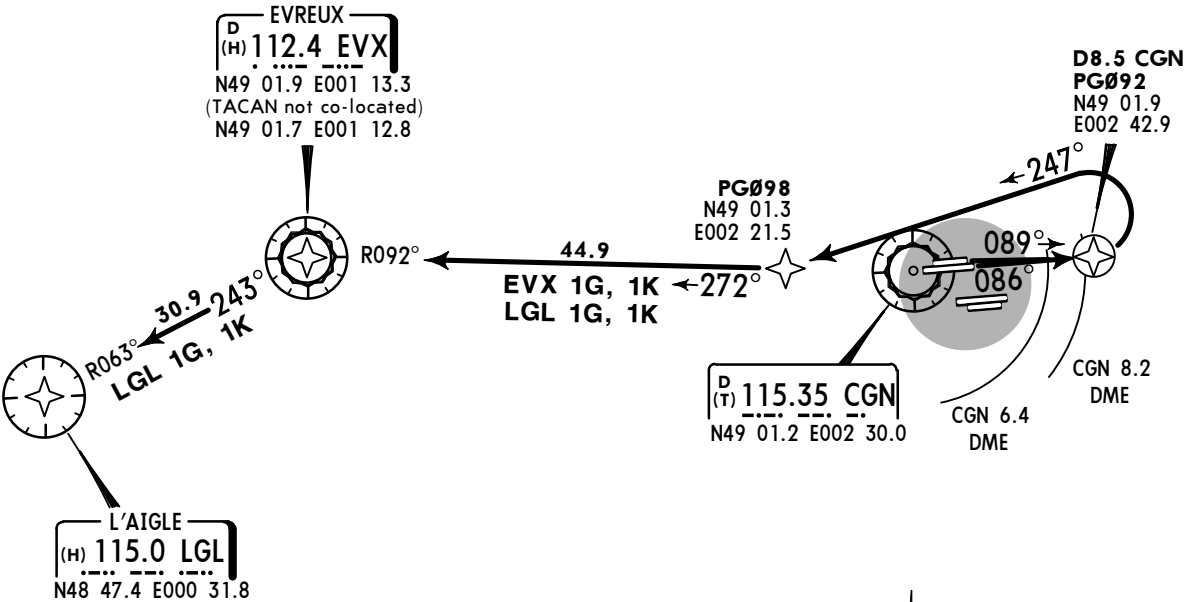
JEPPESEN
14 AUG 15 (20-3T8) Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure EVX 1G, 1K LGL 1G, 1K 124.355 133.380	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 09L/R RNAV DEPARTURES
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 1G, 1K ①	PG092 - PG098 - EVX.
LGL 1G, 1K ②	PG092 - PG098 - EVX - LGL.
For flights to destinations specified via airways ① UT-300, ② UN-502.	

LFPG/CDG
CHARLES-DE-GAULLE

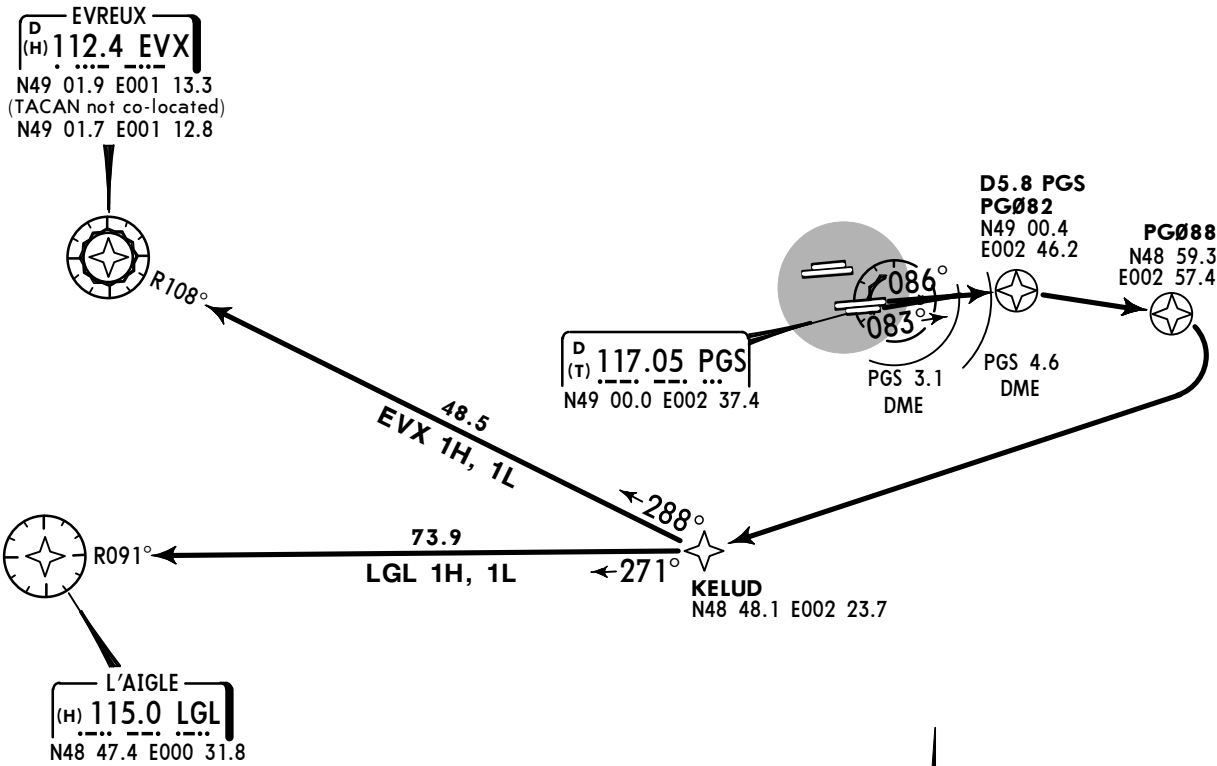
JEPPESEN
14 AUG 15 **20-3U** Eff 20 Aug

PARIS, FRANCE
RNAV SID

DE GAULLE Departure EVX 1H, 1L LGL 1H, 1L 124.355 133.380	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
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 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 1H, 1L ①	PG082 - PG088 - KELUD - EVX.
LGL 1H, 1L ②	PG082 - PG088 - KELUD - LGL.
For flights to destinations specified via airways ① UT-300, ② UN-502.	

LFPG/CDG
CHARLES-DE-GAULLE

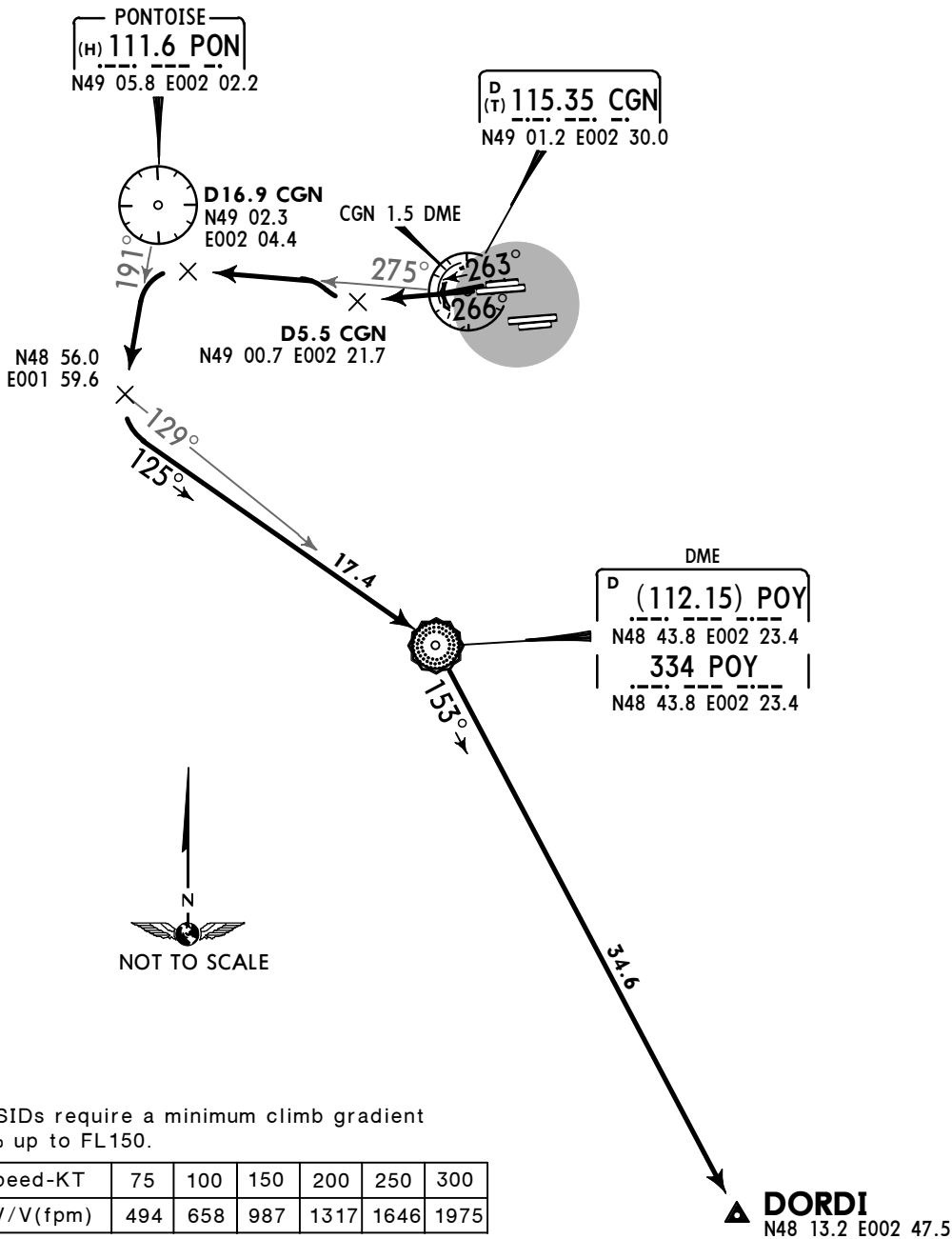
JEPPESEN
14 AUG 15 20-3V Eff 20 Aug

PARIS, FRANCE

SID

DE GAULLE Departure 133.380	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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DORDI 1A [DORD1A] , DORDI 1D [DORD1D]
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



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 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, 153° bearing 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 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, 153° bearing to DORDI.

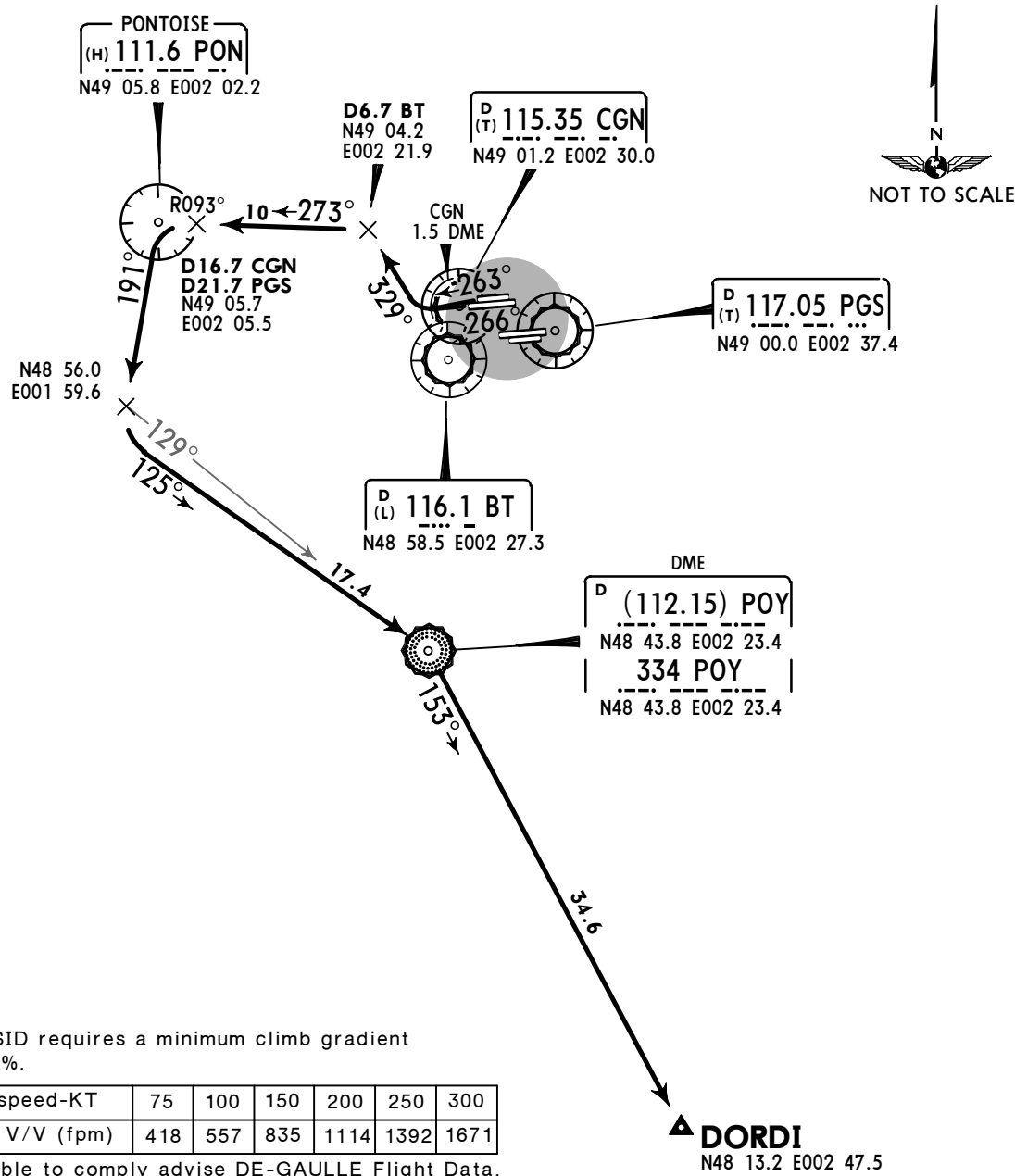
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
14 AUG 15 (20-3V1) Eff 20 Aug

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	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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DORDI 1Z [DORD1Z]
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



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 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, 153° bearing 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 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, 153° bearing to DORDI.

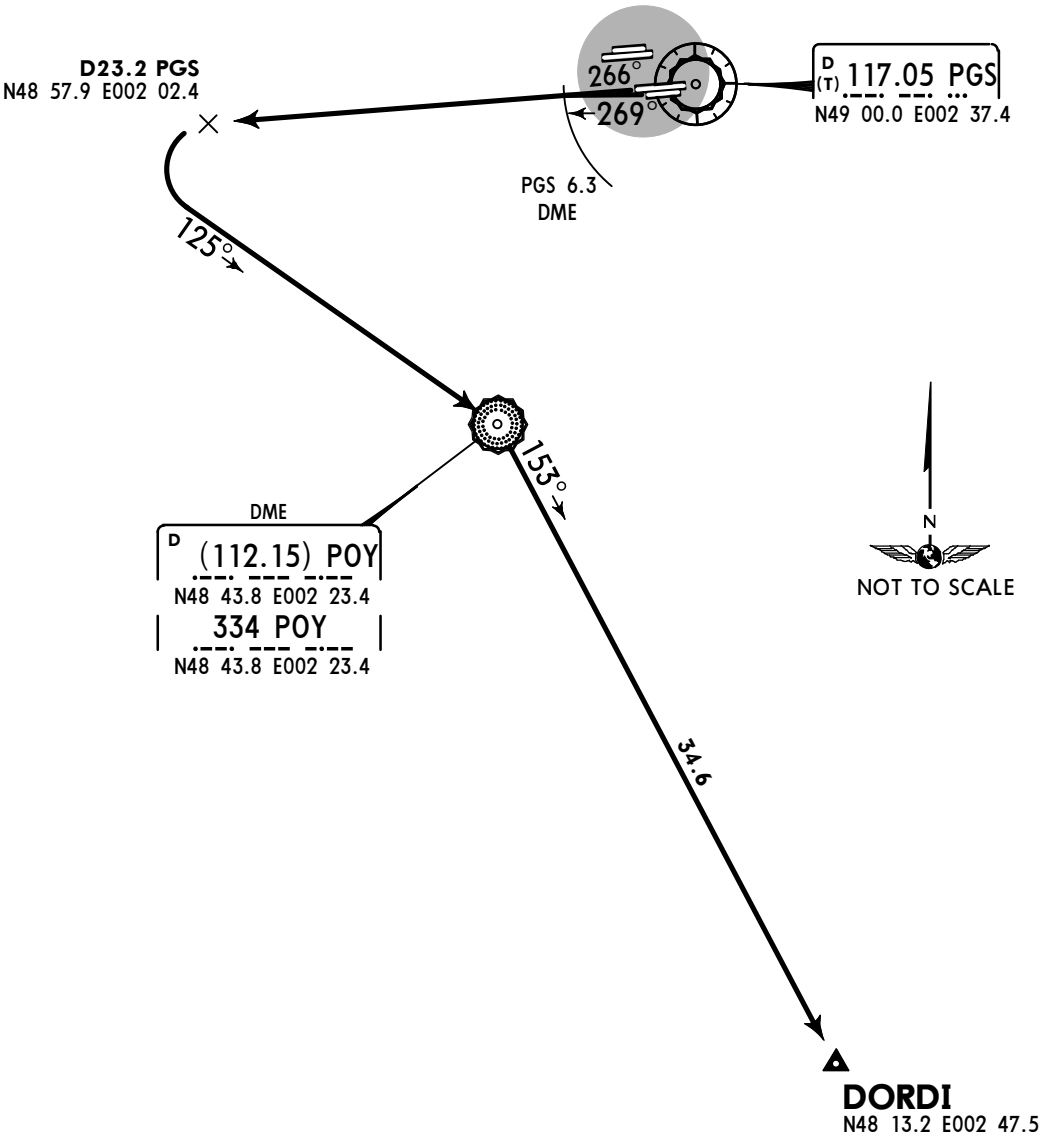
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
14 AUG 15 (20-3V2) Eff 20 Aug

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	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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DORDI 1B [DORD1B], DORDI 1E [DORD1E]
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 125° bearing to POY NDB, 153° bearing to DORDI.
26R	Intercept PGS R-266 to D23.2 PGS, turn LEFT, intercept 125° bearing to POY NDB, 153° bearing to DORDI.

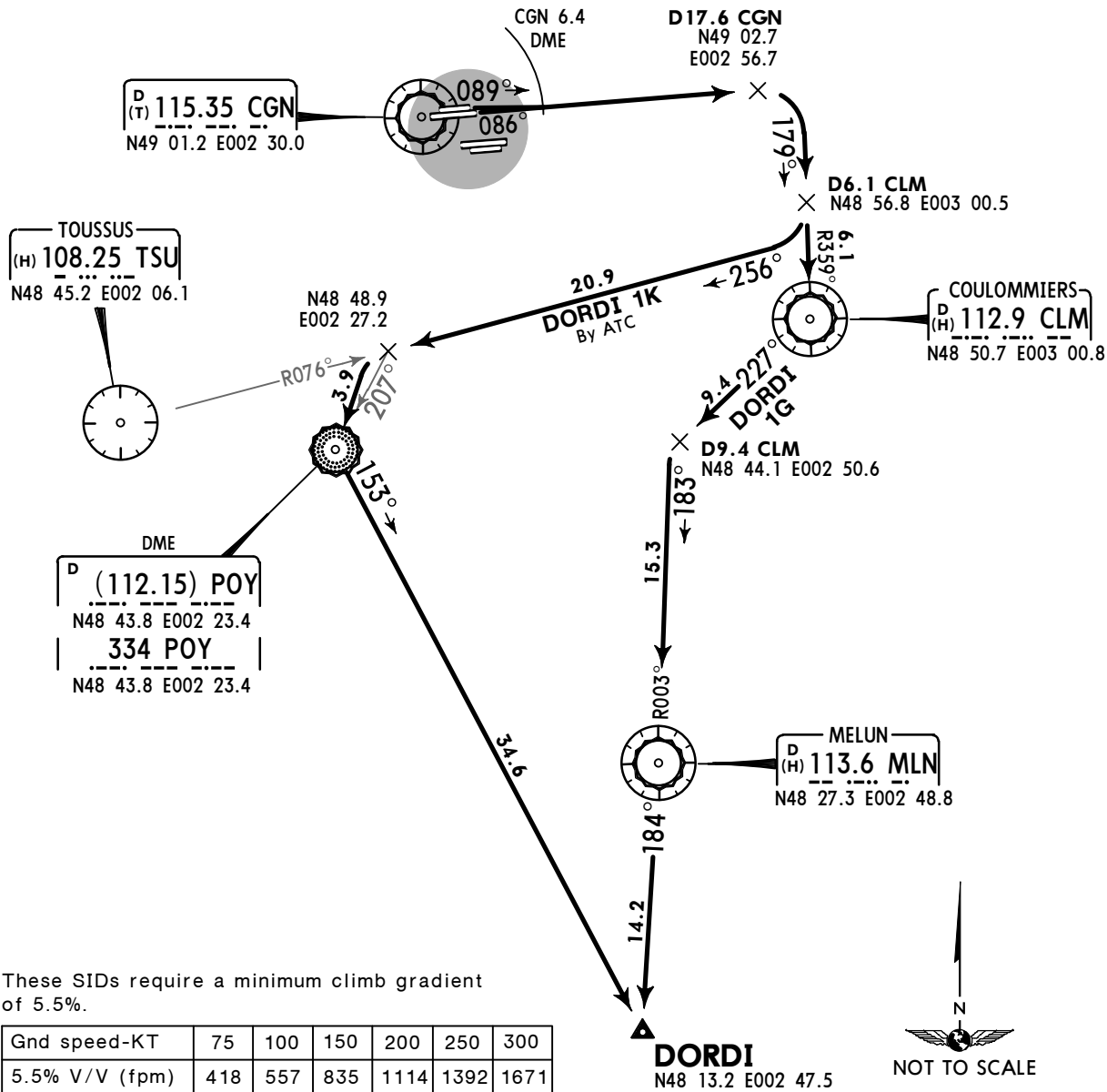
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
14 AUG 15 20-3V3 Eff 20 Aug

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	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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DORDI 1G [DORD1G], DORDI 1K [DORD1K]
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 1G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D9.4 CLM, turn LEFT, intercept MLN R-003 inbound to MLN, MLN R-184 to DORDI.
DORDI 1K By ATC	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to D6.1 CLM, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, 153° bearing to DORDI.

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.

If unable to comply advise DE-GAULLE Flight Data.

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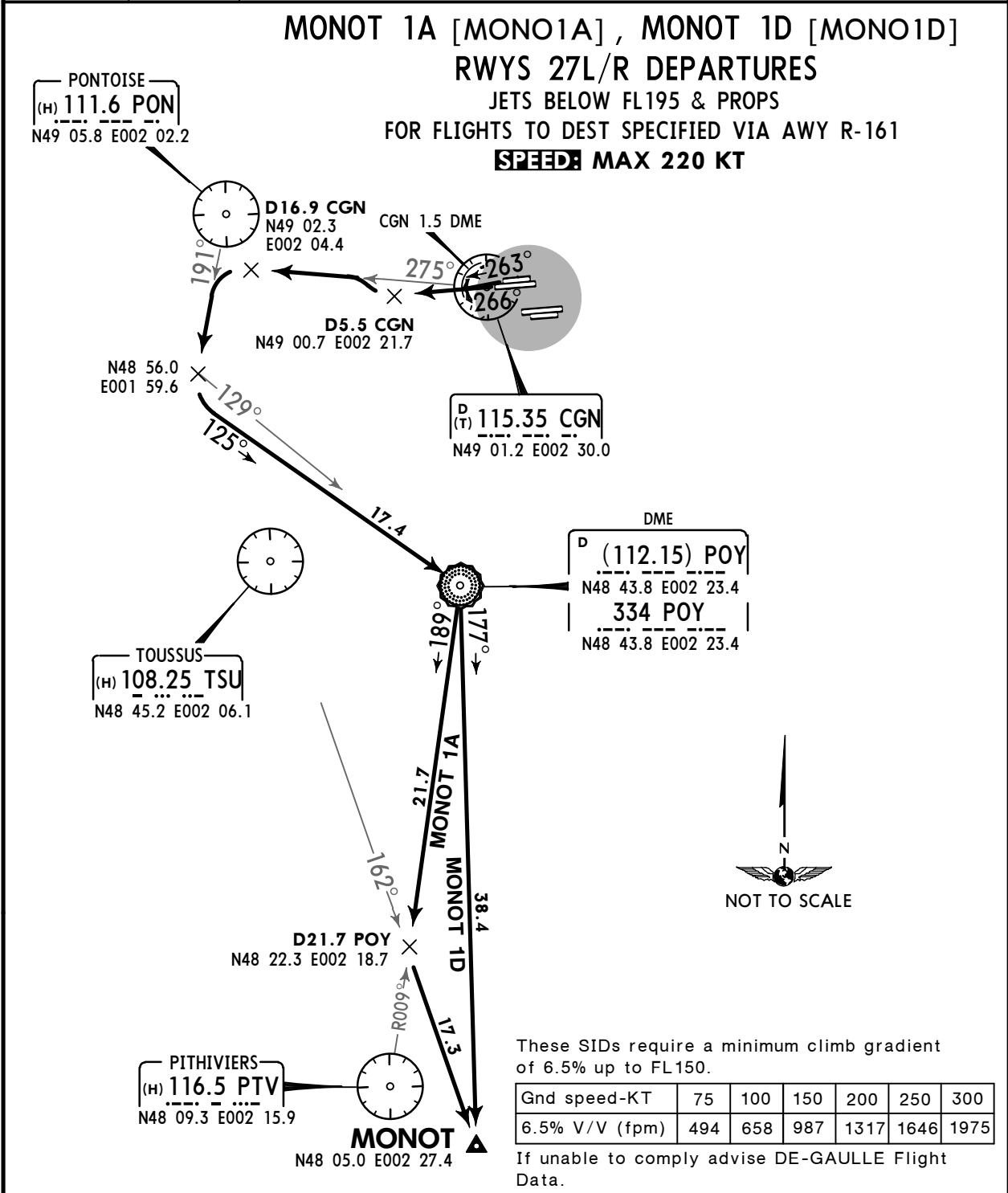
LFPG/CDG
CHARLES-DE-GAULLE

JEPPesen
14 AUG 15 **(20-3V5)** **Eff 20 Aug**

PARIS, FRANCE

SID

DE GAULLE Departure 133.380	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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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 1A	At D16.9 CGN, turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.
MONOT 1D	At D16.9 CGN turn LEFT, intercept PON R-191, when passing 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, turn RIGHT, 177° bearing to MONOT.

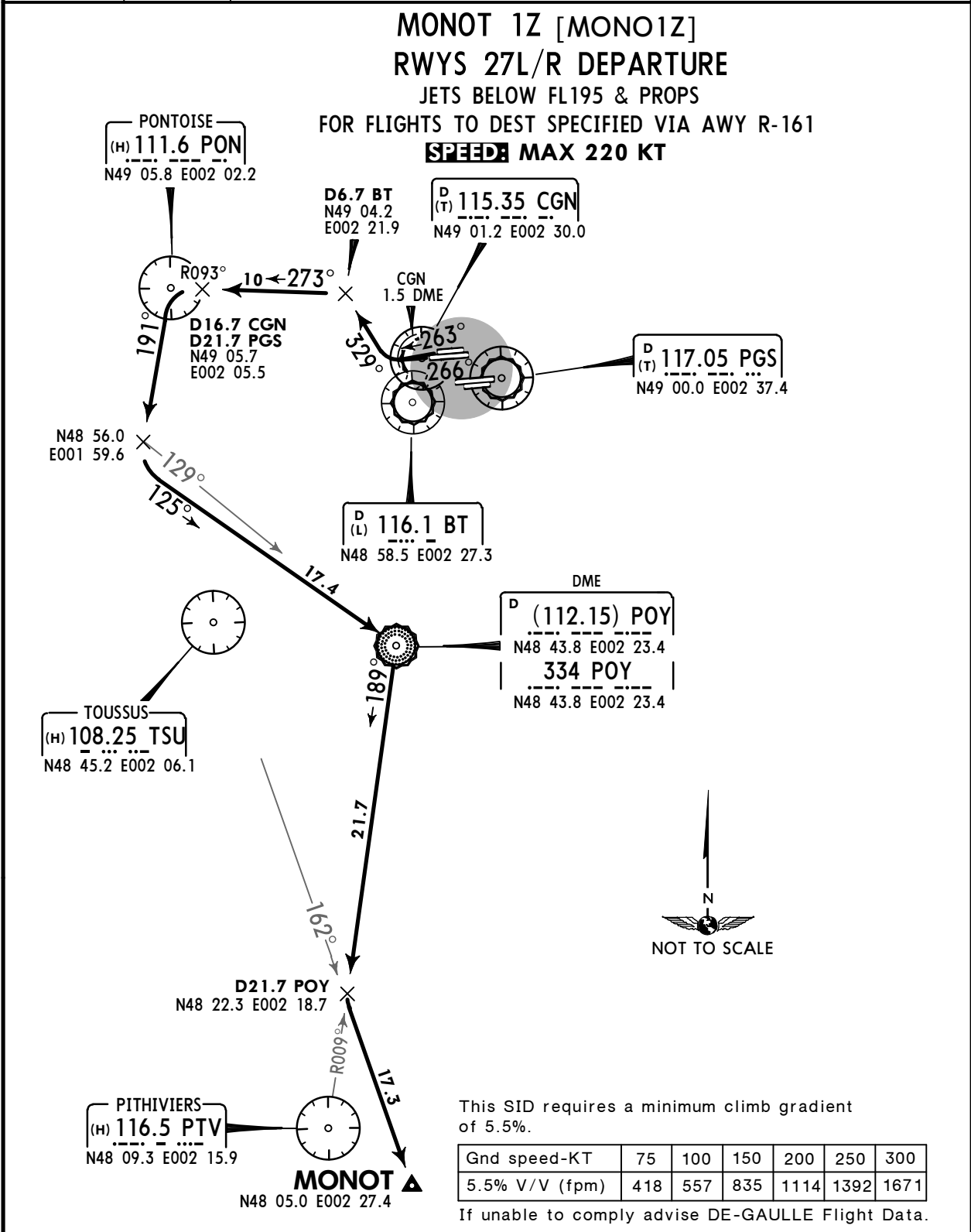
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
14 AUG 15 20-3V6 Eff 20 Aug

PARIS, FRANCE

SID

DE GAULLE Departure 133.380	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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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 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to D21.7 POY, 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 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.

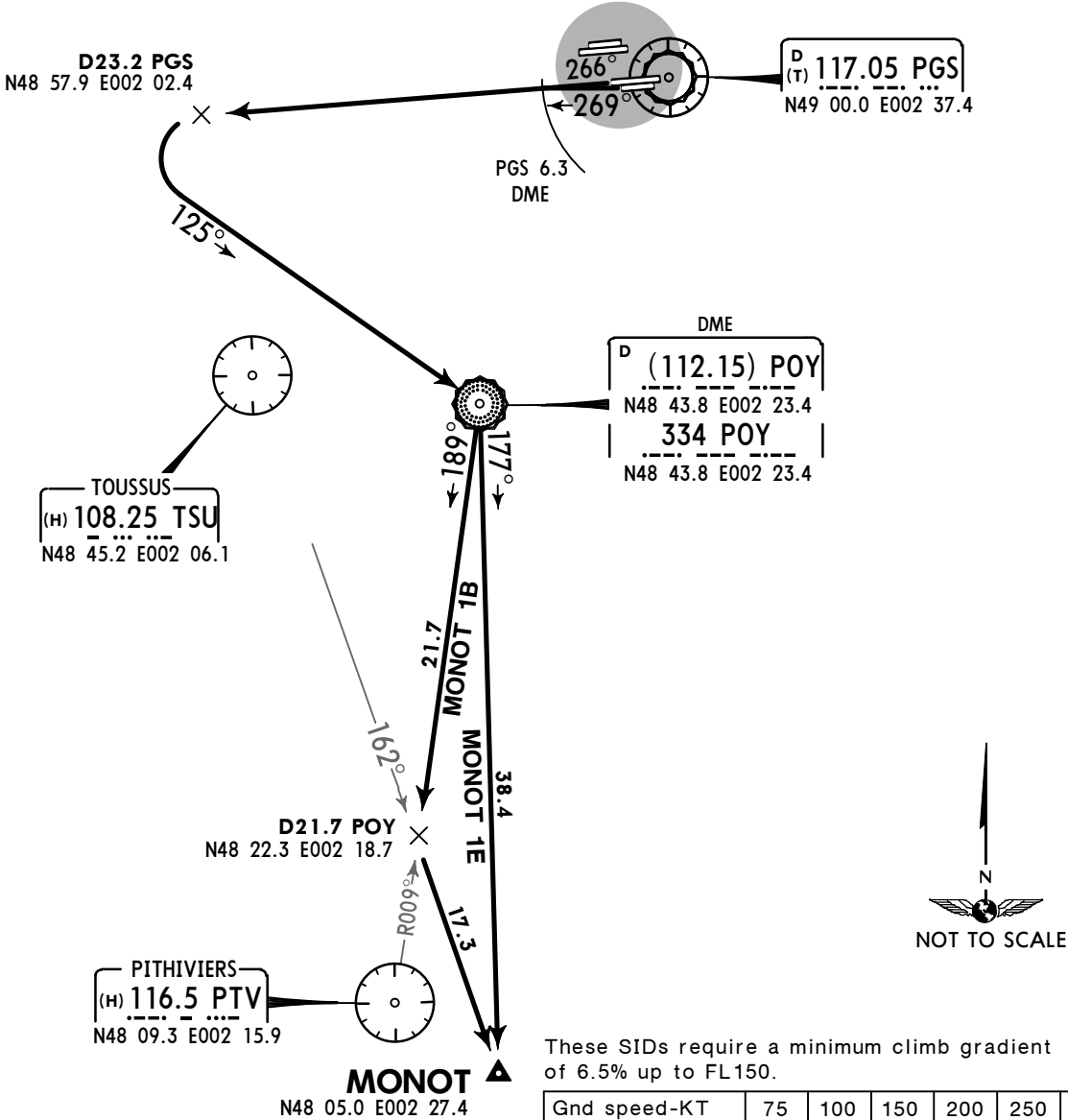
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
14 AUG 15 (20-3V7) Eff 20 Aug

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	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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MONOT 1B [MONO1B], MONOT 1E [MONO1E]
RWYS 26L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R-161
SPEED: MAX 220 KT



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

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance 3000'	
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL60, whichever is earlier, except for safety or control reasons.	
RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME intercept PGS R-266 (do not overshoot to north) to D23.2 PGS.
26R	Intercept PGS R-266 to D23.2 PGS.
SID	ROUTING
MONOT 1B	At D23.2 PGS, turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.
MONOT 1E	At D23.2 PGS turn LEFT, intercept 125° bearing to POY NDB, turn RIGHT, 177° bearing to MONOT.

LFPG/CDG
CHARLES-DE-GAULLE

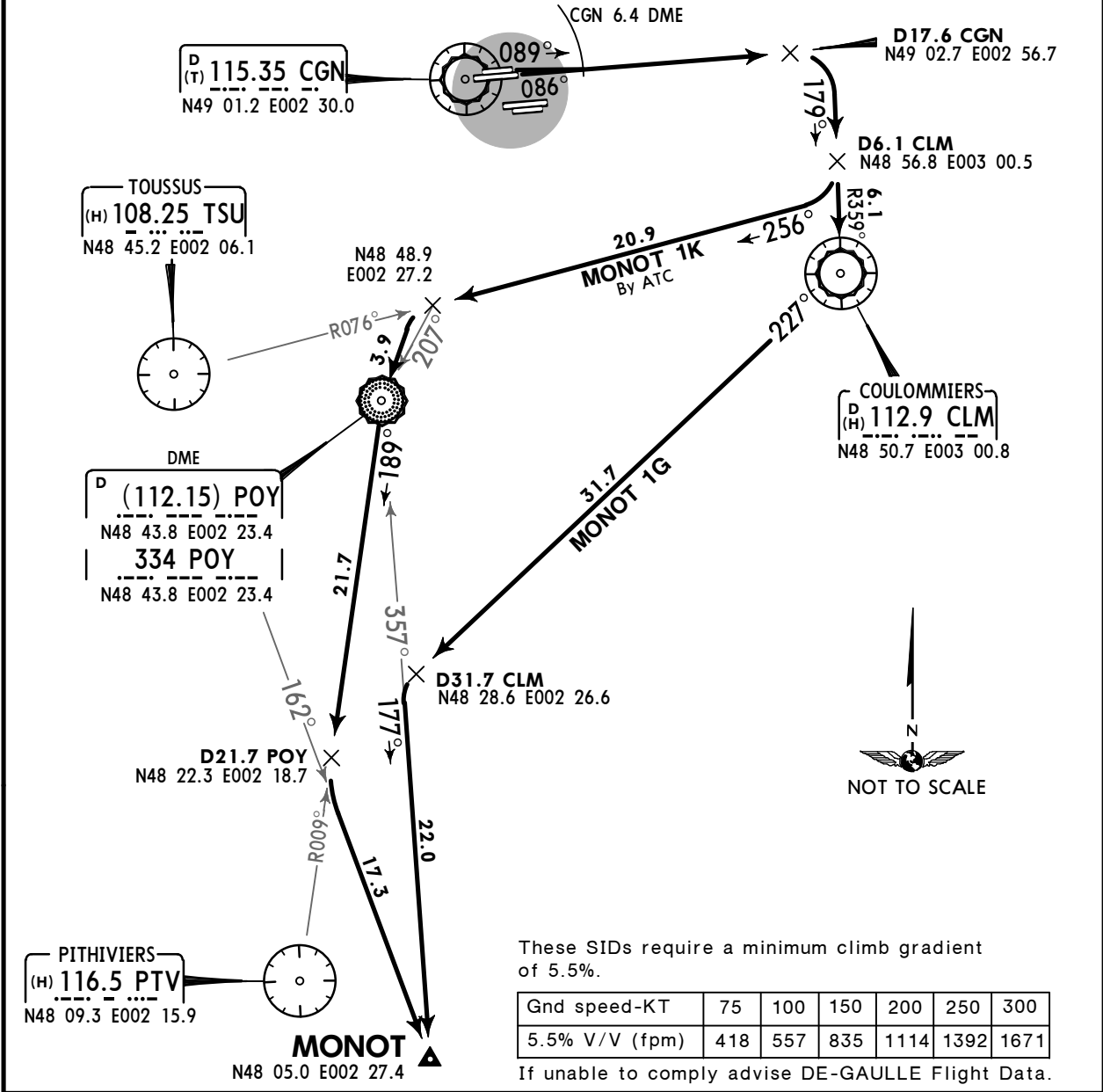
JEPPESSEN
14 AUG 15 20-3V8

Eff 20 Aug

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	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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MONOT 1G [MONO1G], MONOT 1K [MONO1K]
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 1G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D31.7 CLM, turn LEFT, intercept 177° bearing from POY NDB to MONOT.
MONOT 1K By ATC	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to D6.1 CLM, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, 189° bearing to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.

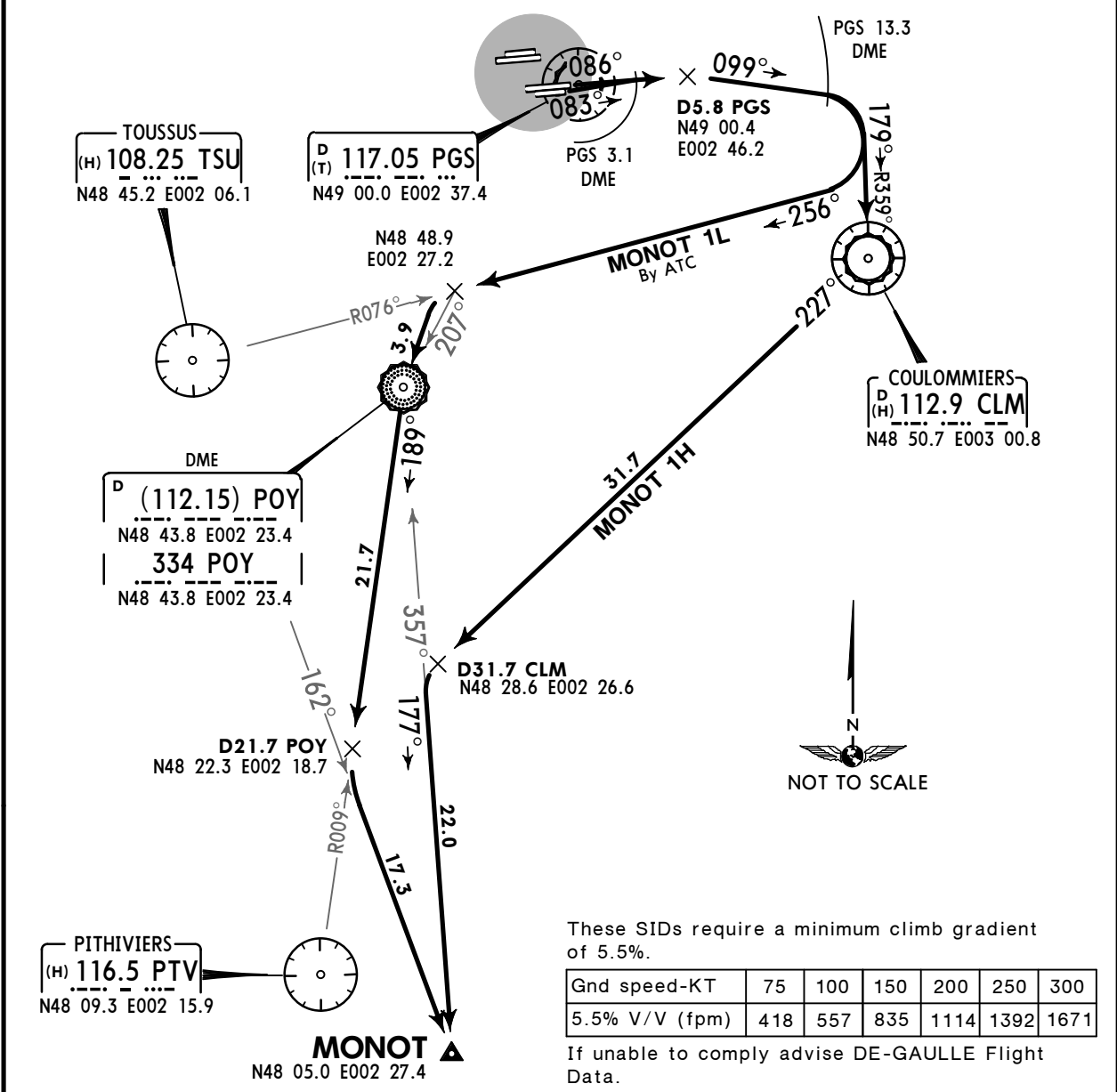
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
14 AUG 15 **(20-3W)** **Eff 20 Aug**

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	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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MONOT 1H [MONO1H], MONOT 1L [MONO1L]
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 1H	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D31.7 CLM, turn LEFT, intercept 177° bearing from POY NDB to MONOT.
MONOT 1L By ATC	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, 189° bearing to D21.7 POY, turn LEFT, intercept TSU R-162 to MONOT.

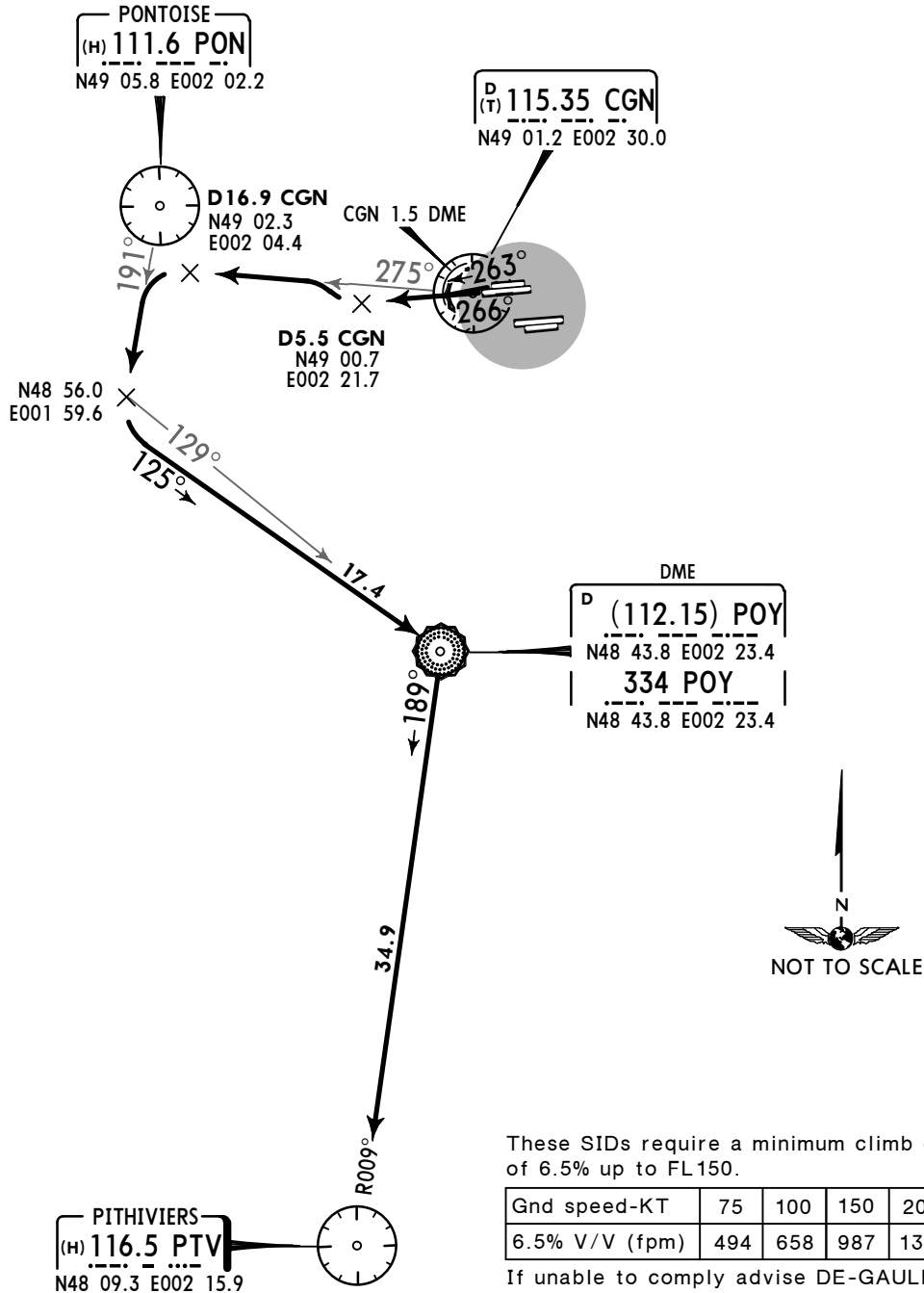
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
14 AUG 15 20-3X Eff 20 Aug

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	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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PITHIVIERS 1A (PTV 1A), PITHIVIERS 1D (PTV 1D)
RWYS 27L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY J-18, R-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 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 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, 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 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.

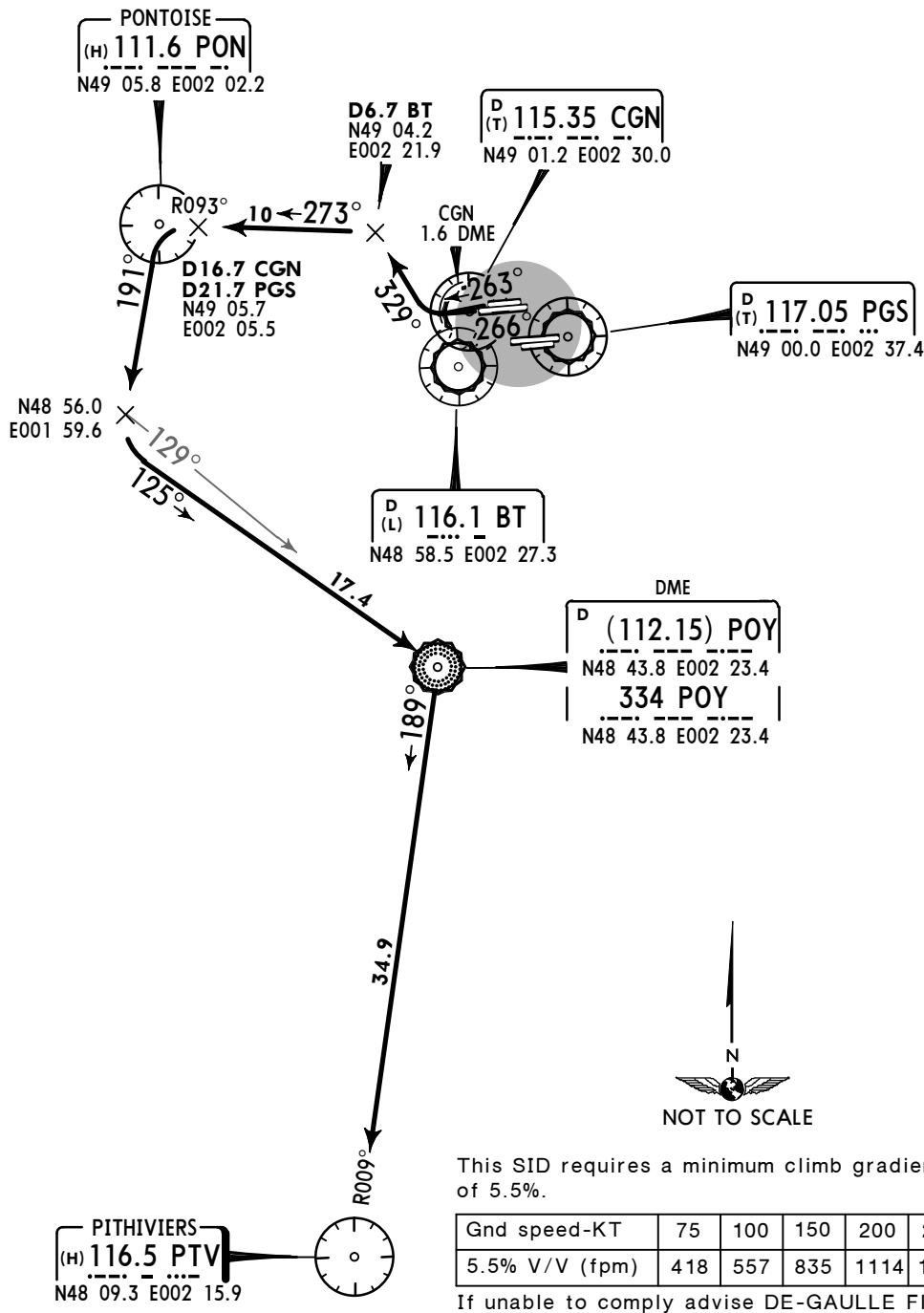
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
14 AUG 15 (20-3X1) Eff 20 Aug

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	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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PITHIVIERS 1Z (PTV 1Z)
RWYS 27L/R DEPARTURE
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY J-18, R-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 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, 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 129° bearing to POY NDB turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.

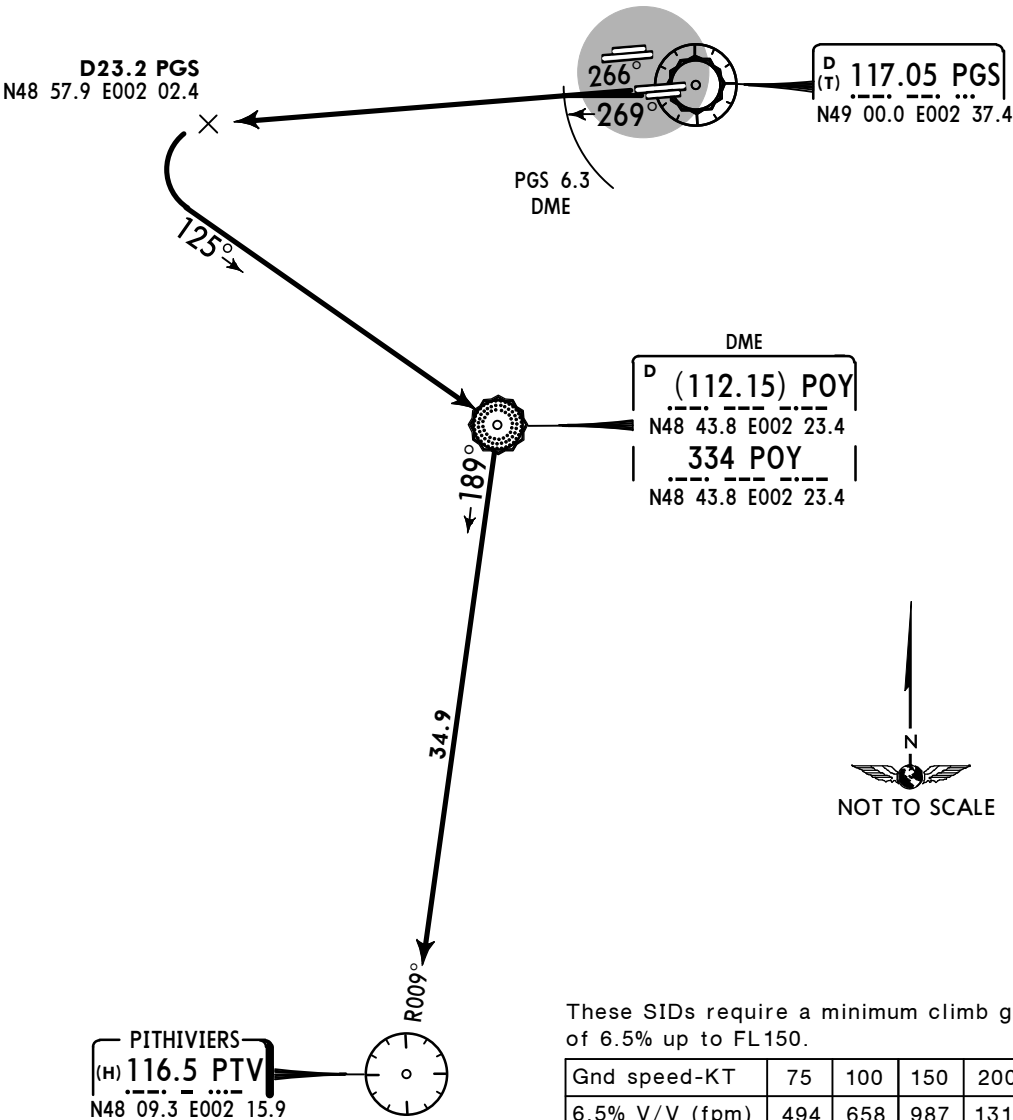
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
14 AUG 15 20-3X2 Eff 20 Aug

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	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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PITHIVIERS 1B (PTV 1B), PITHIVIERS 1E (PTV 1E)
RWYS 26L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY J-18, R-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 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 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.
26R	Intercept PGS R-266 to D23.2 PGS, turn LEFT, intercept 125° bearing to POY NDB, intercept PTV R-009 inbound to PTV.

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CHARLES-DE-GAULLE

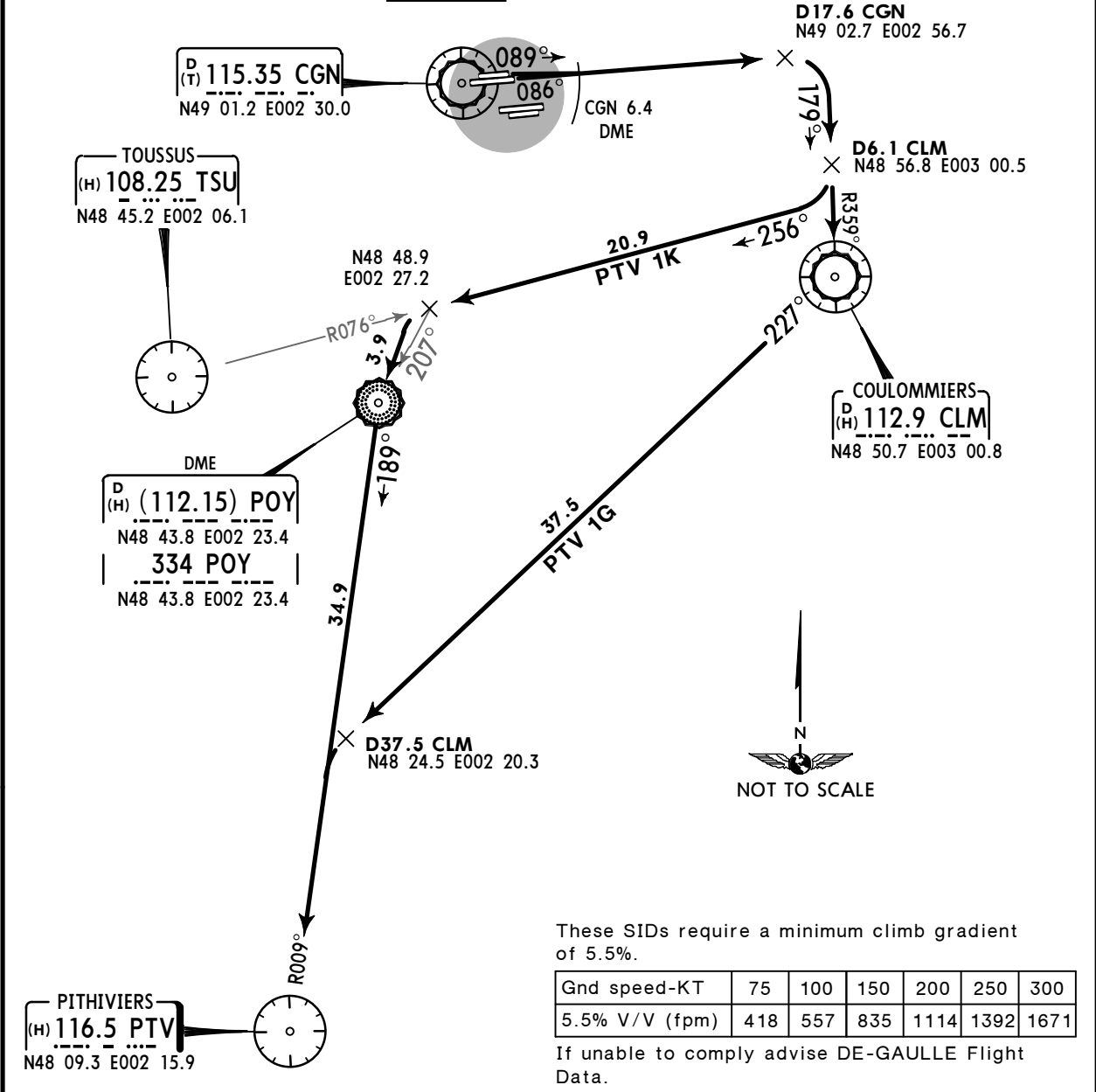
JEPESEN
14 AUG 15 **20-3X3** Eff 20 Aug

PARIS, FRANCE

SID

DE GAULLE Departure 133.380	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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PITHIVIERS 1G (PTV 1G), PITHIVIERS 1K (PTV 1K)
RWYS 09L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY J-18, R-31
SPEED: MAX 220 KT



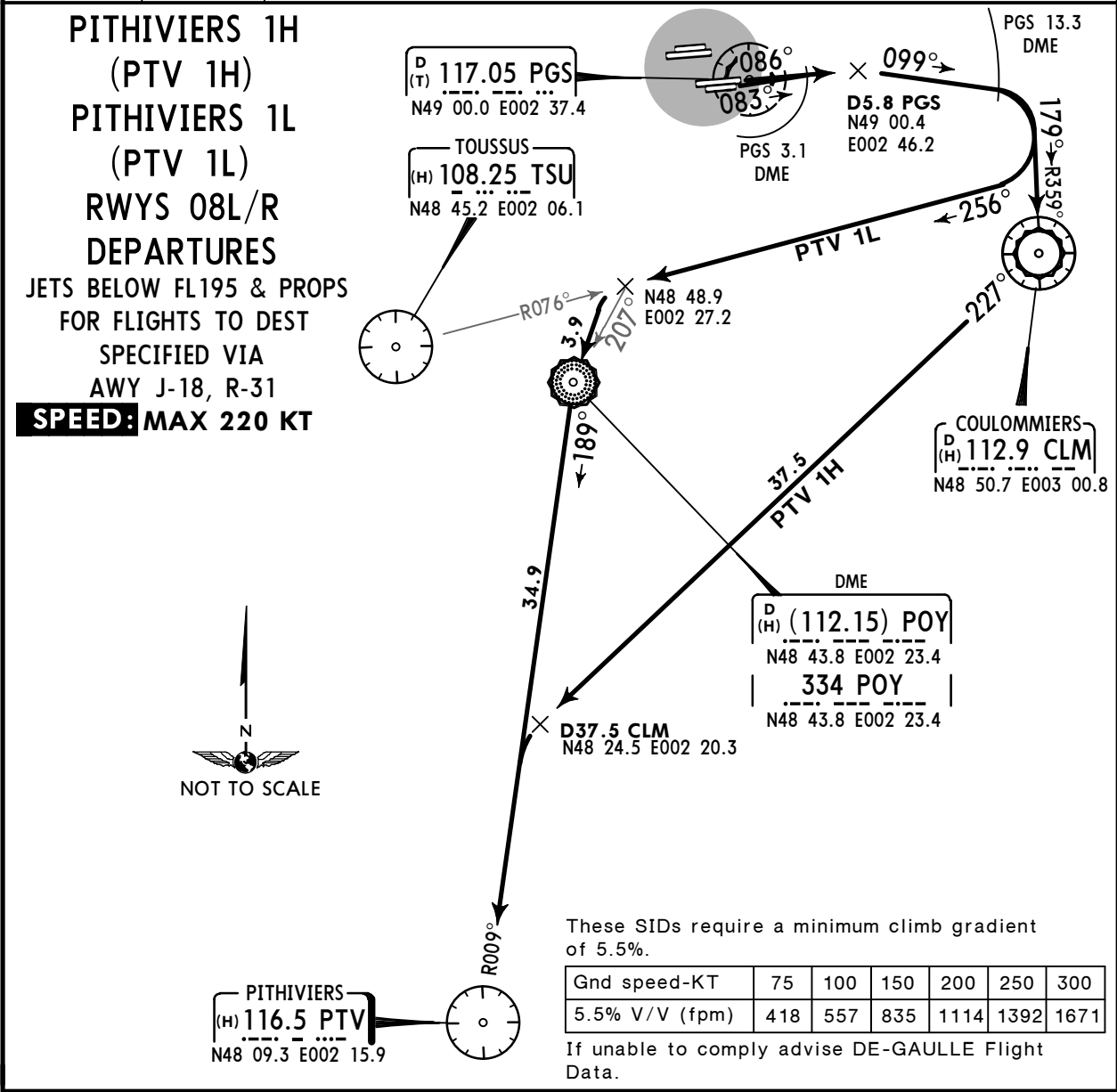
Initial climb clearance 3000'	
Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until overflying CGN 8.2 DME, except for safety or control reasons. Do not commence any turn before overflight of CGN 8.2 DME in any case.	
RWY	INITIAL CLIMB
09L	089° track, 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 1G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D37.5 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.
PTV 1K	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to D6.1 CLM, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, intercept PTV R-009 inbound to PTV.

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CHARLES-DE-GAULLE

JEPPESEN
14 AUG 15 20-3X4 Eff 20 Aug

PARIS, FRANCE
SID

DE GAULLE Departure 133.380	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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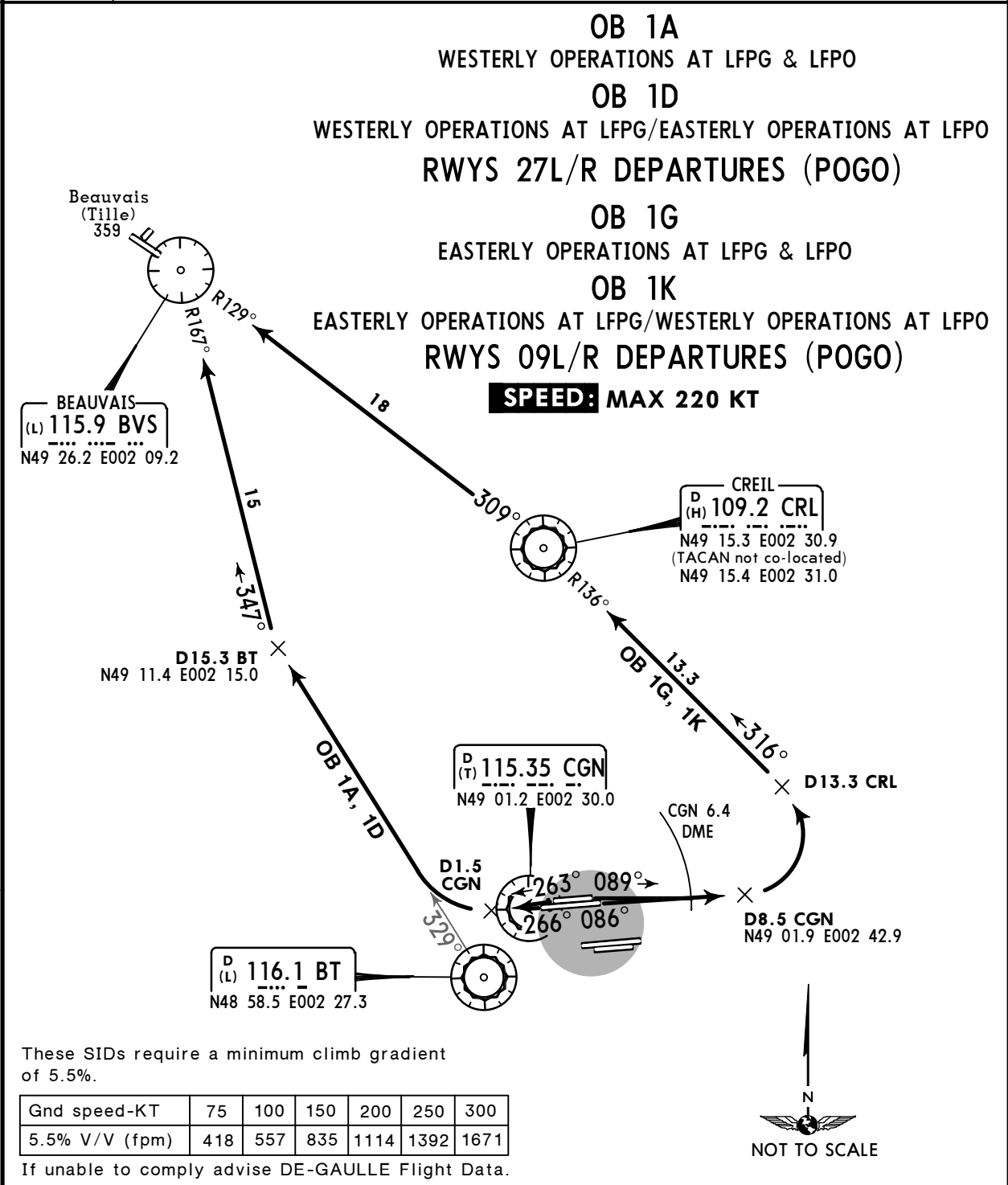
Initial climb clearance 3000'	
Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until overflying PGS 4.6 DME, except for safety or control reasons. Do not commence any turn before overflight of PGS 4.6 DME in any case.	
RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS.
08R	083° track, at PGS 3.1 DME intercept PGS R-086 (do not overshoot to north) to D5.8 PGS.
SID	ROUTING
PTV 1H	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-227 to D37.5 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.
PTV 1L	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept TSU R-076 inbound, when passing 207° bearing to POY NDB turn LEFT to POY NDB, intercept PTV R-009 inbound to PTV.
RWYS 08L/R, 09L/R, 26L/R, 27L/R OMNIDIRECTIONAL DEPARTURES PROP ACFT ONLY	
RWY	ROUTING
08L/R, 26L/R	Turn at 900' (early Northbound turn), at 800' (early Southbound turn).
09L/R, 27L/R	Turn at 800' (early Northbound turn), at 900' (early Southbound turn).

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
14 AUG 15 20-3X5 Eff 20 Aug

PARIS, FRANCE
DEPARTURE POGO

Apt Elev 392'	Trans level: By ATC Trans alt: 5000'
	1. SIDs are also minimum noise routings (refer to 20-4).
	2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R and 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
	3. POGO departures do not include holding procedures.
	4. Mention 'DCT' in item 15, 'POGO' in item 18 of flight plan.



Initial climb clearance 5000'	
RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb RWY 09R (do not overshoot CGN R-086 to south).
09R	Intercept CGN R-086 to D8.5 CGN.
27L	Intercept CGN R-266 to D1.5 CGN.
27R	263° track, at CGN 1.5 DME outbound join initial climb RWY 27L (do not overshoot CGN R-266 to south).
SID	ROUTING
OB 1A, 1D	At D1.5 CGN turn RIGHT, intercept BT R-329, at D15.3 BT turn RIGHT, intercept BVS R-167 inbound to BVS, follow ATC instructions to join the final approach procedure.
OB 1G, 1K	At D8.5 CGN turn LEFT, intercept CRL R-136 inbound to CRL, BVS R-129 inbound to BVS, follow ATC instructions to join the final approach procedure.

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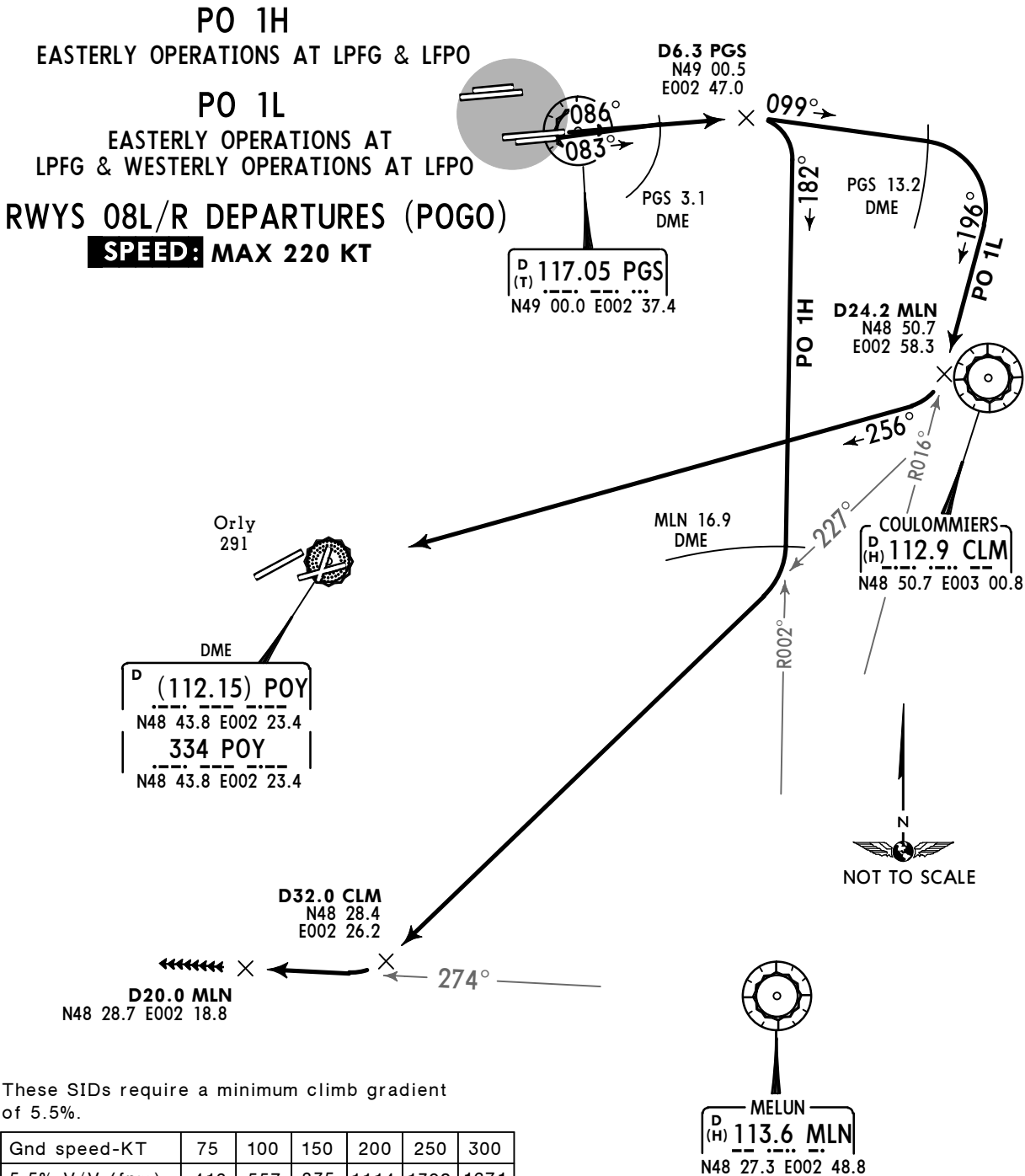
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
14 AUG 15 **(20-3X7)** **Eff 20 Aug**

PARIS, FRANCE
DEPARTURE POGO

Apt Elev
392'

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



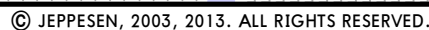
These SIDs require a minimum climb gradient of 5.5%.

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.

PO 1H: Initial climb clearance 2000'
PO 1L: Initial climb clearance 4000'

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D6.3 PGS.
08R	083° track, at PGS 3.1 DME join initial climb RWY 08L (do not overshoot PGS R-086 to south).
SID	ROUTING
PO 1H	At D6.3 PGS turn RIGHT, intercept MLN R-002 inbound towards MLN, at MLN 16.9 DME turn RIGHT, intercept CLM R-227, at D32.0 CLM turn RIGHT, intercept MLN R-274, at D20.0 MLN EXPECT RADAR vectoring to join the final approach procedure.
PO 1L	At D6.3 PGS turn RIGHT, 099° track, at PGS 13.2 DME turn RIGHT, intercept MLN R-016 inbound towards MLN, at D24.2 MLN turn RIGHT, 256° track and follow ATC instructions to join the final approach procedure.



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 **JEPPesen**
27 NOV 15 (20-08B)

PARIS, FRANCE
CHARLES-DE-GAULLE

CONSTRUCTION WORKS ON TAXIWAY EM3

REFER ALSO TO LATEST NOTAMS

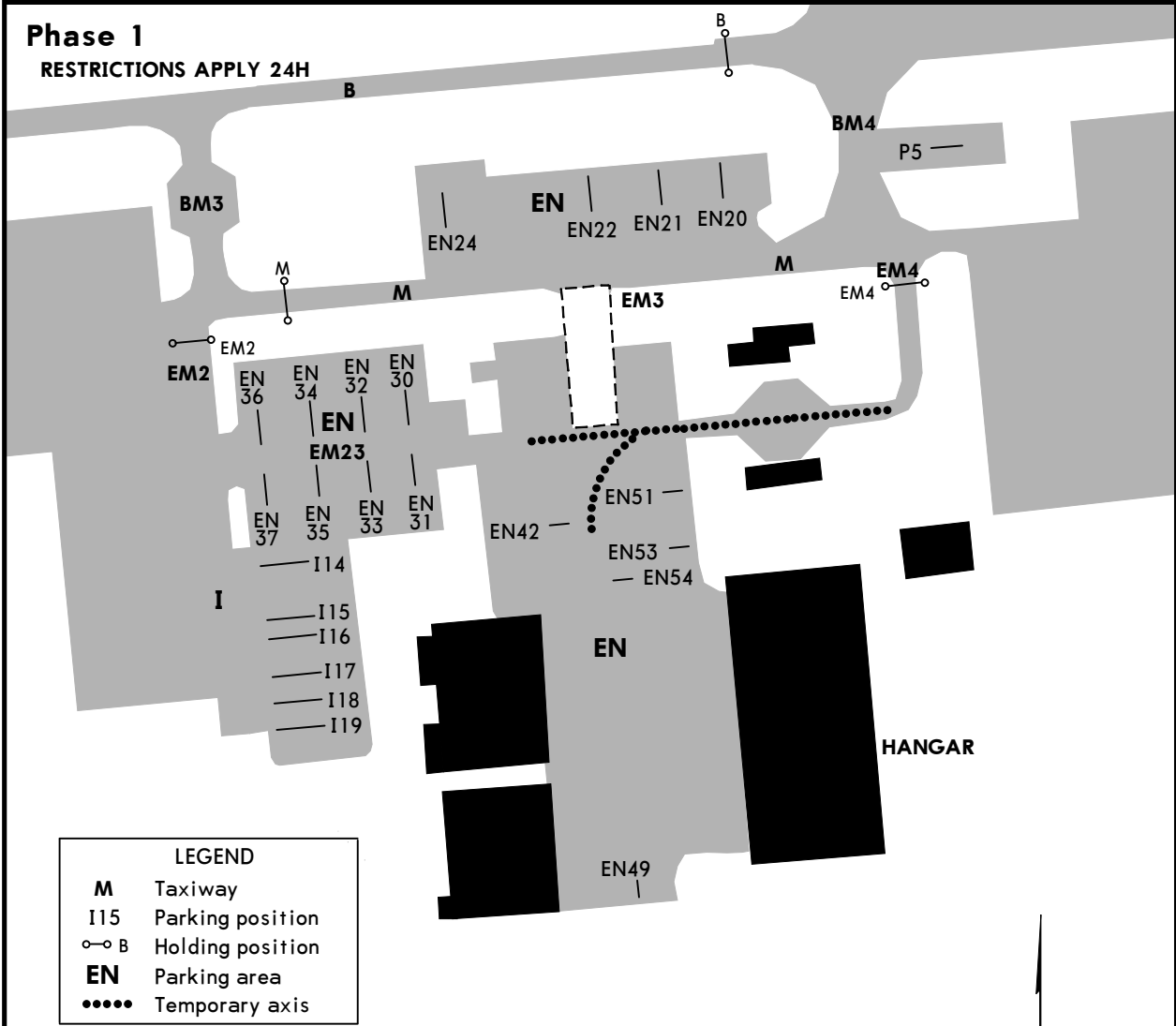
Introduction

Rehabilitation works on taxiway EM3 require the closure of the associated taxiways and stands according to the phasing stages.

All movements with engine turned on, on taxiways EM3, EM4 and EM23 are strictly prohibited. Only movements with a towing vehicle are authorized in this area.

Phase 1

RESTRICTIONS APPLY 24H



- Twy M between TWY BM3 and BM4 only authorized for acft with wingspan of less than 118'/36m.
- Access to hangars via TWY EM4.

LFPG/CDG

JEPPesen
27 NOV 15 **20-08C**

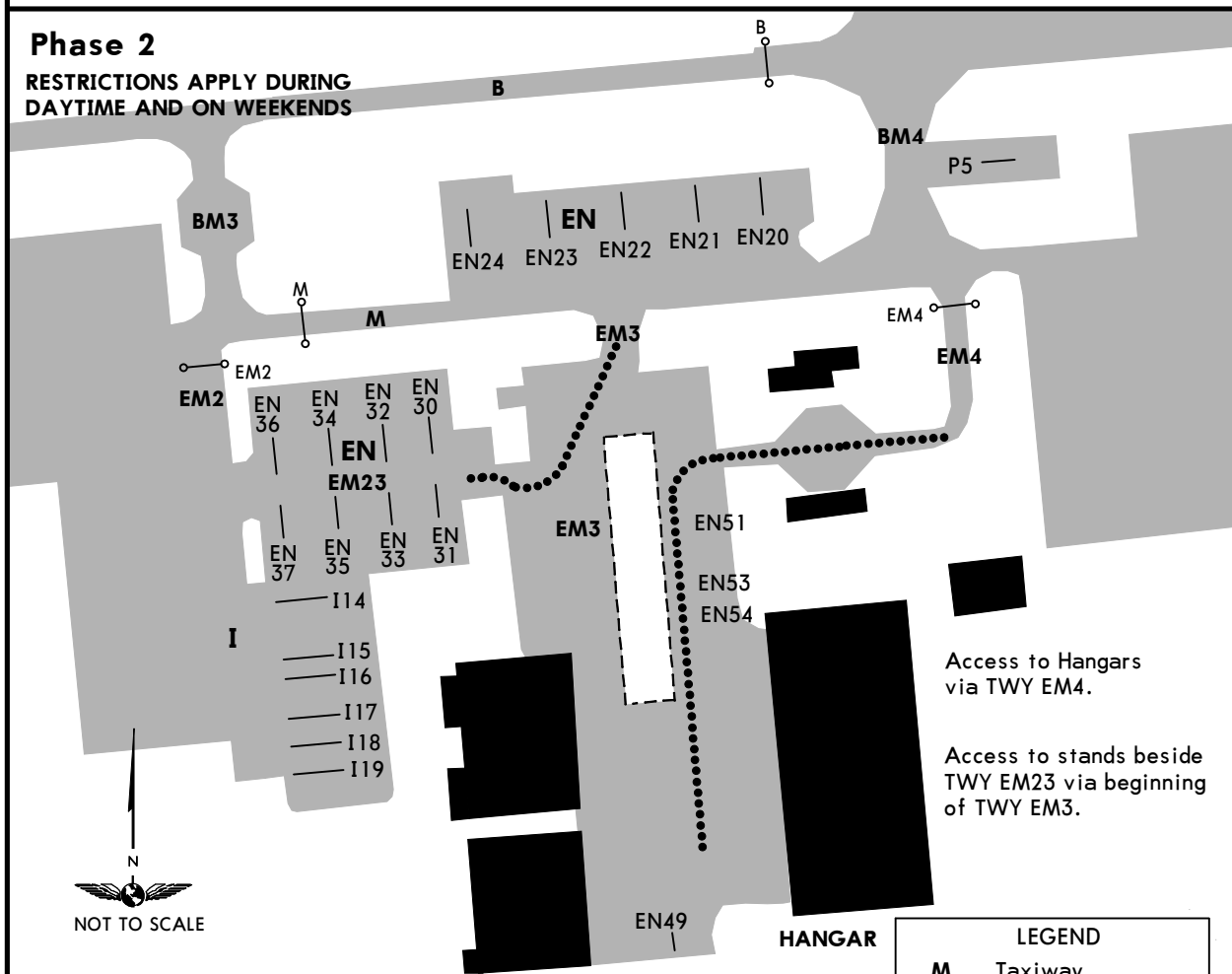
PARIS, FRANCE
CHARLES-DE-GAULLE

CONSTRUCTION WORKS ON TAXIWAY EM3

REFER ALSO TO LATEST NOTAMS

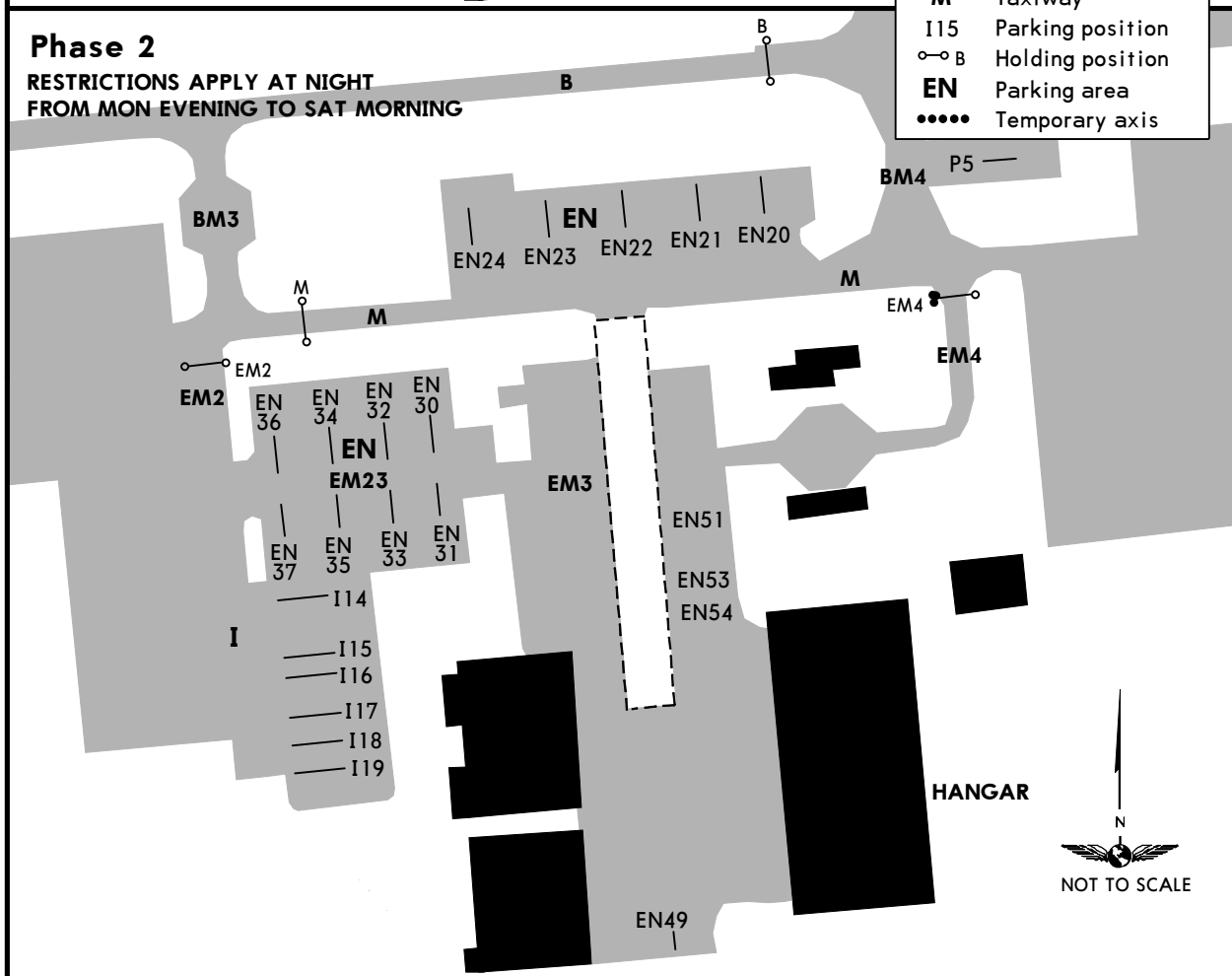
Phase 2

RESTRICTIONS APPLY DURING
DAYTIME AND ON WEEKENDS



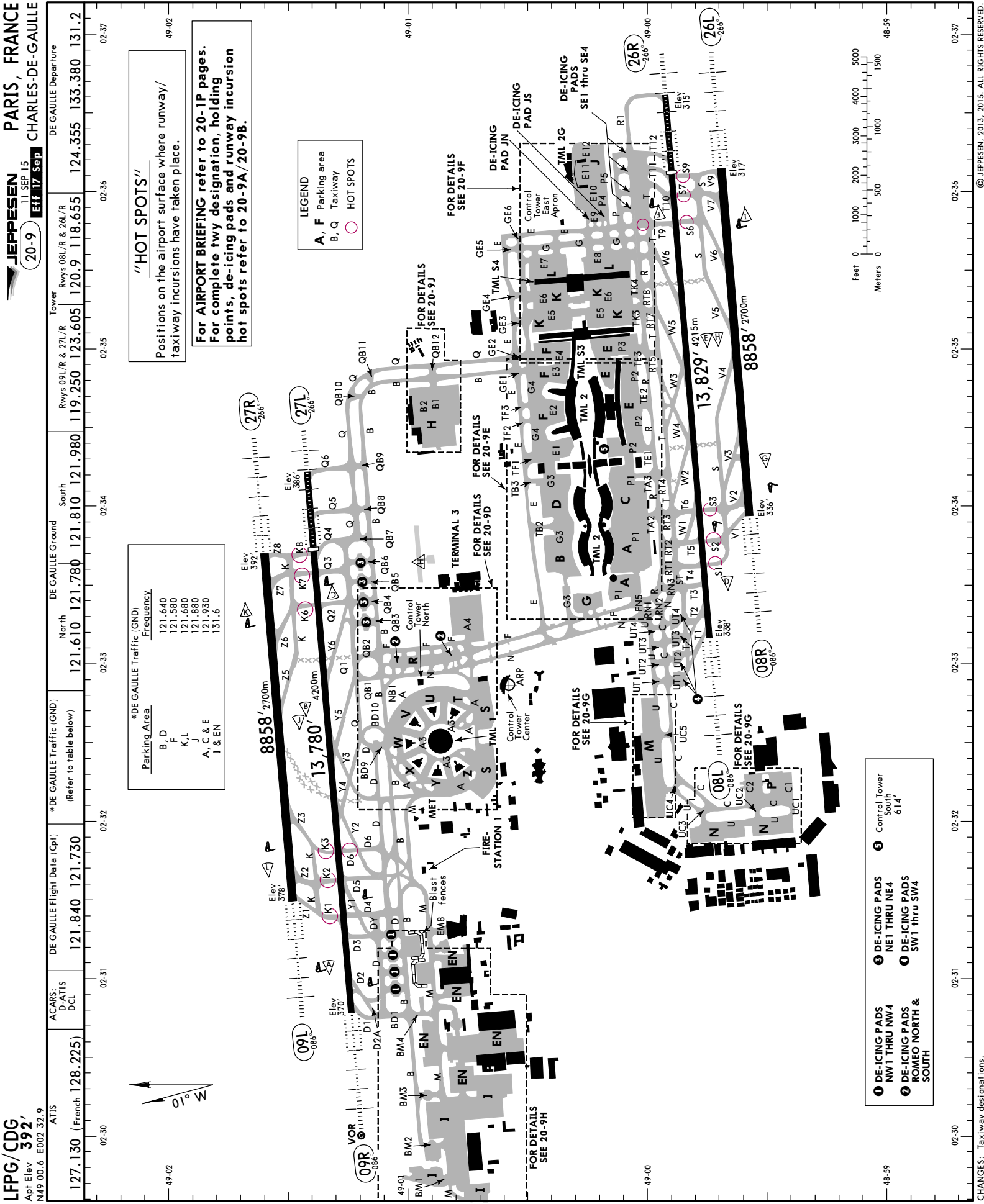
Phase 2

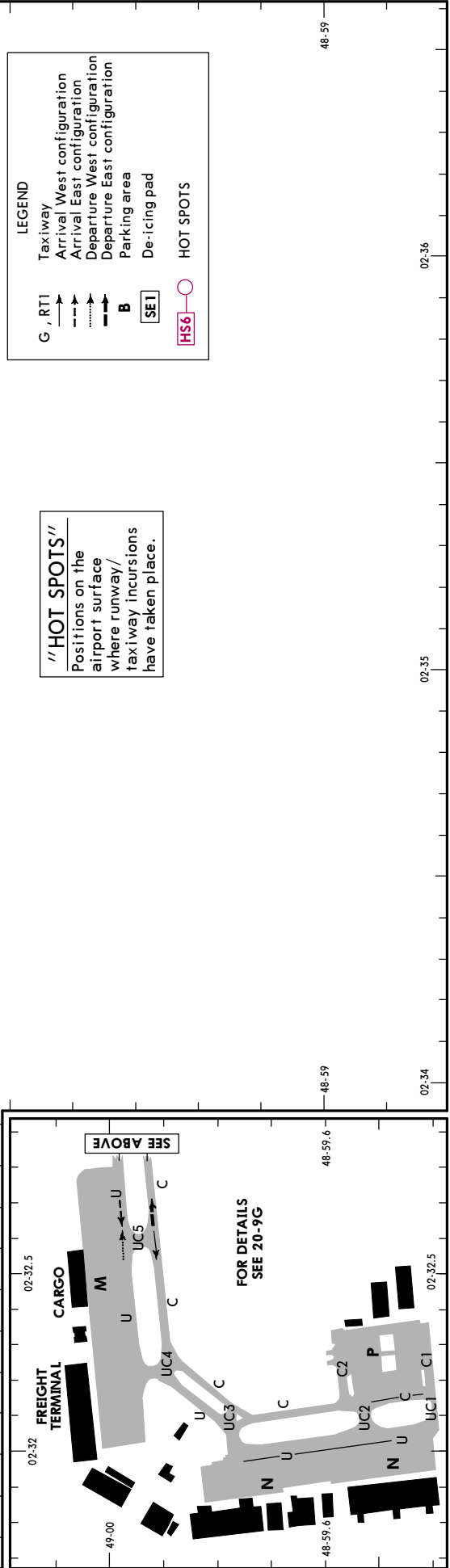
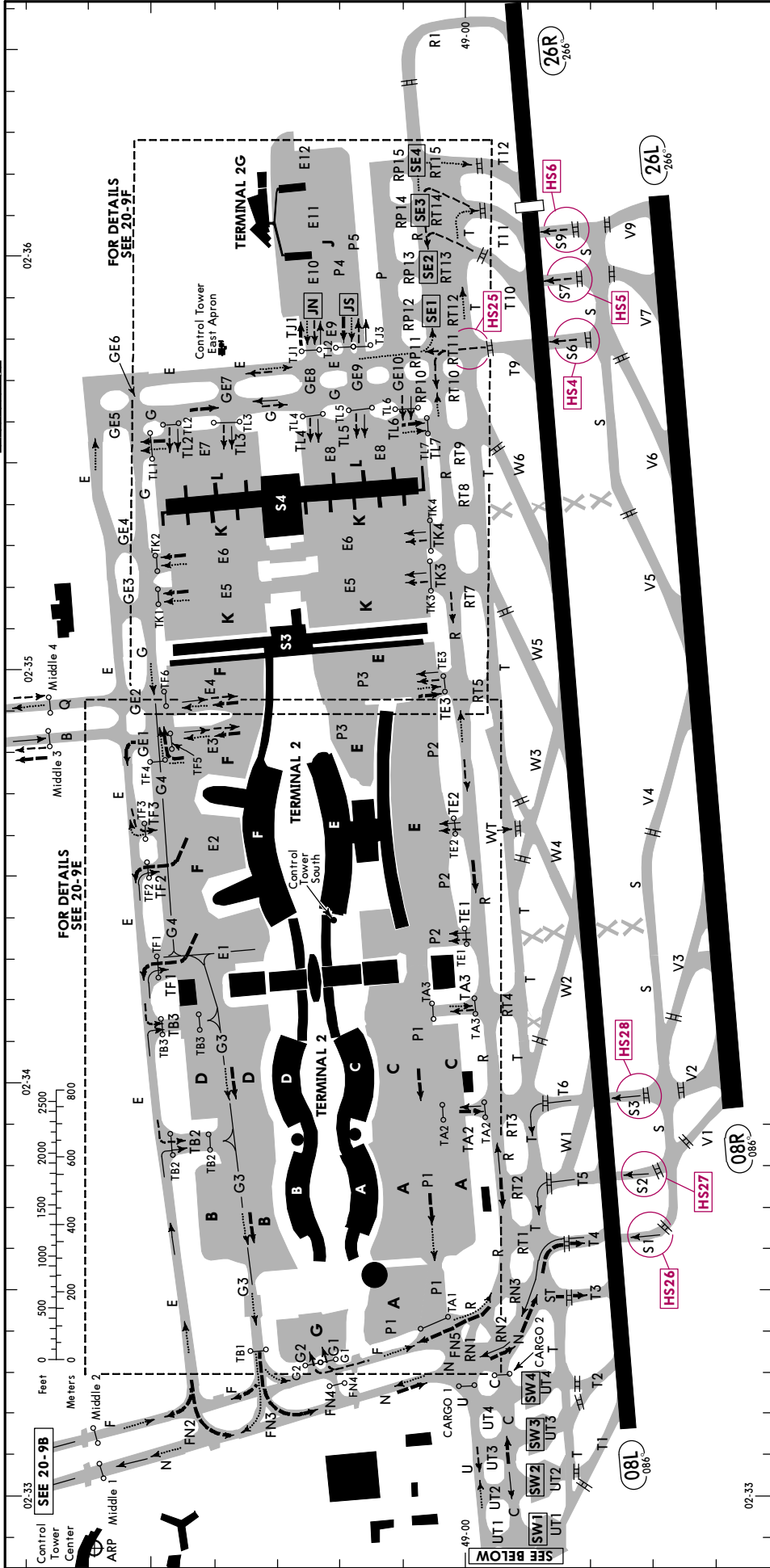
RESTRICTIONS APPLY AT NIGHT
FROM MON EVENING TO SAT MORNING



CHANGES: Twy EM4 available at NIGHT.

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

LEGEND

G, RT1	Taxiway
→	Arrival West configuration
→	Arrival East configuration
→	Departure West configuration
→	Departure East configuration
B	Parking area
SET1	De-icing pad
HS6	HOT SPOTS

LFPG/CDG

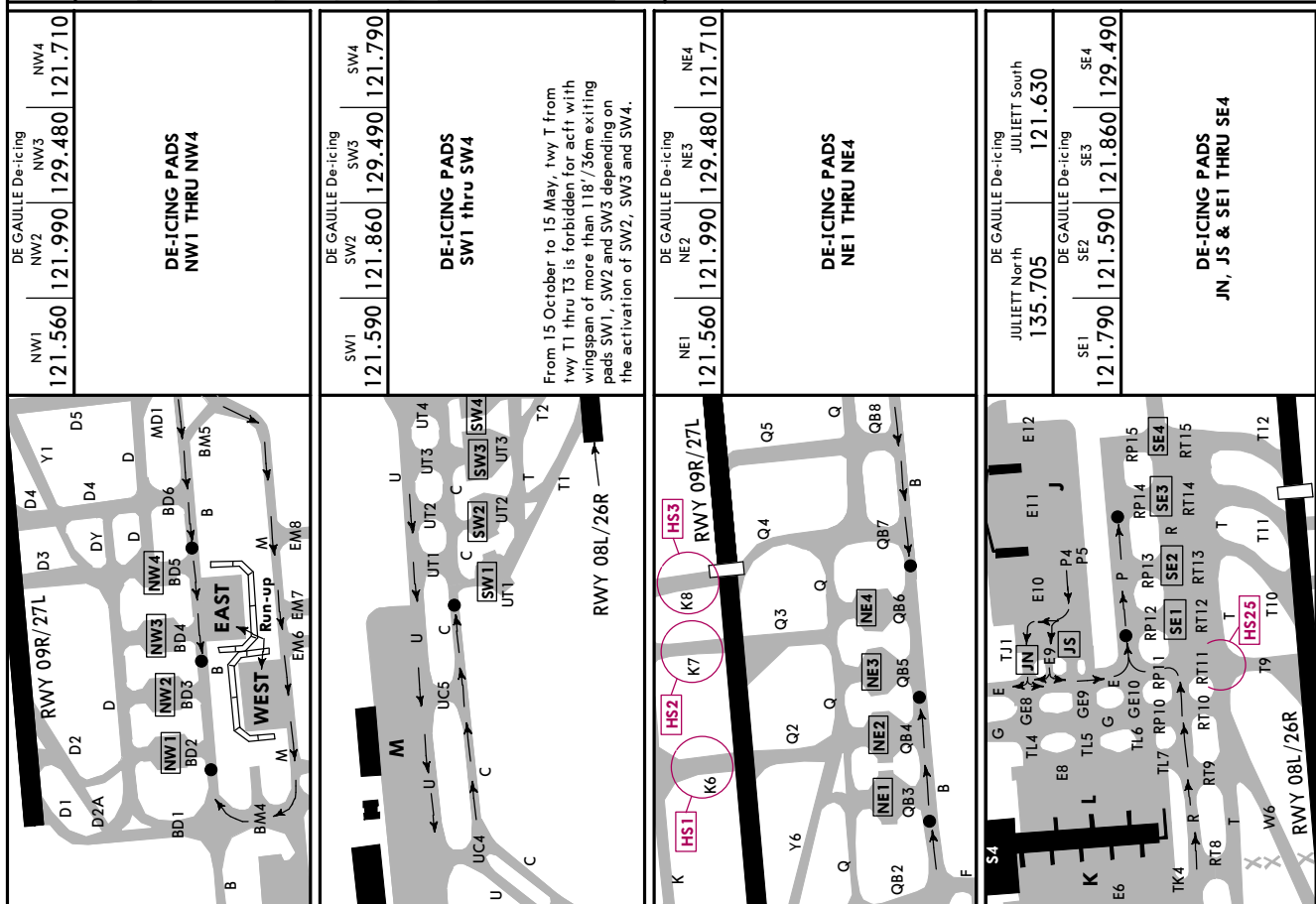

JEPPesen
20 NOV 15 (20-9A1)

PARIS, FRANCE
CHARLES-DE-GAULLE

ADDITIONAL RUNWAY INFORMATION										
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH	
						LANDING BEYOND				
						Threshold	Glide Slope			
08L	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	RVR	13,681' 4170m	12,634' 3851m	1 3	148' 45m
	REIL	PAPI-L(angle 3.0°)	HST-W4, W5, W6							
26R	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	RVR	11,860' 3615m	10,804' 3293m	2 4	
	REIL	PAPI-L(angle 3.0°)	HST-W3, W2, W1							
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 flights, (with 30 min PNR on first contacted freq), which performance requires 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 flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 12,254' (3735m), or when cleared by ATC. Access to THR26R by twy R1 is not authorized when de-icing area 26R is in use.										
08R	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	RVR		7839'2389m	5	197' 60m
	REIL	PAPI-R(angle 3.0°)	HST-V5, V6, V7							
26L	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	RVR		7825'2385m	6	
	REIL	PAPI-L(angle 3.0°)	HST-V4, V3, V2							
5 TORA RWY 08R: From rwy head 8858' (2700m) twy V2 int 8596' (2620m) twy V3 int 7054' (2150m)										
6 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	RVR		7869'2398m	7	197' 60m
	REIL	PAPI-L(angle 3.0°)	HST-Z5, Z6, Z7							
27R	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	RVR		7709'2350m	8	
	REIL	PAPI-L(angle 3.0°)	HST-Z3, Z2							
7 TORA RWY 09L: From rwy head 8858' (2700m) twy Z2 int 8399' (2560m) twy Z3 int 6890' (2100m)										
8 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	RVR		12,697' 3870m	9 11	148' 45m
	REIL	PAPI-L(angle 3.0°)	HST-Y4, Y5, Y6							
27L	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	RVR	11,811' 3600m	10,681' 3256m	10 12	
	REIL	PAPI-L(angle 3.0°)	HST-Y3, Y2, Y1							
9 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)										
10 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)										
11 RWY 09R: Full length of 13,780' (4200m) or twy D2 int 13,025' (3970m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 11,909' (3630m), or when cleared by ATC.										
12 RWY 27L: Full length of 13,780' (4200m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 12,730' (3880m), or when cleared by ATC.										
Standard TAKE-OFF 1										
LVP must be in Force										
2										
Approved Operators HIRL, CL & mult. RVR req		RL, CL & mult. RVR req		RL & CL		RCLM (DAY only) or RL		RCLM (DAY only) or RL		
A										
B		125m		150m		200m		250m		
C								400m		
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.										



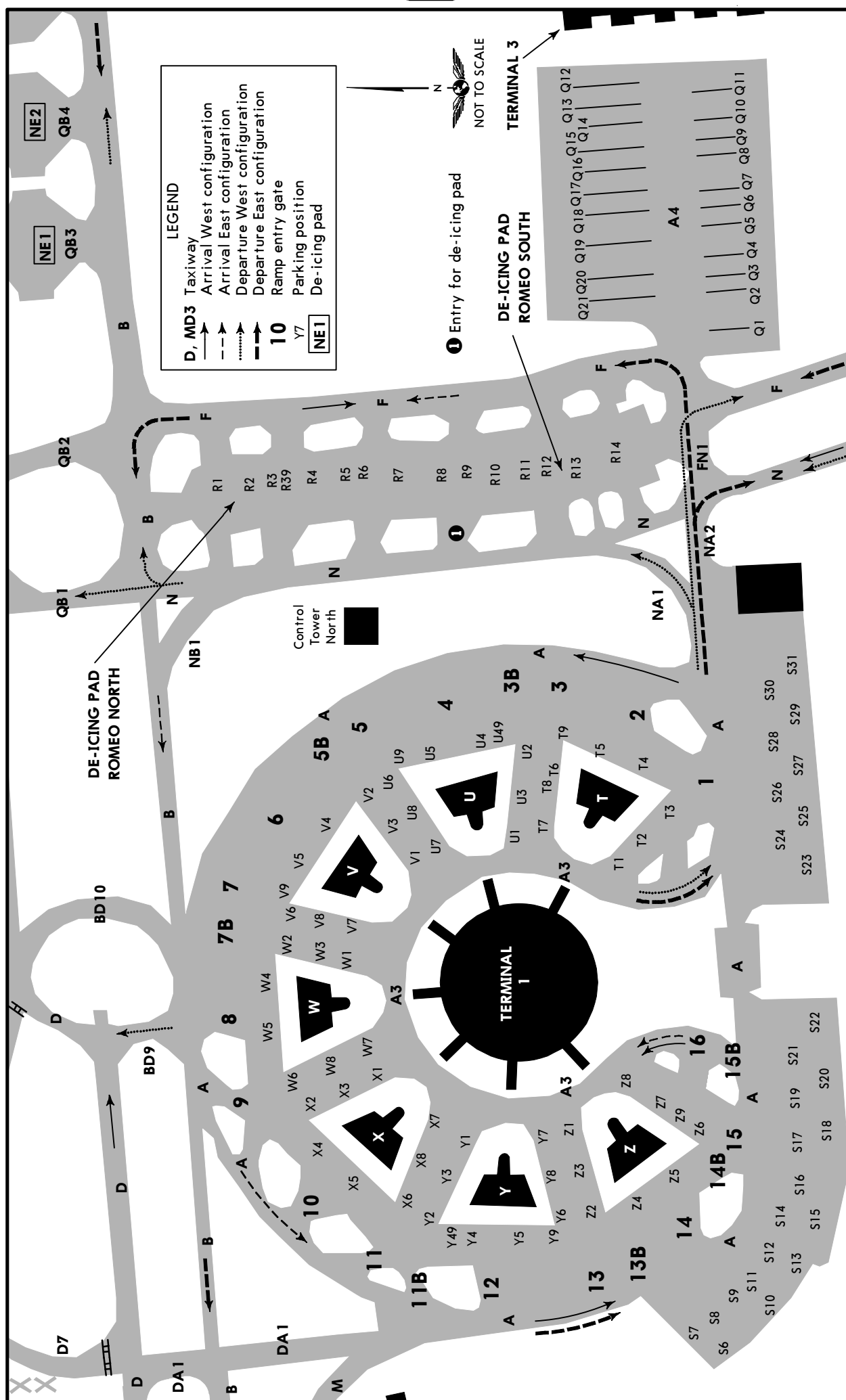
DE-ICING PROCEDURES

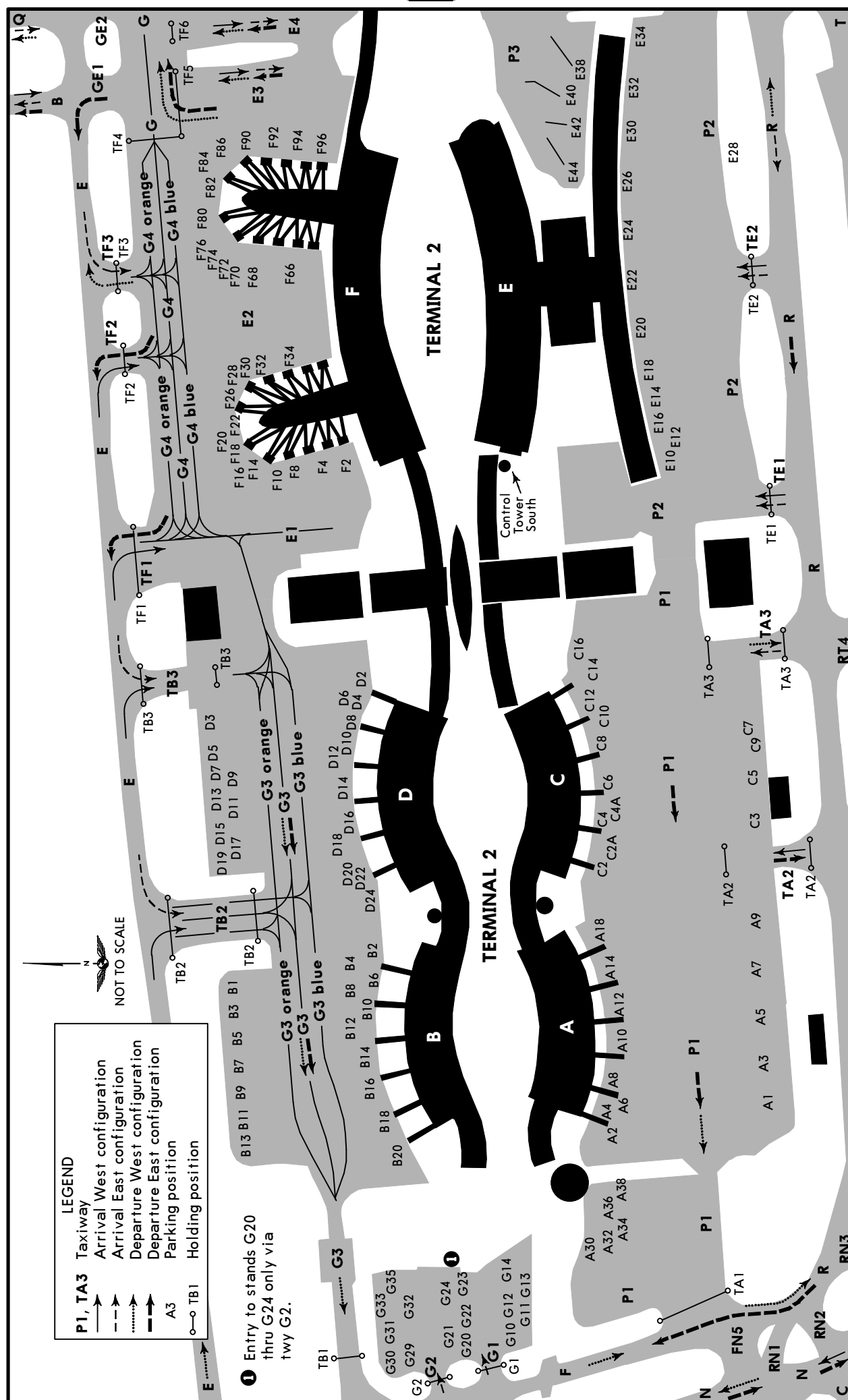


LFPG/CDG

JEPPesen
11 SEP 15 (20-9D) Eff 17 Sep

PARIS, FRANCE
CHARLES-DE-GAULLE





CHANGES: Taxiway designations.

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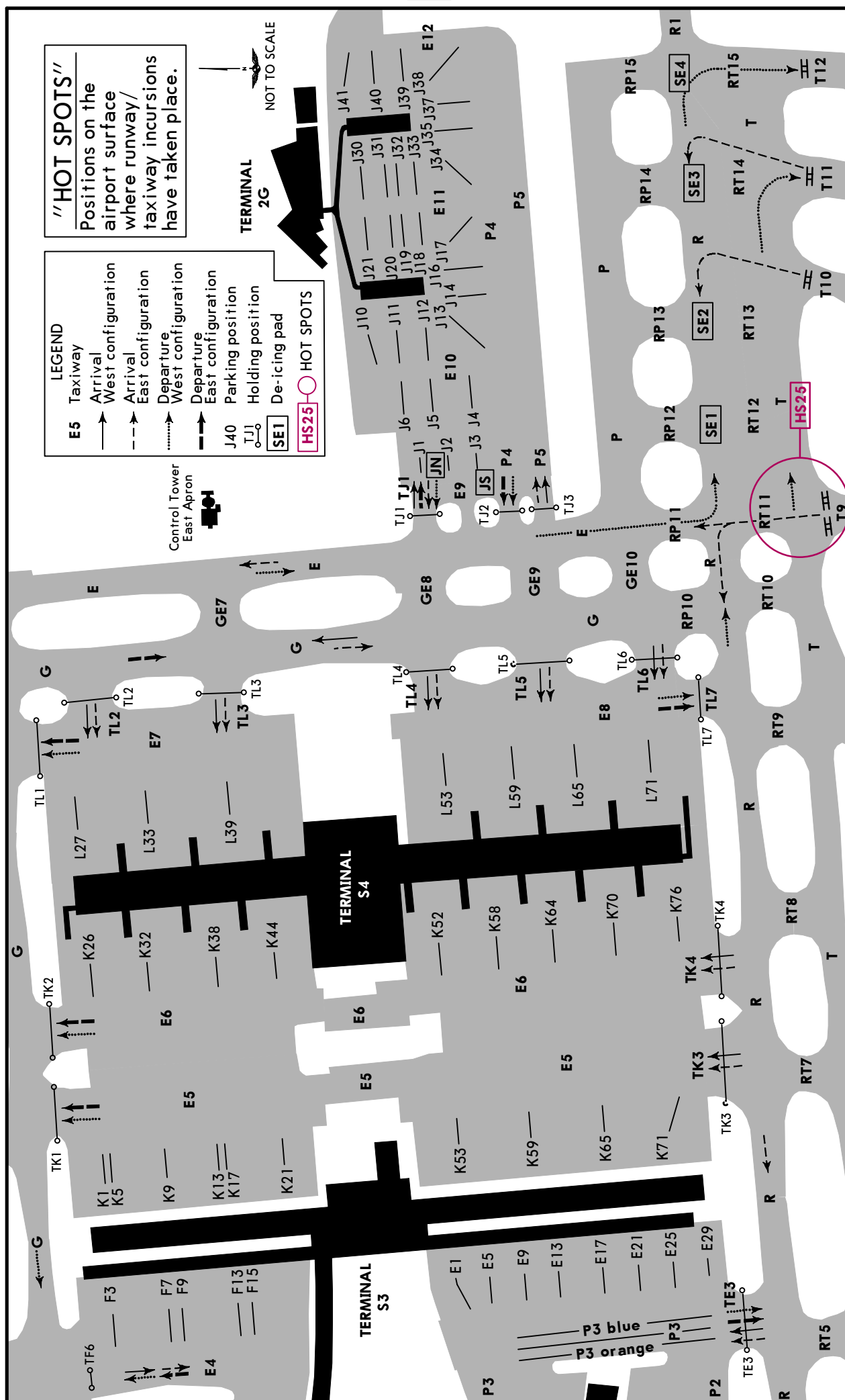
LFPG/CDG

11 SEP 15

20-9F

Eff 17 Sep

PARIS, FRANCE
CHARLES-DE-GAULLE



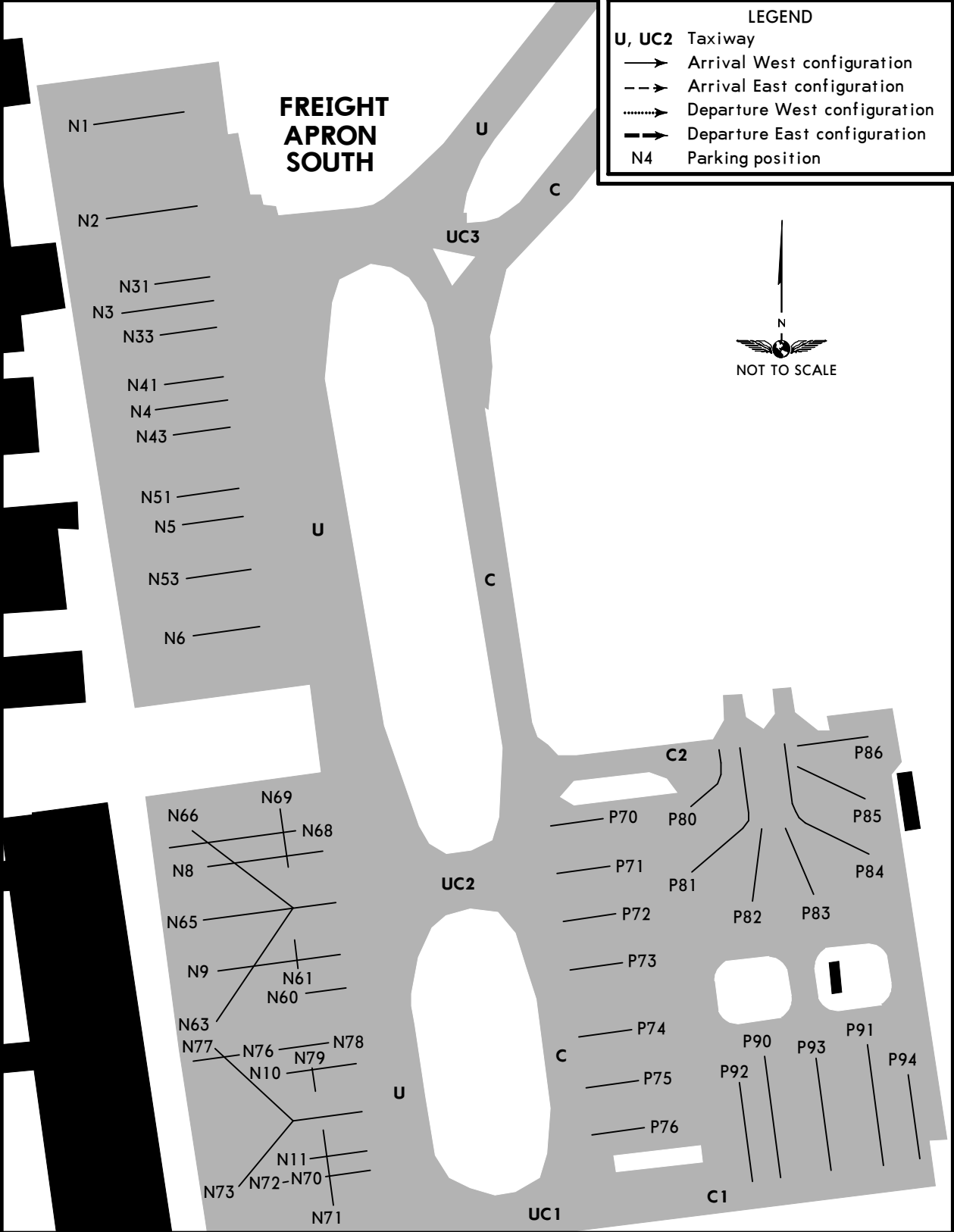
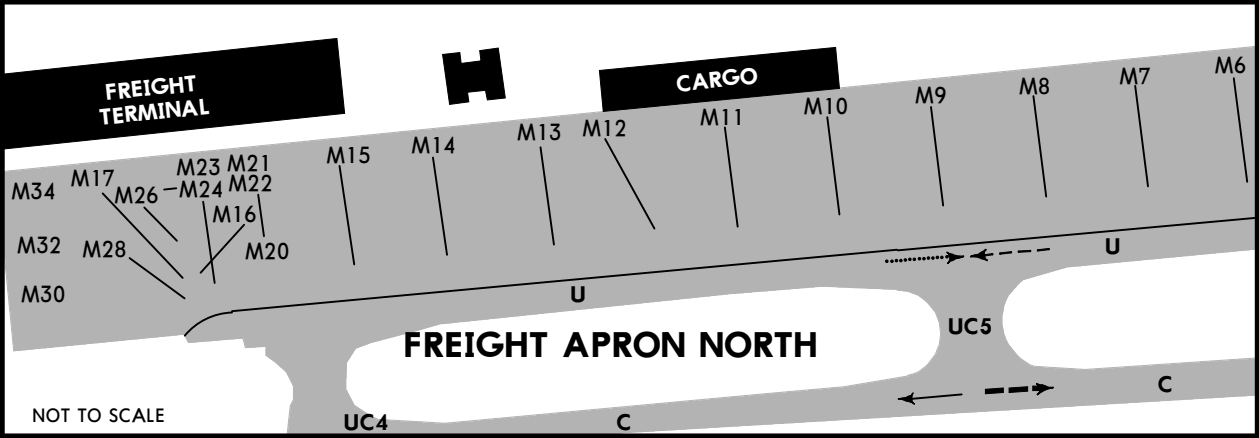
CHANGES: Taxiway designations.

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11 SEP 15 **JEPPESEN** **20-9G** Eff 17 Sep

PARIS, FRANCE
CHARLES-DE-GAULLE



LFPG/CDG

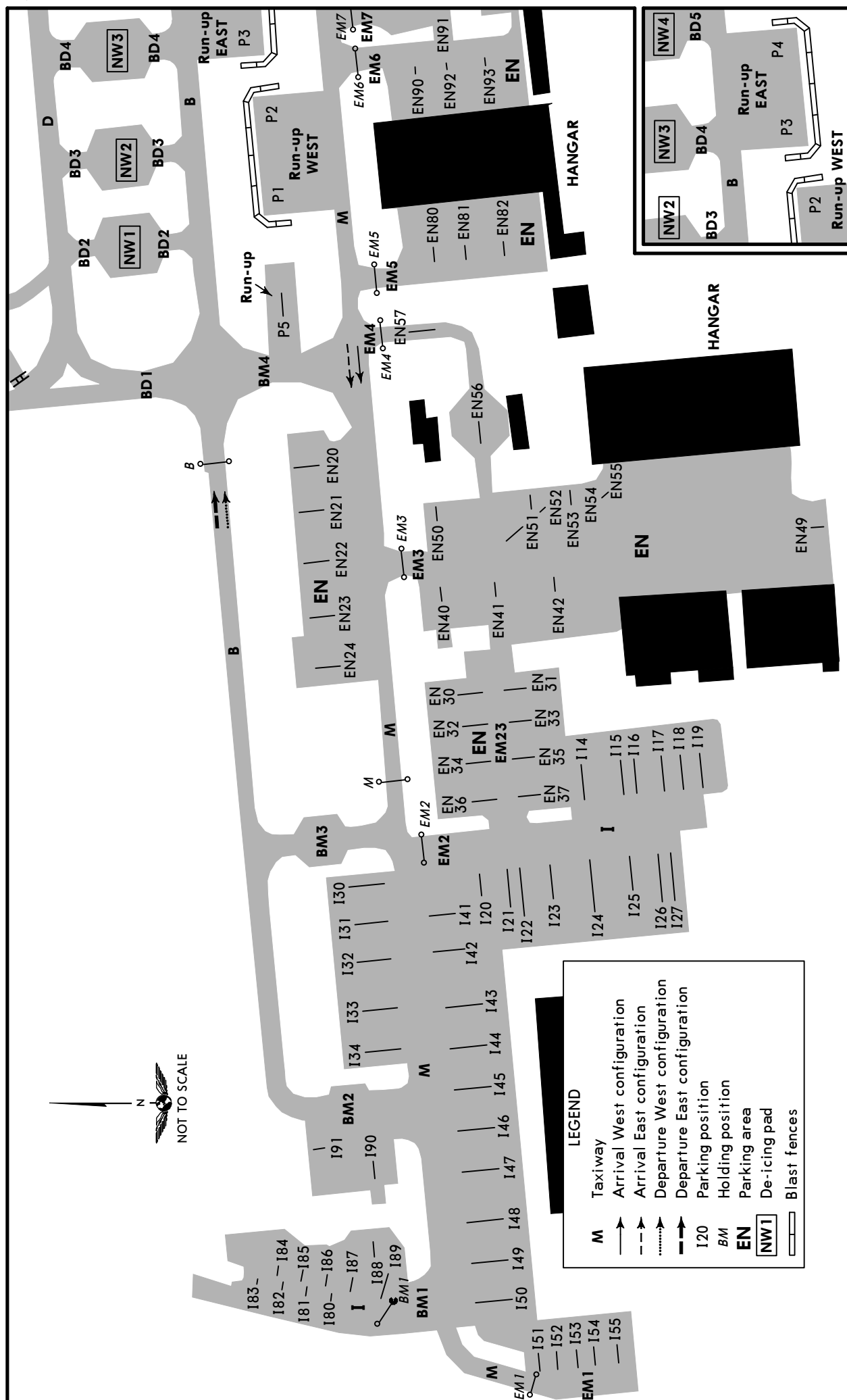
JEPPesen

28 NOV 14

20-9H

Eff 11 Dec

PARIS, FRANCE
CHARLES-DE-GAULLE



CHANGES: None.

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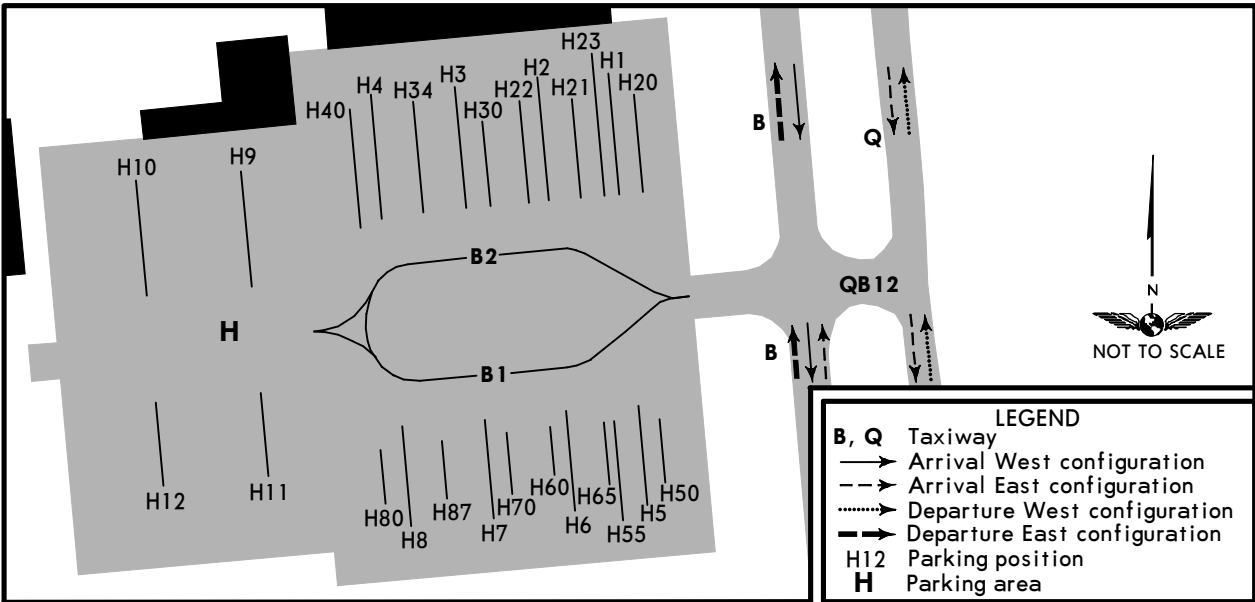
28 NOV 14

20-9J

Eff 11 Dec

PARIS, FRANCE

CHARLES-DE-GAULLE



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N49 00.0 E002 33.6	C3	N49 00.0 E002 34.0
A2	N49 00.1 E002 33.6	C4, 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

LFPG/CDG


JEPPesen
11 SEP 15 (20-9K) Eff 17 Sep

PARIS, FRANCE
CHARLES-DE-GAULLE

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	K1	N49 00.5 E002 35.1

LFPG/CDG


JEPPesen
11 SEP 15 (20-9L) Eff 17 Sep

PARIS, FRANCE
CHARLES-DE-GAULLE

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
K5 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	R39	N49 01.0 E002 33.0
L53, L59	N49 00.2 E002 35.5	S6 thru S11	N49 00.7 E002 32.2
L65, L71	N49 00.1 E002 35.5	S12	N49 00.7 E002 32.3
M6	N49 00.0 E002 32.8	S13	N49 00.6 E002 32.3
M7	N49 00.0 E002 32.7	S14, S15	N49 00.7 E002 32.3
M8, M9	N49 00.0 E002 32.6	S16	N49 00.6 E002 32.4
M10, M11	N49 00.0 E002 32.5	S17	N49 00.7 E002 32.4
M12	N49 00.0 E002 32.4	S18	N49 00.6 E002 32.4
M13, M14	N49 00.0 E002 32.3	S19	N49 00.7 E002 32.4
M15, M16	N49 00.0 E002 32.2	S20 thru S22	N49 00.7 E002 32.5
M17	N49 00.0 E002 32.1	S23	N49 00.7 E002 32.6
M20 thru M22	N49 00.0 E002 32.2	S24 thru S27	N49 00.7 E002 32.7
M23 thru M28	N49 00.0 E002 32.1	S28 thru S31	N49 00.7 E002 32.8
M30	N49 59.9 E002 32.0	T1 thru T9	N49 00.8 E002 32.7
M32, M34	N49 00.0 E002 32.0	U1	N49 00.9 E002 32.7
N1, N2	N48 59.8 E002 31.9	U2	N49 00.9 E002 32.8
N3 thru N5	N48 59.7 E002 31.9	U3	N49 00.9 E002 32.7
N6	N48 59.6 E002 31.9	U4	N49 00.9 E002 32.8
N8 thru N10	N48 59.5 E002 31.9	U5 thru U9	N49 00.9 E002 32.7
N11	N48 59.4 E002 31.9	U49	N49 00.9 E002 32.8
N31 thru N51	N48 59.7 E002 31.9	V1	N49 00.9 E002 32.7
N53	N48 59.6 E002 31.9	V2 thru V4	N49 01.0 E002 32.7
N60, N61	N48 59.5 E002 32.0	V5 thru V9	N49 01.0 E002 32.6
N63 thru N66	N48 59.5 E002 31.9	W1	N49 01.0 E002 32.5
N68	N48 59.5 E002 32.0	W2	N49 01.0 E002 32.6
N69	N48 59.6 E002 32.0	W3 thru W5	N49 01.0 E002 32.5
N70, N71	N48 59.4 E002 32.0	W6	N49 01.0 E002 32.4
N72, N73	N48 59.4 E002 31.9	W7	N49 01.0 E002 32.5
N76, N77	N48 59.5 E002 31.9	W8 thru X3	N49 01.0 E002 32.4
N78, N79	N48 59.5 E002 32.0	X4, X5	N49 01.0 E002 32.3
P1	N49 00.9 E002 31.0	X6	N49 00.9 E002 32.3
P2	N49 00.9 E002 31.1	X7	N49 00.9 E002 32.4
P3, P4	N49 01.0 E002 31.2	X8 thru Y5	N49 00.9 E002 32.3
P5	N49 00.9 E002 30.8	Y6 thru Y9	N49 00.8 E002 32.3
P70	N48 59.6 E002 32.2	Y49	N49 00.9 E002 32.3
P71 thru P75	N48 59.5 E002 32.2	Z1 thru Z5	N49 00.8 E002 32.3
P76	N48 59.4 E002 32.2	Z6 thru Z9	N49 00.8 E002 32.4
P80	N48 59.6 E002 32.2		
P81, P82	N48 59.5 E002 32.2		
P83, P84	N48 59.5 E002 32.3		

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN

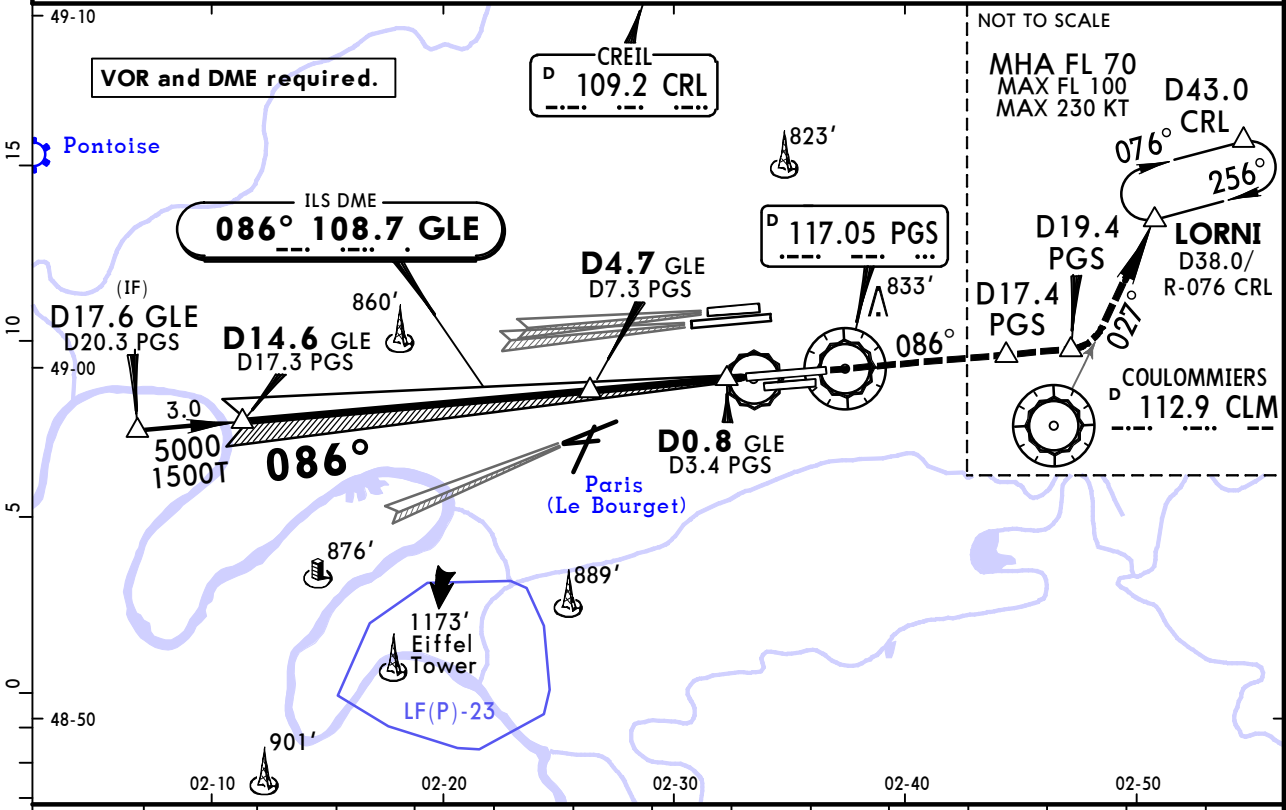
PARIS, FRANCE

20 MAR 15 **(21-1)**

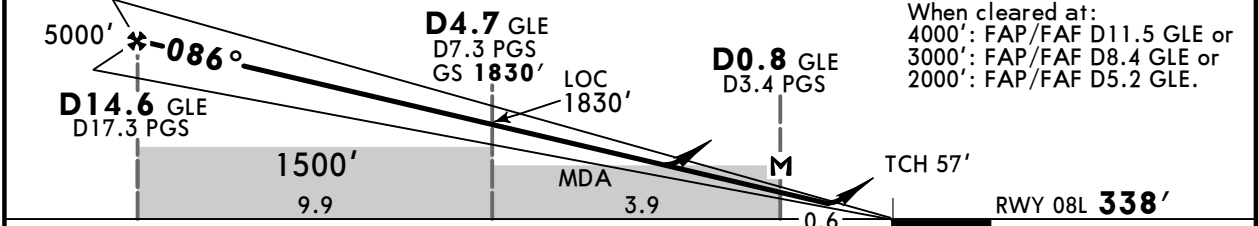
Eff 2 Apr

ILS or LOC Rwy 08L

D-ATIS 127.130 (French 128.225)		DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275				
DE GAULLE Tower 120.9			Ground South 121.810			121.980
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 5000' , then as directed. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' . 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.						3200' MSA ARP
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC		Trans alt: 5000'



LOC (GS out)	GLE DME	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		4800'	4480'	4160'	3840'	3520'	3200'	2890'	2570'	2250'	1930'	1610'	1290'	980'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI <
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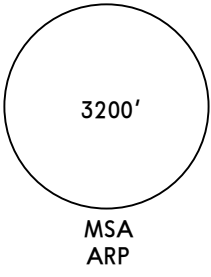
Standard					CIRCLE-TO-LAND 3	
ILS 1			LOC (GS out) CDFA		08L to 08R	
DA(H) 538' (200')			DA/MDA(H) 2 670' (332')		Max Kts	MDA(H) VIS
FULL	Limited	ALS out	ALS out		110	940' (602') 3000m
A					135	
B	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	180	1040' (702') 3500m
C					205	1100' (762') 4000m
D						

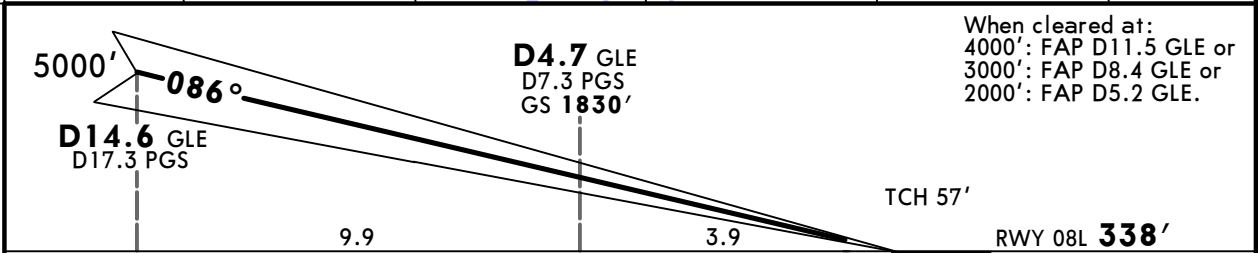
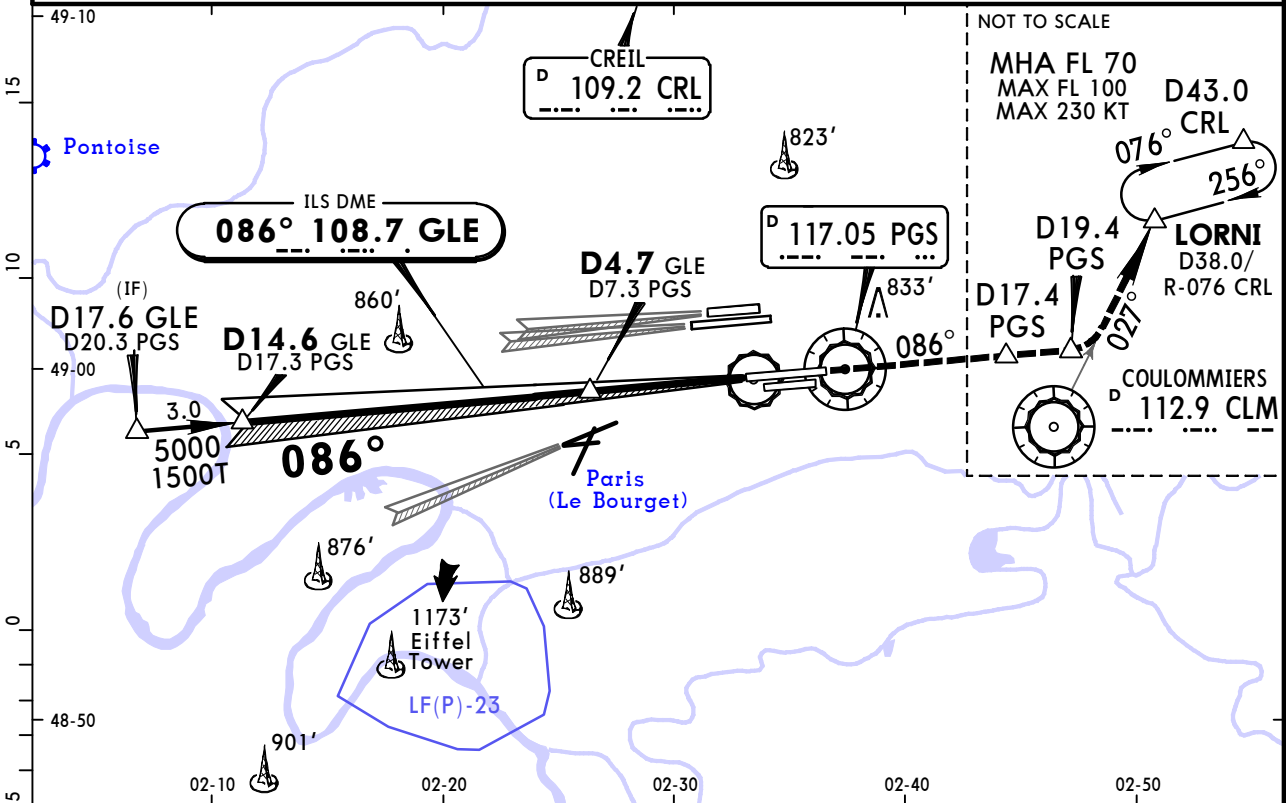
1 LACFT: DA(H) 548' (210'). **2** For add-on to the MDA(H), see ATC pages FRANCE.
3 Circling height based on rwy 08L thresh elev of 338'.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15
Eff 2 Apr (21-1A)

PARIS, FRANCE
CAT II/III ILS Rwy 08L

D-ATIS 127.130(French 128.225)		DE GAULLE Approach 121.155 125.830 119.850 126.430 118.155 136.275			
DE GAULLE Tower 120.9		118.655	Ground South 121.810		121.980
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 5000', then as directed. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000'. 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 1. VOR and DME required. 2. Special Aircrew & Aircraft Certification Required.					



Gnd speed-Kts	70	90	100	120	140	160		5000'
GS	3.00°	372	478	531	637	743		

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

LFPG/CDG
CHARLES-DE-GAULLE

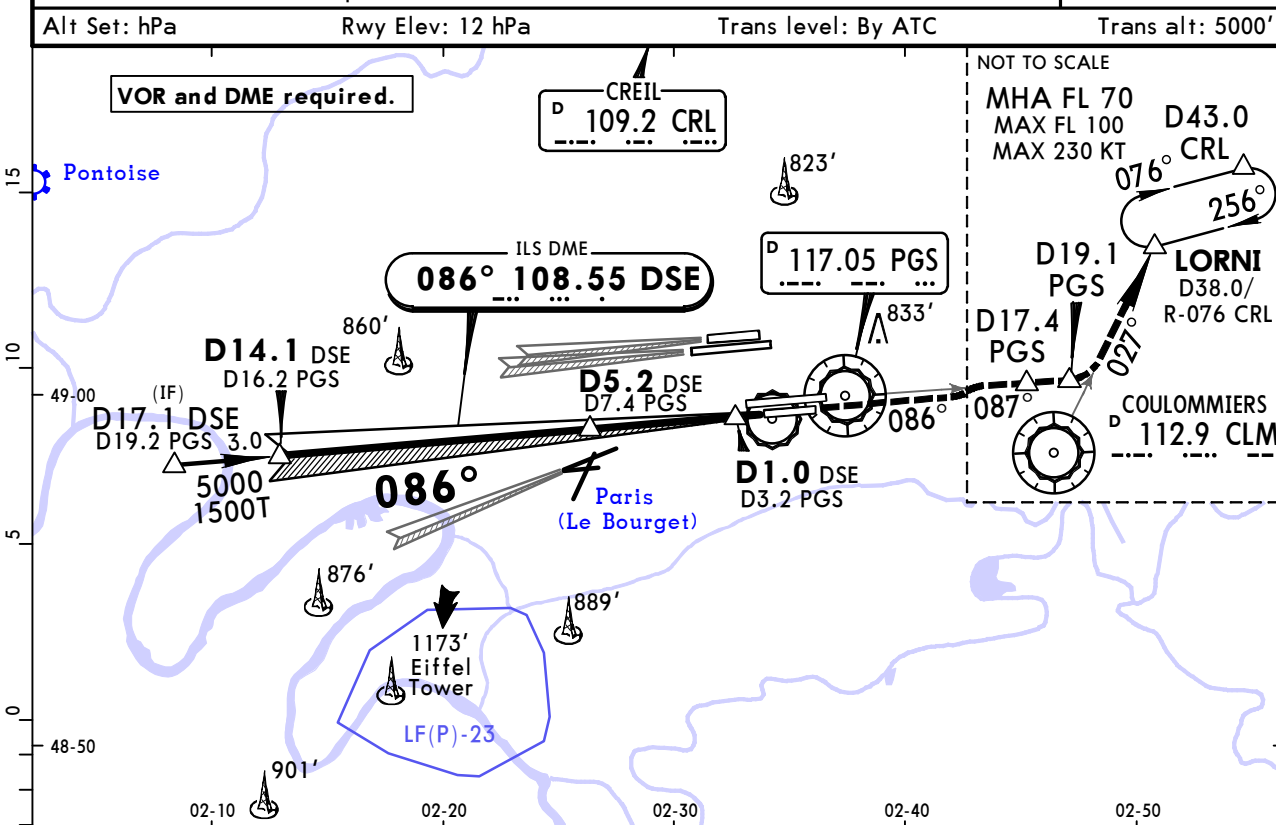
JEPPESSEN

20 MAR 15 **(21-2)**

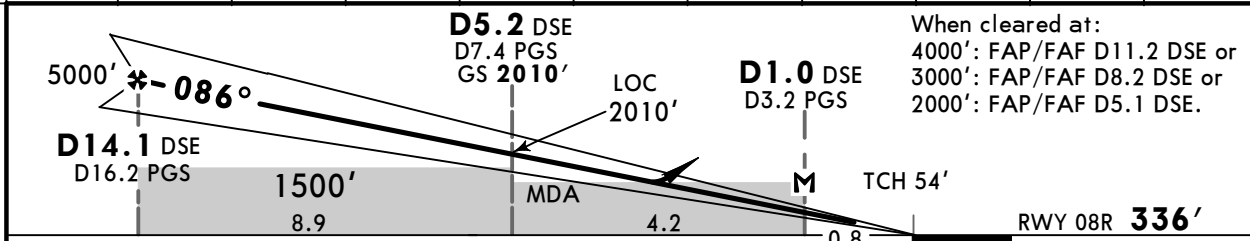
Eff 2 Apr

PARIS, FRANCE
ILS or LOC Rwy 08R

BRIEFING STRIP™	D-ATIS		DE GAULLE Approach				
	127.130 (French 128.225)		121.155 125.830 119.850 126.430 118.155 136.275				
	DE GAULLE Tower			Ground South			
	120.9		118.655		121.810 121.980		
	LOC DSE	Final Apch Crs	GS D5.2 DSE	ILS DA(H)	Apt Elev	3200' MSA ARP	
108.55	086°	2010' (1674')	536' (200')	RWY 336'			
MISSED APCH: Climb STRAIGHT AHEAD to 5000', then as directed.							
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000'. 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.							



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



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

PANS OPS	STRAIGHT-IN LANDING RWY08R					CIRCLE-TO-LAND 2	
	ILS			LOC (GS out) CDFA		08R to 08L	
	DA(H) 536' (200')			DA/MDA(H) 1660' (324')		Max Kts	MDA(H) VIS
	FULL	Limited	ALS out	ALS out			
A						110	1090' (754') 3000m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m	135	
C						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: Communications.

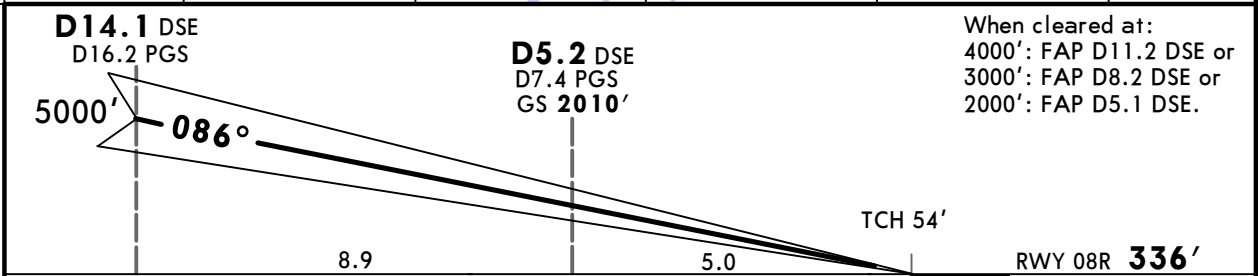
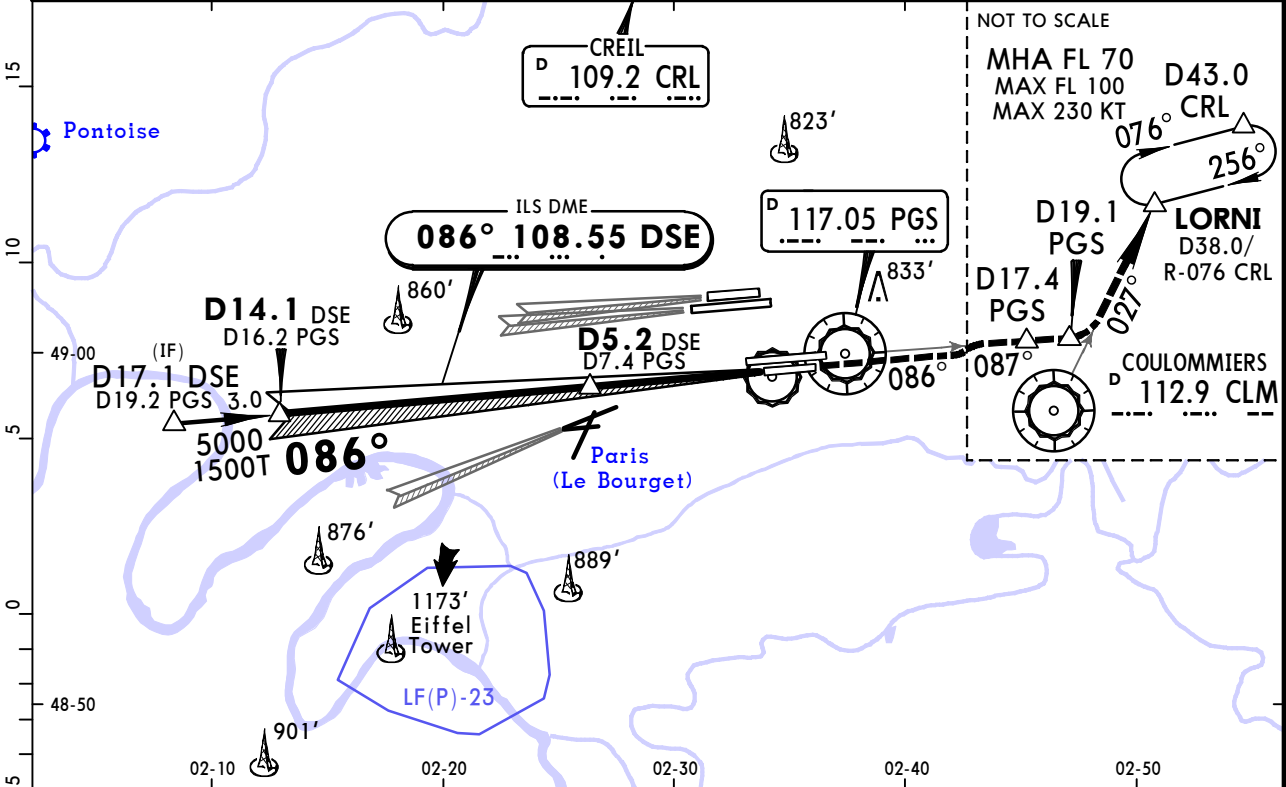
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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15
Eff 2 Apr **(21-2A)**

PARIS, FRANCE
CAT II/III ILS Rwy 08R

D-ATIS		DE GAULLE Approach					
127.130 (French 128.225)		121.155	125.830	119.850	126.430	118.155	136.275
DE GAULLE Tower			Ground South				
120.9		118.655		121.810		121.980	
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'	3200' MSA ARP		
MISSED APCH: Climb STRAIGHT AHEAD to 5000', then as directed.							
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000'. 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	5000'
GS	3.00°	372	478	531	637	743		

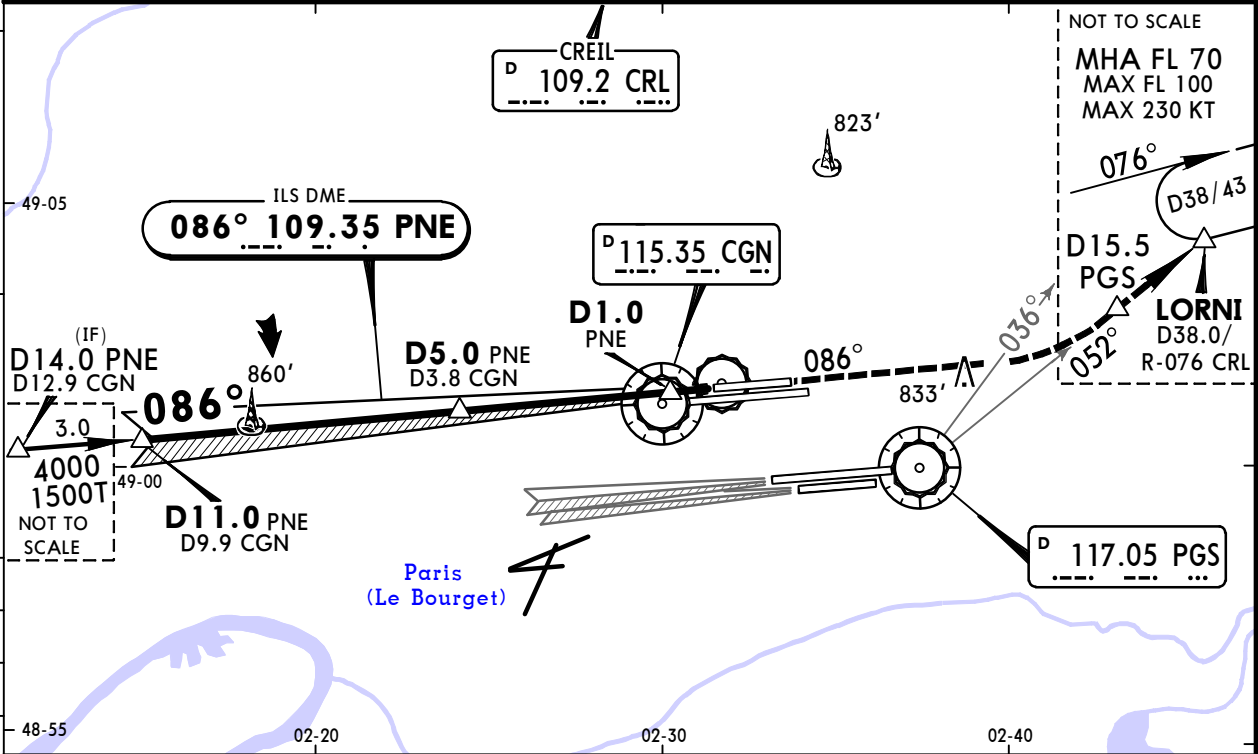
Standard		STRAIGHT-IN LANDING RWY 08R	
CAT IIIA ILS		CAT II ILS ABCD	
DH 50'		RA 103' DA(H) 436' (100')	
RVR 200m		RVR 300m I	

LFPG/CDG
CHARLES-DE-GAULLE

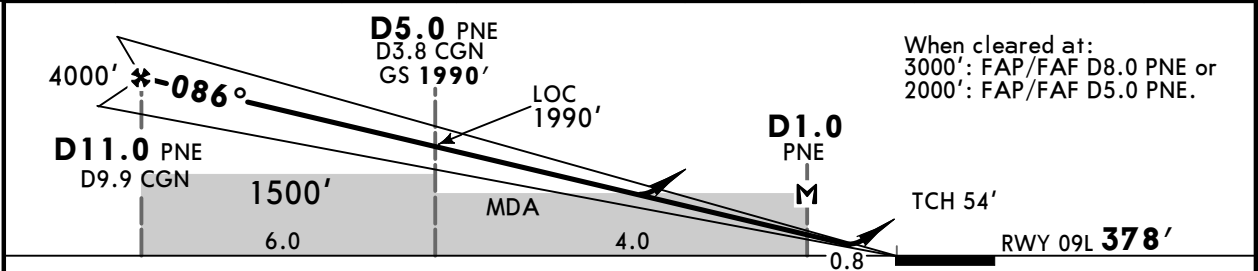
JEPPESSEN
20 MAR 15 (21-3)

PARIS, FRANCE
Eff 2 Apr ILS or LOC Rwy 09L

D-ATIS		DE GAULLE Approach					
127.130 (French 128.225)		121.155	125.830	119.850	126.430	118.155	136.275
DE GAULLE Tower			Ground North				
119.250		123.605		121.610		121.780	
LOC PNE 109.35	Final Apch Crs 086°	GS D5.0 PNE 1990' (1612')	ILS DA(H) 578' (200')	Apt Elev 392'	3200' MSA ARP		
				RWY 378'			
MISSED APCH: Climb STRAIGHT AHEAD to 4000', then as directed.							
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000'.							
Crossing R-036 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 4000'
ILS GS or LOC Descent Angle	372	478	531	637	743	849	
MAP at D1.0 PNE							

STRAIGHT-IN LANDING RWY09L					CIRCLE-TO-LAND 2	
ILS			LOC (GS out) CDFA		09L to 09R	
DA(H) 578' (200')			DA/MDA(H) 720' (342')		Max Kts	MDA(H) VIS
FULL	Limited	ALS out	ALS out		110	1130' (752') 3000m
A					135	
B	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	180	1180' (802') 3500m
C					205	1280' (902') 4000m
D						

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

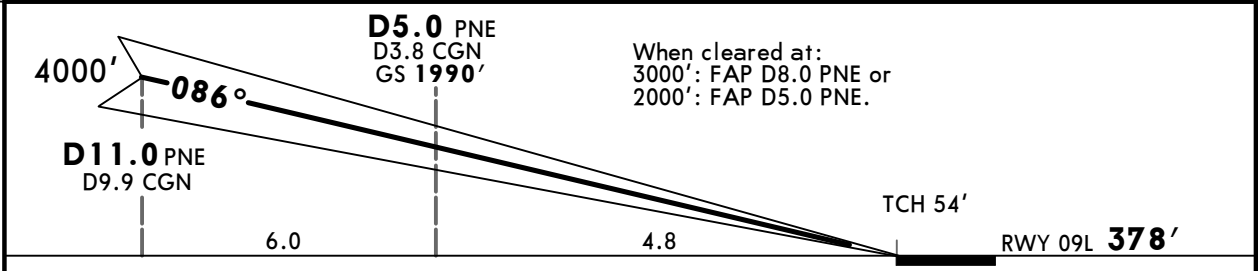
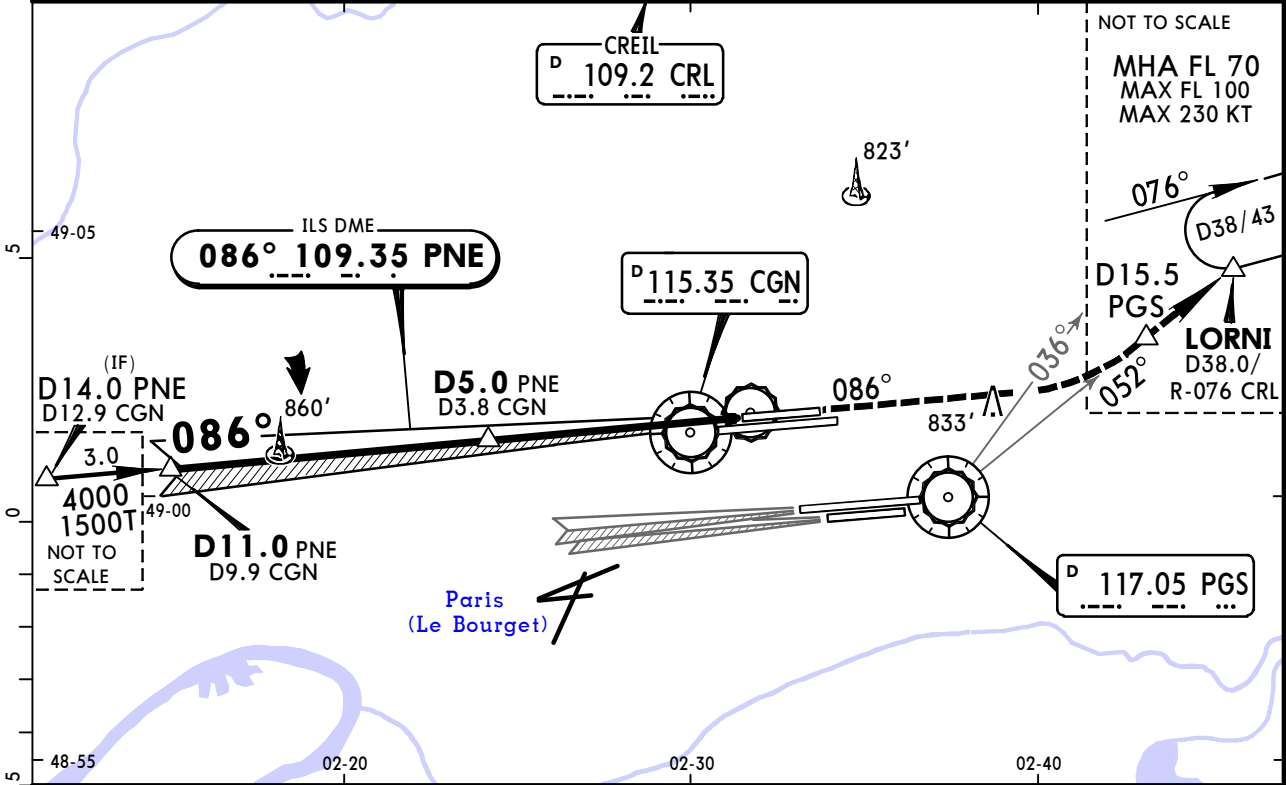
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15
Eff 2 Apr **(21-3A)**

PARIS, FRANCE
CAT II/III ILS Rwy 09L

BRIEFING STRIP

D-ATIS		DE GAULLE Approach				
127.130 (French 128.225)		121.155 125.830		119.850 126.430 118.155 136.275		
DE GAULLE Tower			Ground North			
119.250		123.605		121.610 121.780		
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'	3200' MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to 4000', then as directed.						
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000'.						
Crossing R-036 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		
1. VOR and DME required.		2. Special Aircrew & Acft Certification Required.		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 09L	
CAT IIIA ILS		CAT II ILS ABCD	
DH 50'		RA 104'	
		DA(H) 478' (100')	
RVR 200m		RVR 300m	

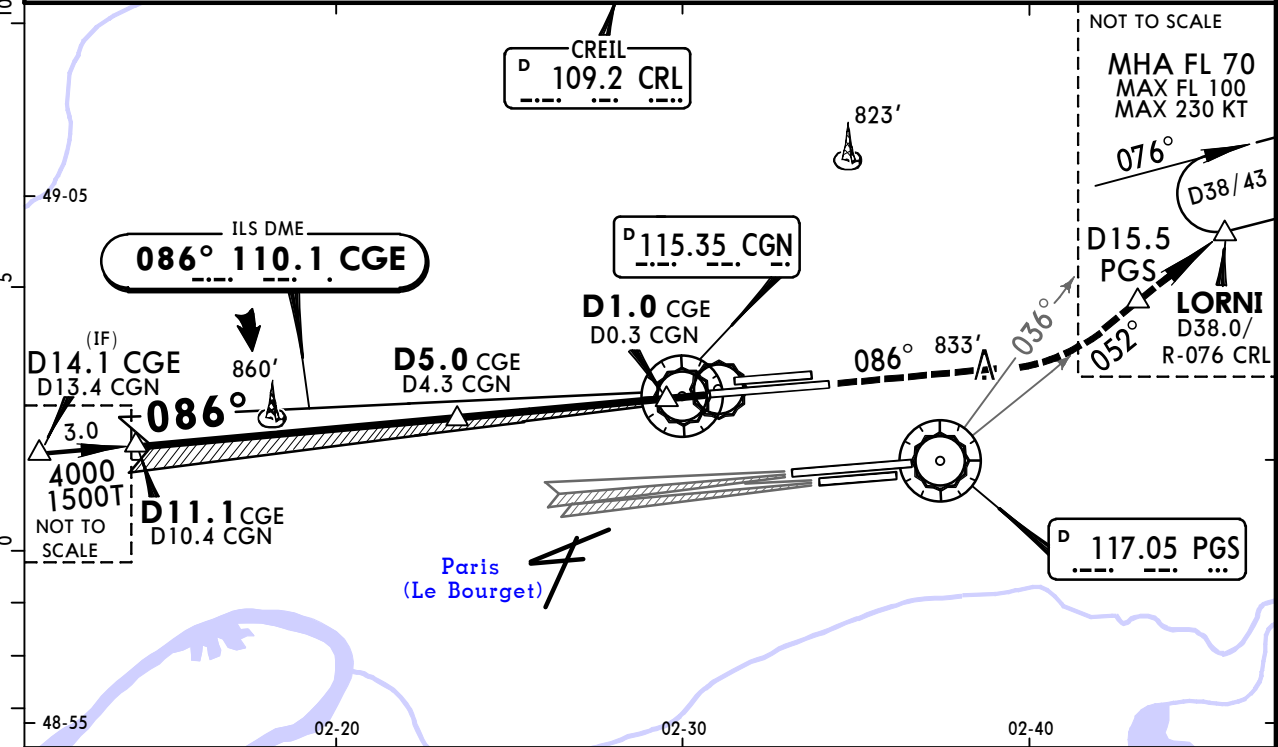
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15 (21-4) Eff 2 Apr

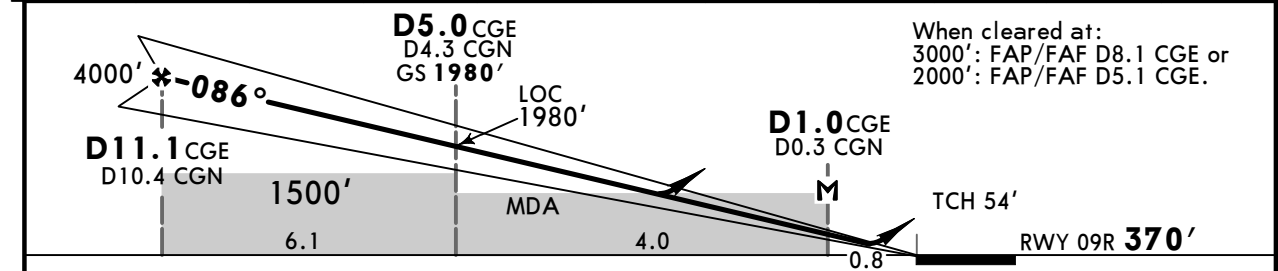
PARIS, FRANCE
ILS or LOC Rwy 09R

BRIEFING STRIP™

D-ATIS		DE GAULLE Approach					
127.130 (French 128.225)		121.155	125.830	119.850	126.430	118.155	136.275
DE GAULLE Tower				Ground North			
119.250		123.605		121.610		121.780	
LOC CGE 110.1	Final Apch Crs 086°	GS D5.0 CGE 1980' (1610')	ILS DA(H) 570' (200')	Apt Elev 392'	3200' MSA ARP		
				RWY 370'			
MISSED APCH: Climb STRAIGHT AHEAD to 4000', then as directed.							
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000'. Crossing R-036 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	HIALS-II REIL PAPI 4000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849	
MAP at D1.0 CGE/D0.3 CGN							

Standard				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
A					110
B	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	135
C					180
D					205

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

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15
Eff 2 Apr (21-4A)

PARIS, FRANCE
CAT II/III ILS Rwy 09R

D-ATIS

127.130 (French 128.225)

DE GAULLE Approach

121.155 125.830 119.850 126.430 118.155 136.275

DE GAULLE Tower

119.250 123.605

Ground North

121.610 121.780

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'**

3200'

MSA ARP

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

MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000'.
Crossing R-036 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

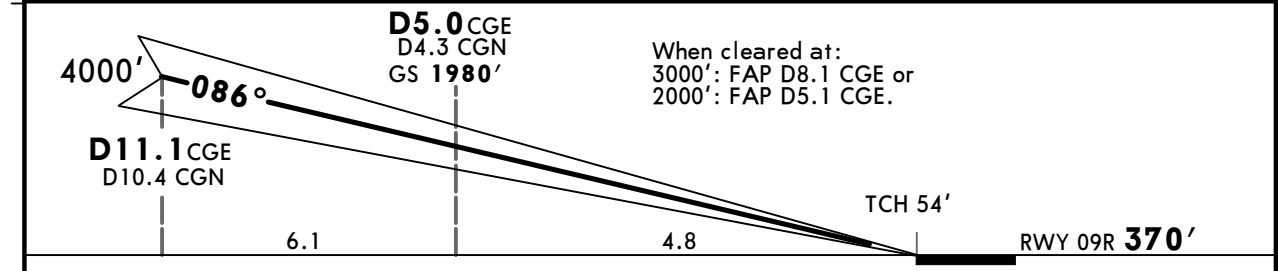
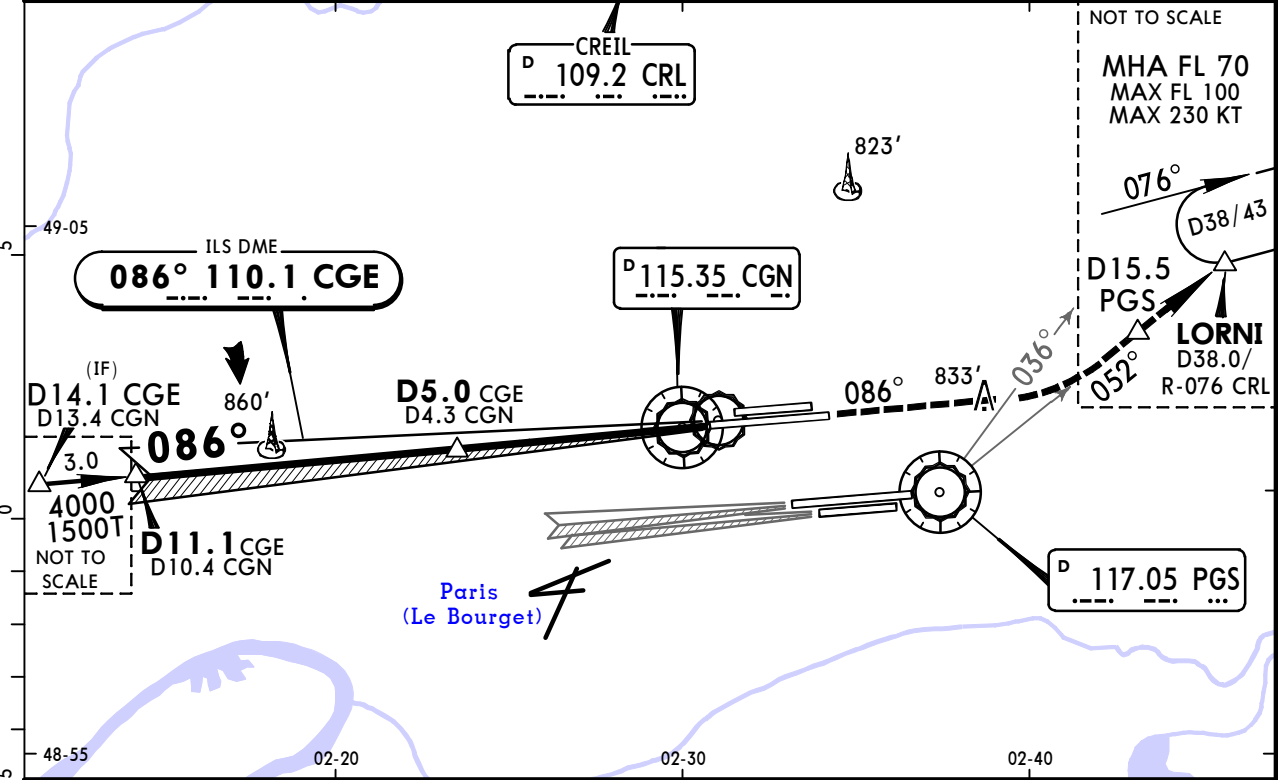
Rwy Elev: 14 hPa

Trans level: By ATC

Trans alt: 5000'

1. VOR and DME required.

2. Special Aircrew & Acft Certification Required.



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

HIALS-II

REIL PAPI

4000'

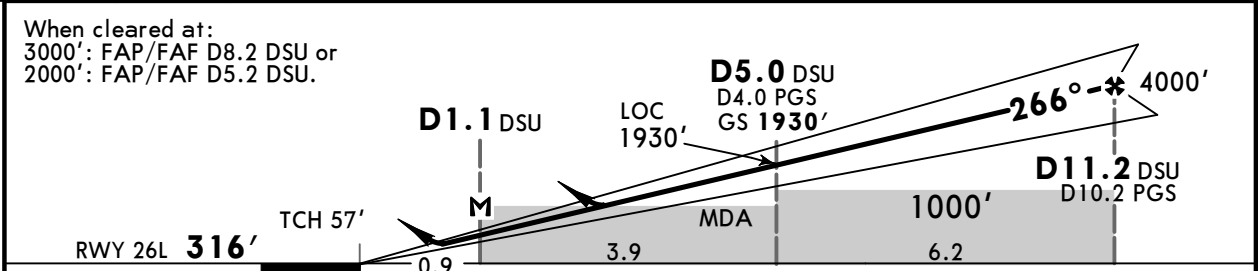
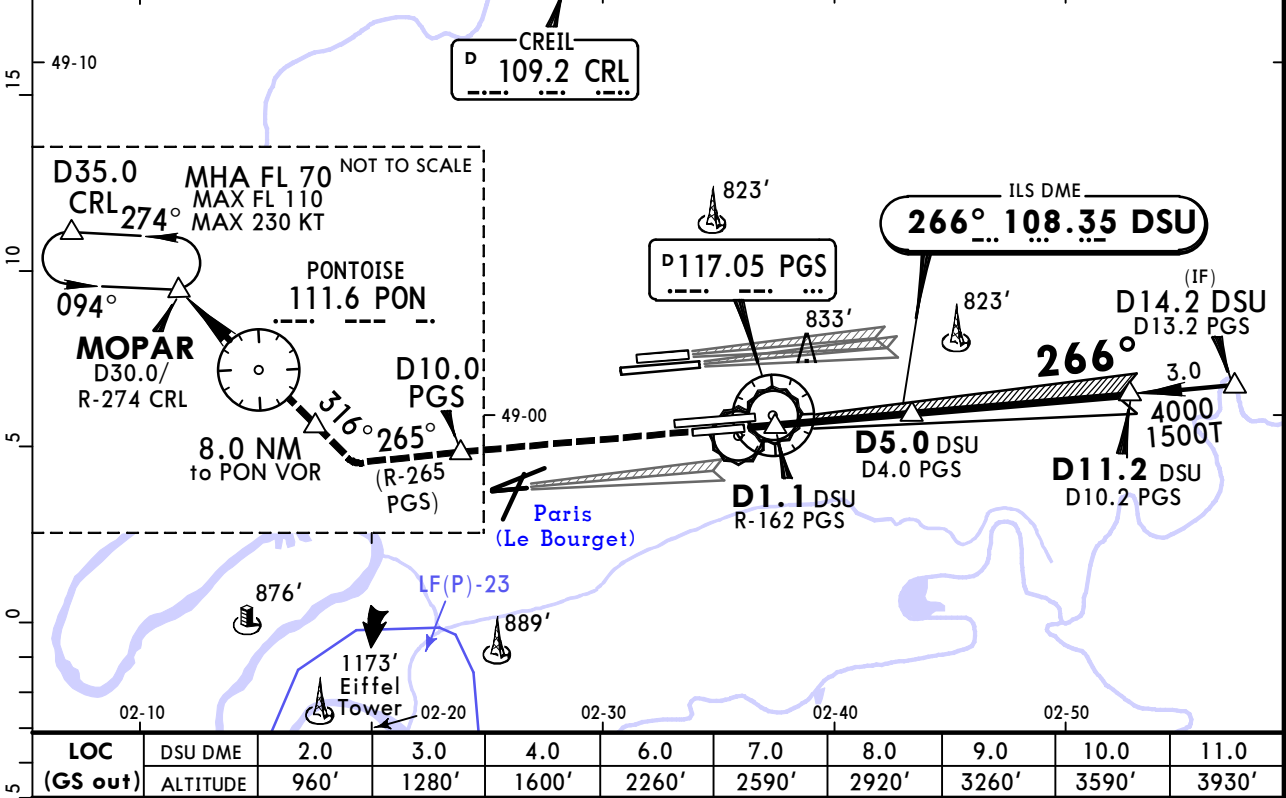
Standard STRAIGHT-IN LANDING RWY 09R	
CAT IIIA ILS DH 50'	CAT II ILS ABCD RA 105' DA(H) 470'(100')
RVR 200m	RVR 300m

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15 (21-5)

PARIS, FRANCE
Eff 2 Apr ILS or LOC Rwy 26L

D-ATIS		DE GAULLE Approach					
127.130 (French 128.225)		121.155	125.830	119.850	126.430	118.155	136.275
DE GAULLE Tower			Ground South				
120.9		118.655		121.810		121.980	
LOC DSU 108.35	Final Apch Crs 266°	GS D5.0 DSU 1930' (1614')	ILS DA(H) 516' (200')	Apt Elev 392'	3200' MSA ARP		
				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.							



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							

Standard			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')					
FULL Limited ALS out			ALS out					
A						Max Kts		
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m	110	920' (604') 3000m	
C					RVR 1800m	135		
D						180	1020' (704') 3500m	
						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'.

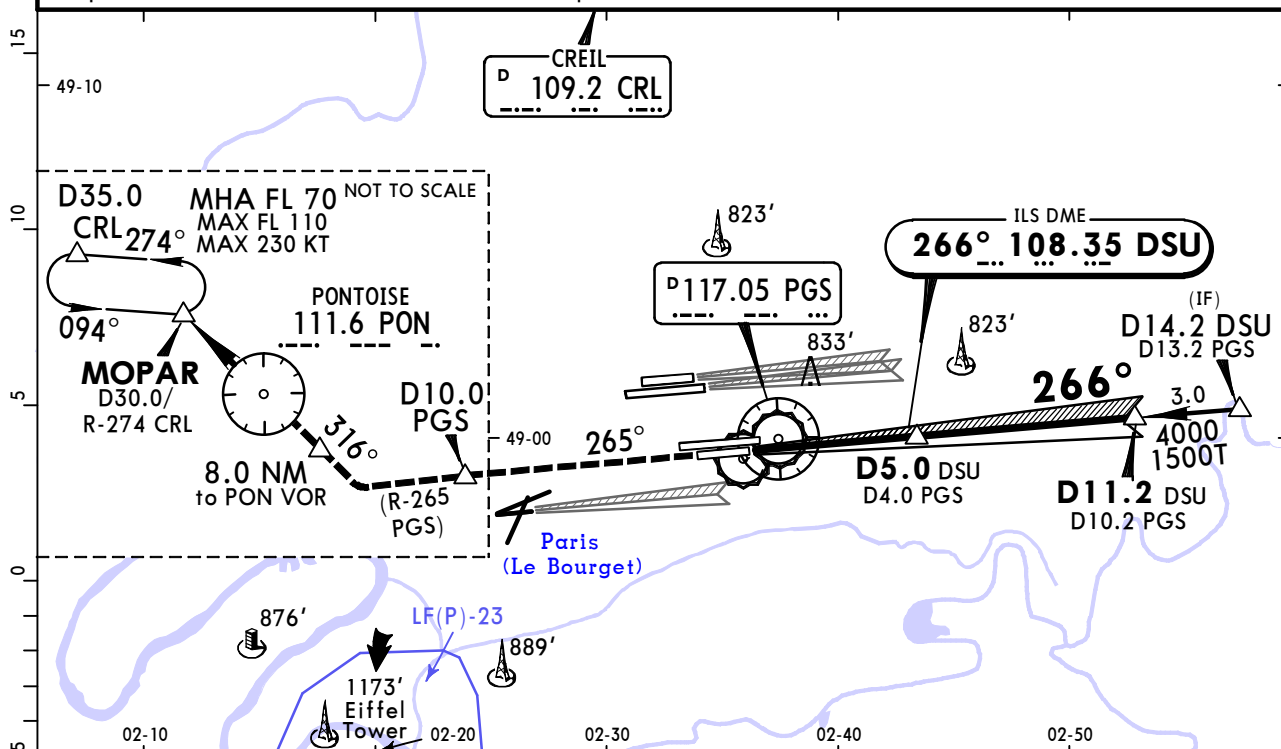
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15
Eff 2 Apr (21-5A)

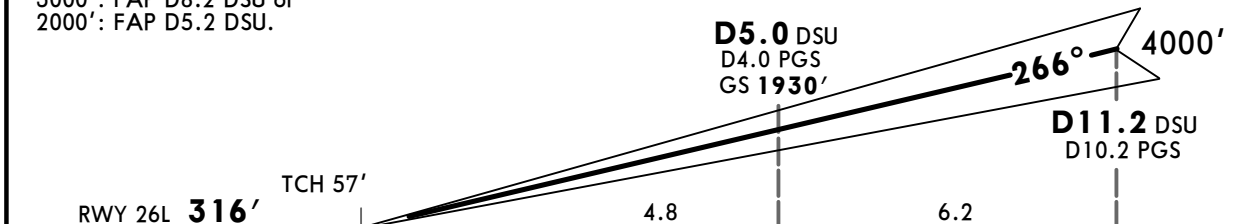
PARIS, FRANCE
CAT II/III ILS Rwy 26L

BRIEFING STRIP™

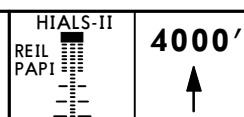
D-ATIS		DE GAULLE Approach			
127.130 (French 128.225)		121.155 125.830 119.850 126.430 118.155 136.275			
DE GAULLE Tower		Ground South			
120.9		118.655		121.810 121.980	
LOC DSU 108.35	Final Apch Crs 266°	GS D5.0 DSU 1930' (1614')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 392' RWY 316'	3200' MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 4000', 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.					
3. Special Aircrew & Aircraft Certification Required.					



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



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



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

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

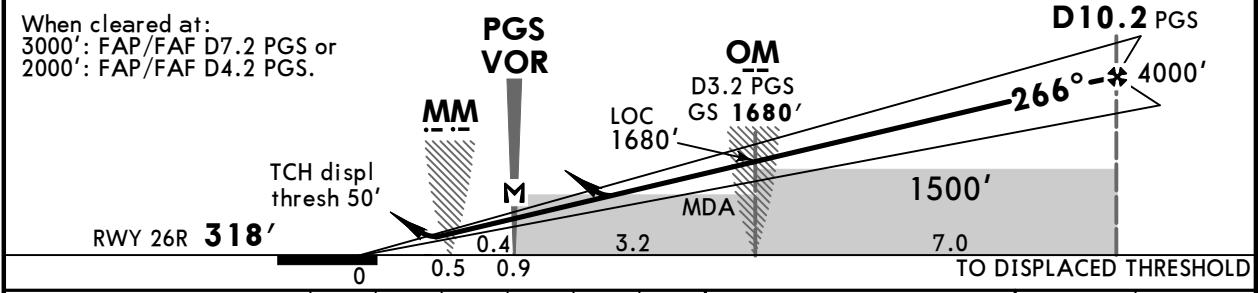
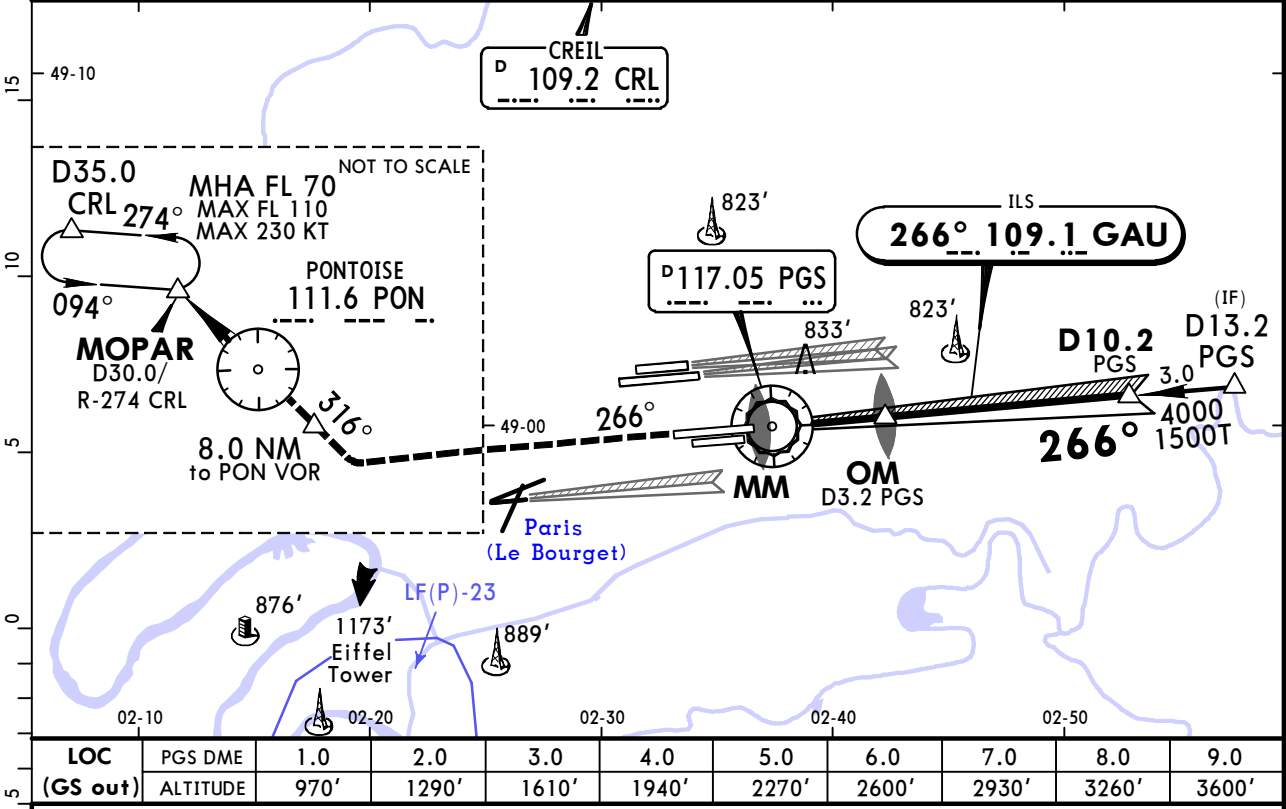
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15 (21-6)

Eff 2 Apr

PARIS, FRANCE
ILS or LOC Rwy 26R

D-ATIS		DE GAULLE Approach					
127.130 (French 128.225)		121.155	125.830	119.850	126.430	118.155	136.275
DE GAULLE Tower			Ground South				
120.9		118.655		121.810		121.980	
LOC GAU 109.1	Final Apch Crs 266°	GS OM 1680' (1362')	ILS DA(H) 518' (200')	Apt Elev 392' RWY 318'	3200' MSA ARP		
MISSED APCH: Climb STRAIGHT AHEAD to 4000', then as directed.							
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' and follow R-266 PGS to intercept R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR. Climb to 1200' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC		Trans alt: 5000'	
VOR and DME required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 4000'
ILS GS or LOC Descent Angle	377	484	538	646	753	861	
MAP at PGS VOR							

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

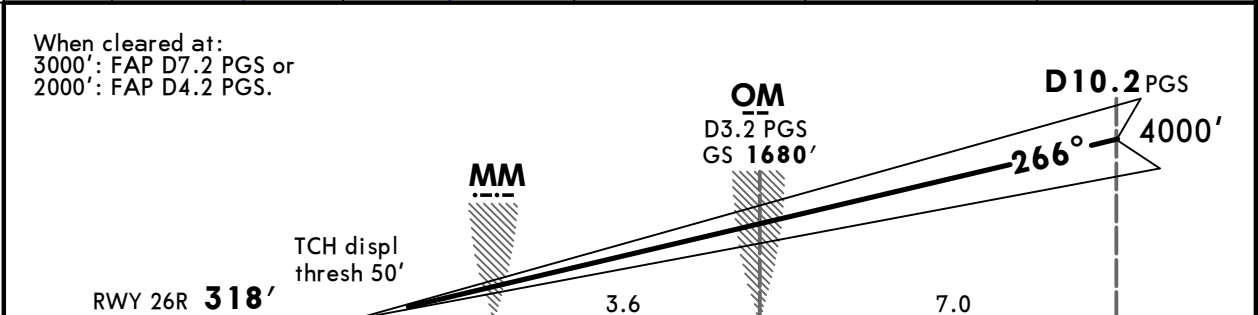
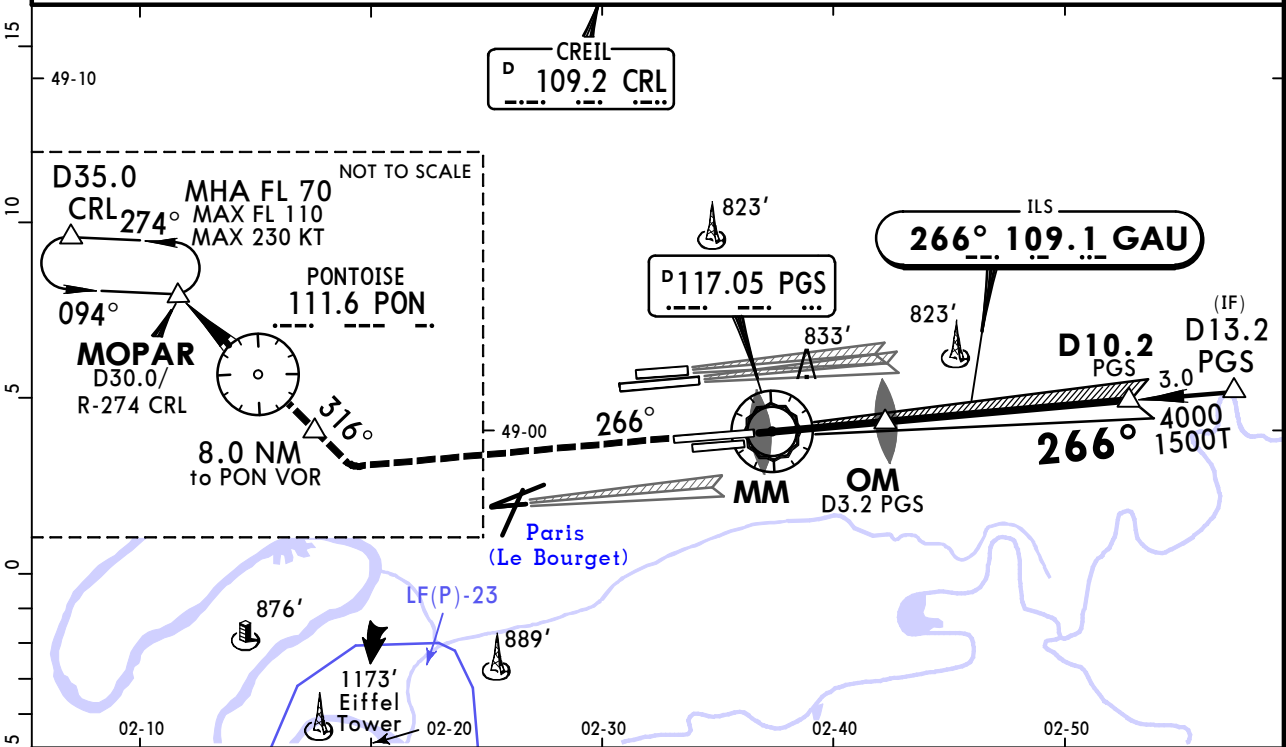
1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 26R displ thresh elev of 318'.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15
Eff 2 Apr (21-6A)

PARIS, FRANCE
CAT II/III ILS Rwy 26R

D-ATIS		DE GAULLE Approach			
127.130 (French 128.225)		121.155 125.830 119.850 126.430 118.155 136.275			
DE GAULLE Tower		Ground South			
120.9		118.655		121.810 121.980	
LOC GAU 109.1	Final Apch Crs 266°	GS OM 1680' (1362')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 392' RWY 318'	3200' MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 4000', then as directed.					
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' and follow R-266 PGS to intercept R-136 PON inbound. At 8.0 NM before PON VOR climb to FL 70. At PON VOR proceed to MOPAR. Climb to 1200' prior to level acceleration.					
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC	
1. VOR and DME required. 2. Special Aircrew & Aircraft Certification Required.					
Trans alt: 5000'					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 4000'
GS 3.00°	377	484	538	646	753	861	

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

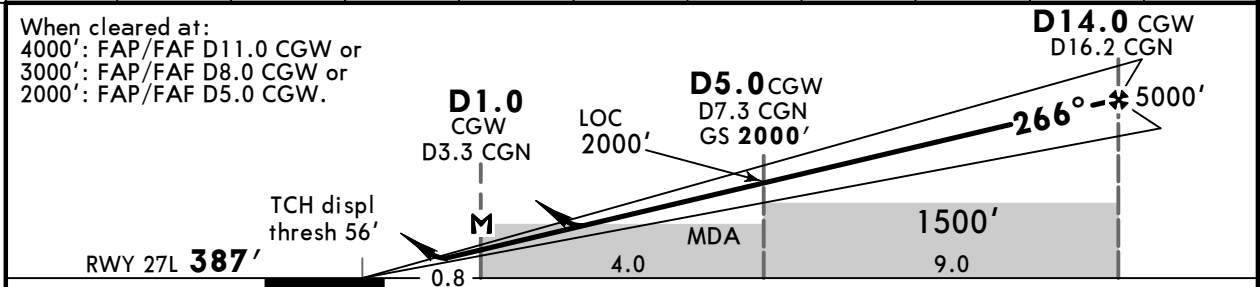
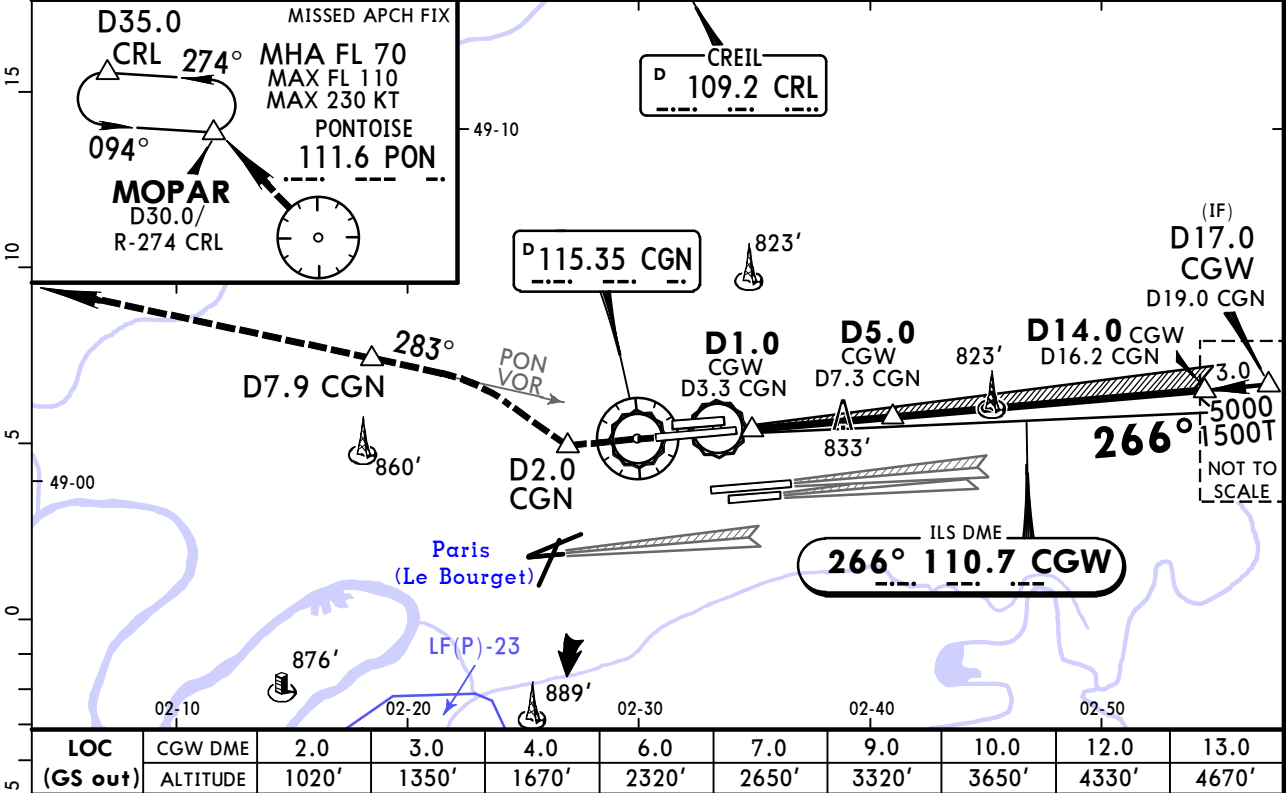
I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15 (21-7)

PARIS, FRANCE
Eff 2 Apr ILS or LOC Rwy 27L

D-ATIS		DE GAULLE Approach				
127.130 (French 128.225)		121.155 125.830 119.850 126.430 118.155 136.275				
DE GAULLE Tower			Ground North			
119.250		123.605	121.610		121.780	
LOC CGW 110.7	Final Apch Crs 266°	GS D5.0 CGW 2000' (1613')	ILS DA(H) 587' (200')	Apt Elev 392' RWY 387'	3200' MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to 5000', then as directed.						
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000'. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At D7.9 after CGN 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		
VOR and DME required.						
Trans alt: 5000'						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 5000'
ILS GS or LOC Descent Angle	372	478	531	637	743	849	
MAP at D1.0 CGW/D3.3 CGN							

Standard			STRAIGHT-IN LANDING RWY27L			CIRCLE-TO-LAND 2		
ILS			LOC (GS out) CDFA			27L to 27R		
DA(H) 587' (200')			DA/MDA(H) 770' (383')			Max Kts		
FULL Limited ALS out			ALS out			MDA(H) VIS		
A						110	1000' (613') 3000m	
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	135		
C					RVR 1700m	180	1100' (713') 3500m	
D						205	1150' (763') 4000m	

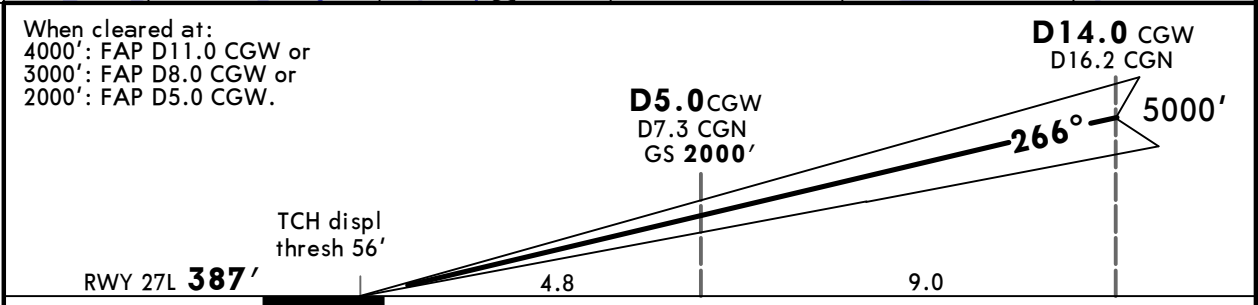
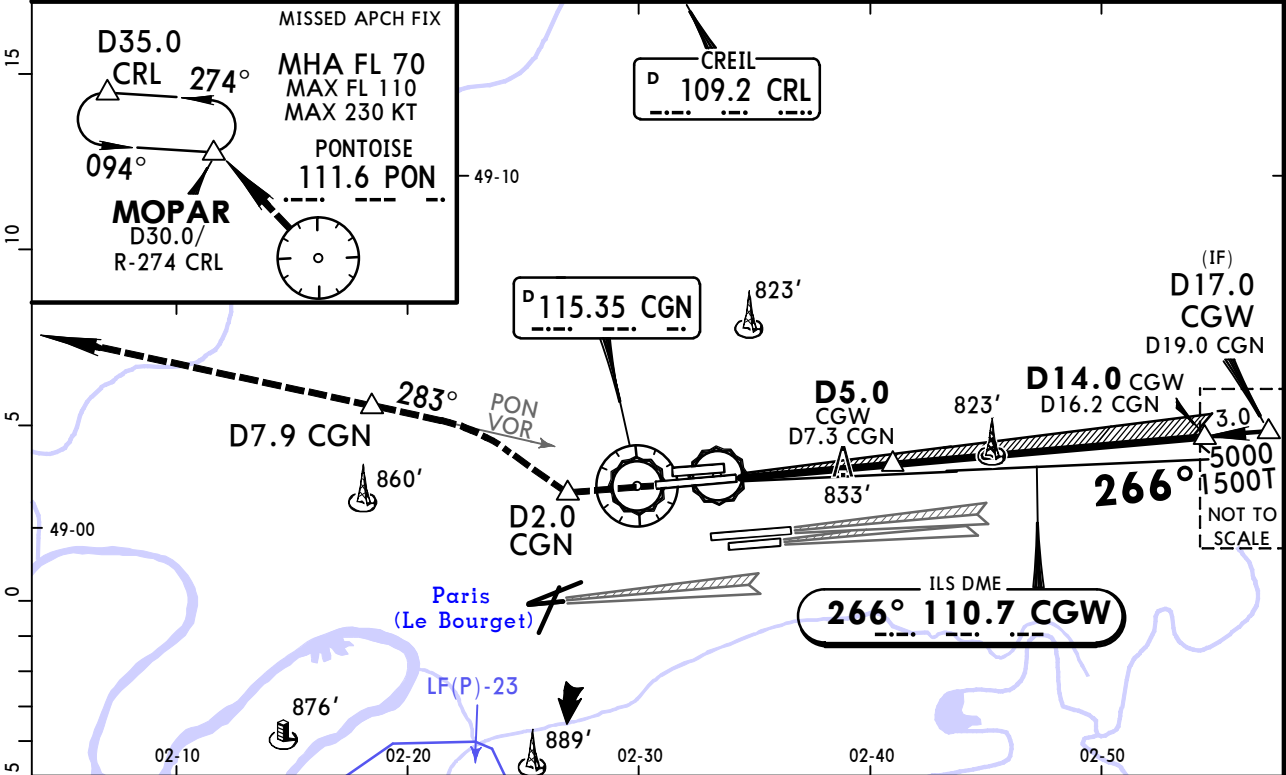
1 For add-on to the MDA(H), see ATC pages FRANCE.
2 Circling height based on rwy 27L displ thresh elev of 387'.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15
Eff 2 Apr **(21-7A)**

PARIS, FRANCE
CAT II/III ILS Rwy 27L

D-ATIS		DE GAULLE Approach			
127.130 (French 128.225)		121.155 125.830 119.850 126.430 118.155 136.275			
DE GAULLE Tower		Ground North			
119.250		123.605		121.610 121.780	
LOC CGW 110.7	Final Apch Crs 266°	GS D5.0 CGW 2000' (1613')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 392' RWY 387'	3200' MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 5000', then as directed. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000'. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At D7.9 after CGN 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.					



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

Standard		STRAIGHT-IN LANDING RWY 27L	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD RA 100' DA(H) 487' (100')	
RVR 200m		RVR 300m I	

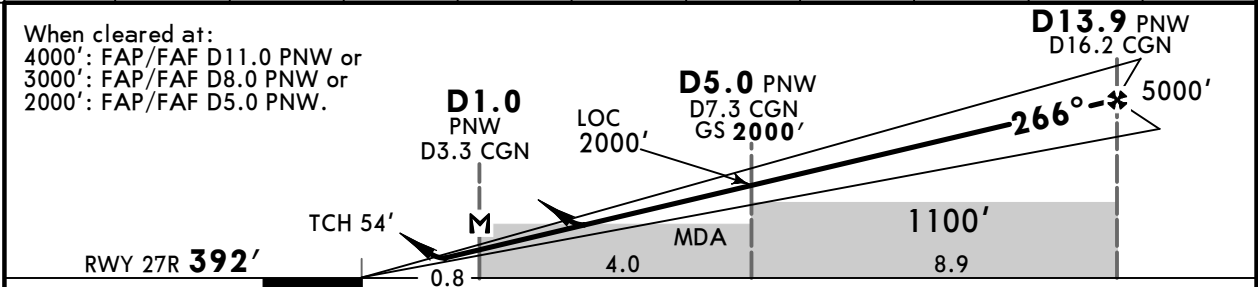
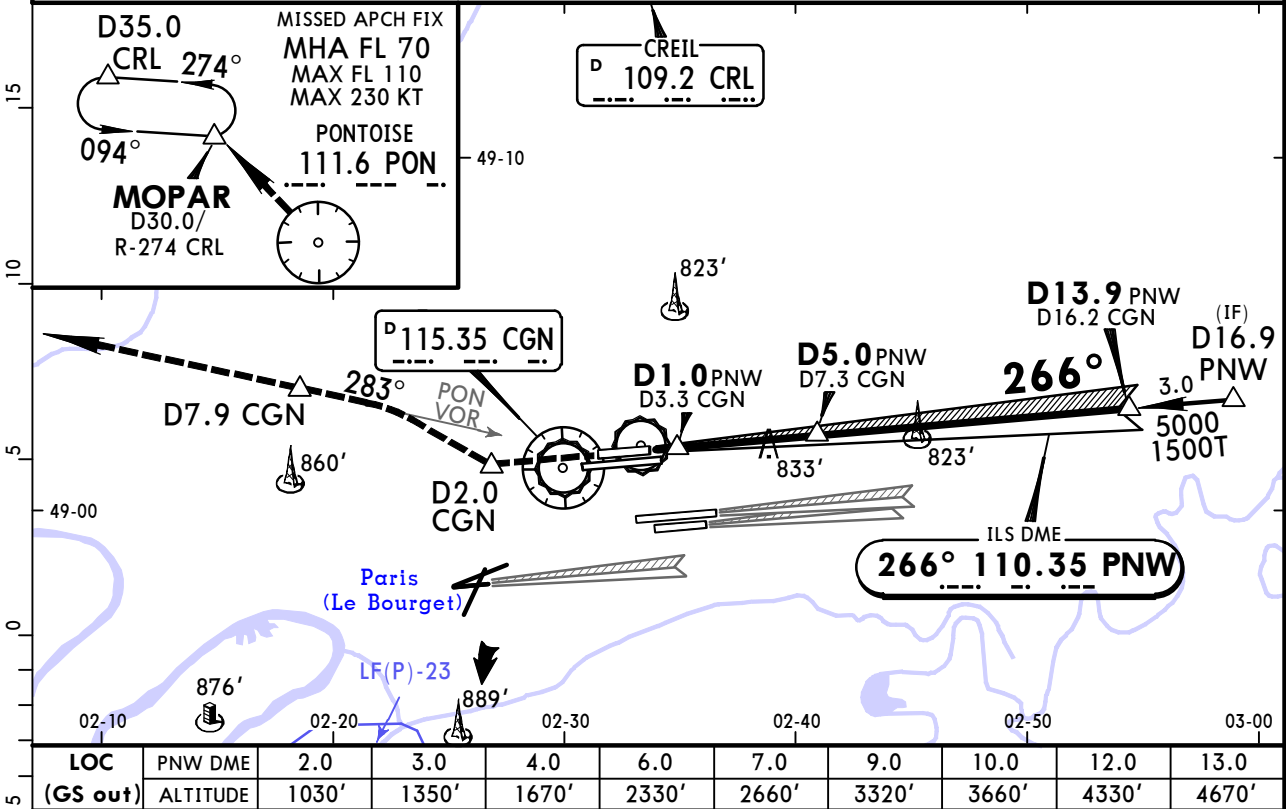
I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15 (21-8)

PARIS, FRANCE
Eff 2 Apr ILS or LOC Rwy 27R

D-ATIS		DE GAULLE Approach					
127.130 (French 128.225)		121.155	125.830	119.850	126.430	118.155	136.275
DE GAULLE Tower				Ground North			
119.250		123.605		121.610		121.780	
LOC PNW 110.35	Final Apch Crs 266°	GS D5.0 PNW 2000' (1608')	ILS DA(H) 592' (200')	Apt Elev 392' RWY 392'	3200' MSA ARP		
MISSED APCH: Climb STRAIGHT AHEAD to 5000', then as directed.							
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000'. At							
D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At D7.9							
after CGN 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'	
VOR and DME required.							



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

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

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15
Eff 2 Apr (21-8A)

PARIS, FRANCE
CAT II/III ILS Rwy 27R

D-ATIS

127.130 (French 128.225)

DE GAULLE Tower

119.250 123.605

DE GAULLE Approach

121.155 125.830 119.850 126.430 118.155 136.275

LOC PNW

110.35

Final Apch Crs

266°

GS D5.0 PNW

2000' (1608')

CAT II & IIIA ILS Refer to Minimums

Apt Elev 392' RWY 392'

MISSED APCH: Climb STRAIGHT AHEAD to 5000', then as directed.

MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000'. At D2.0 after CGN turn RIGHT to intercept R-103 PON inbound. At D7.9 after CGN VOR climb to FL 70. At PON VOR proceed to MOPAR. Climb to 1200' prior to level acceleration.

3200'

MSA ARP

Alt Set: hPa

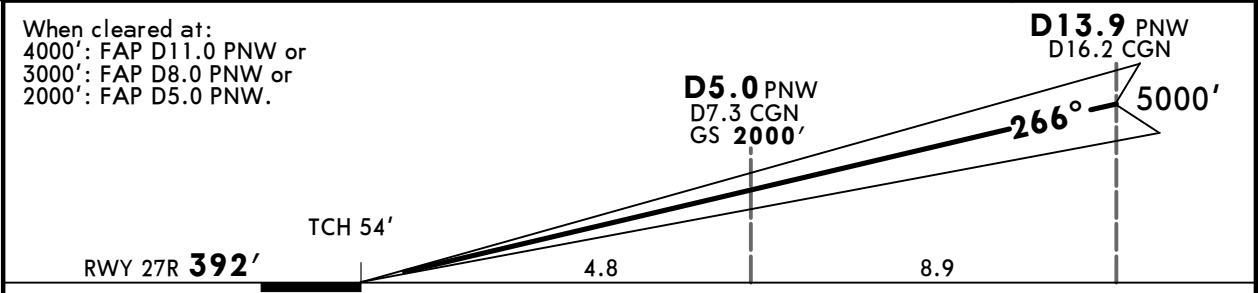
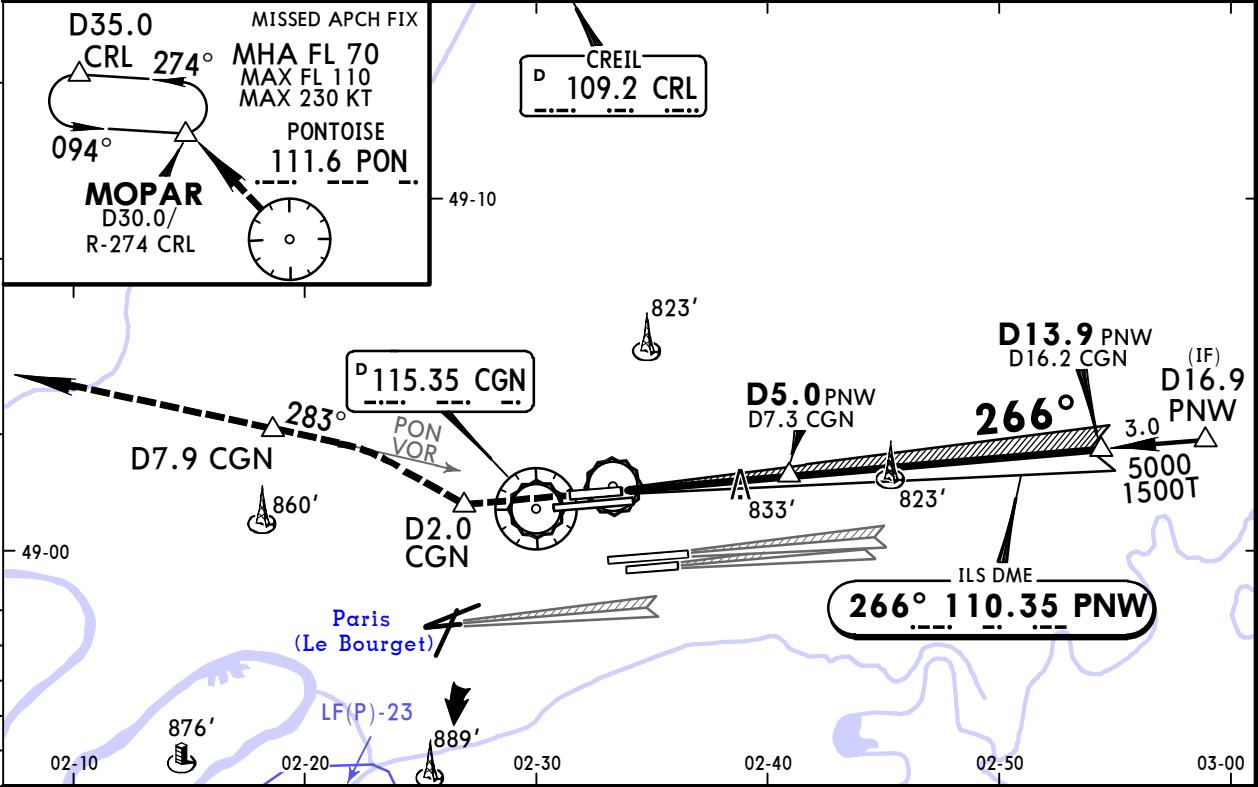
Rwy Elev: 14 hPa

Trans level: By ATC

Trans alt: 5000'

1. VOR and DME required.

2. Special Aircrew & Acft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	538	637	743	849

HIALS-II

REIL PAPI

5000'

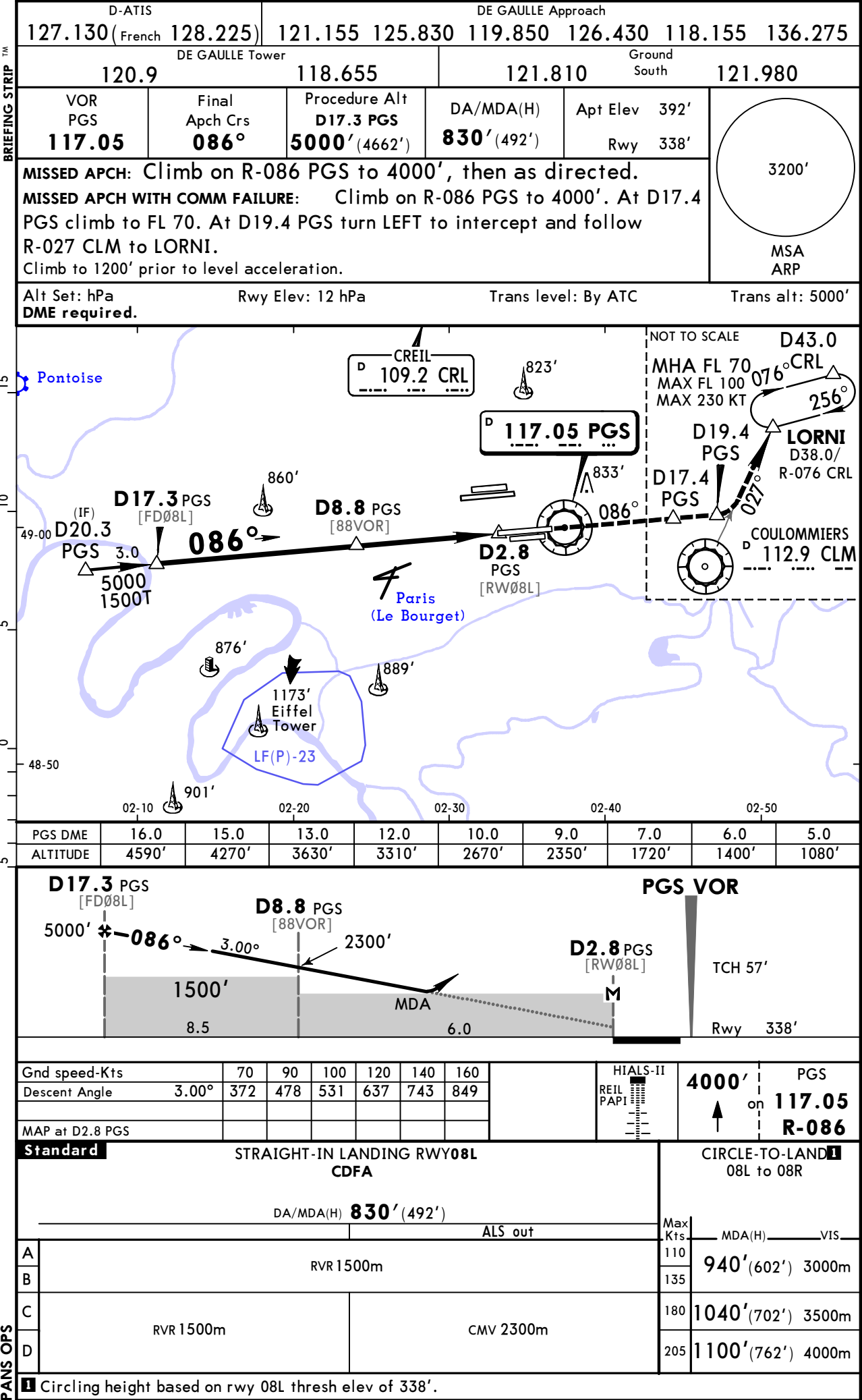
Standard STRAIGHT-IN LANDING RWY 27R	
CAT IIIA ILS DH 50'	CAT II ILS ABCD RA 103' DA(H) 492' (100')
RVR 200m	RVR 300m I

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

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
19 JUN 15 (23-1)

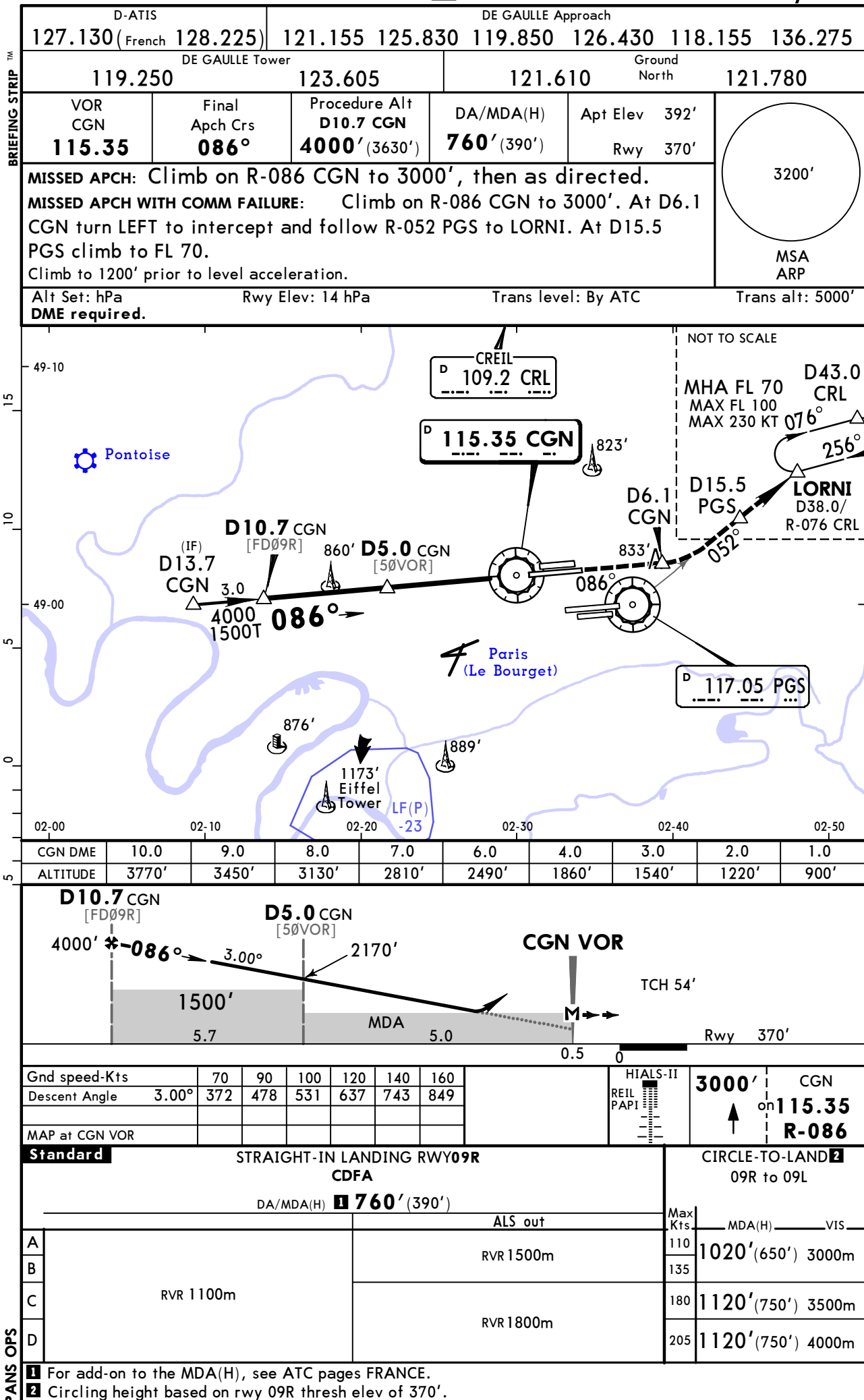
PARIS, FRANCE
VOR Rwy 08L



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
19 JUN 15 **(23-2)**

PARIS, FRANCE
VOR Rwy 09R



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LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
20 MAR 15 **(23-4)** **Eff 2 Apr**

PARIS, FRANCE
VOR Rwy 27L

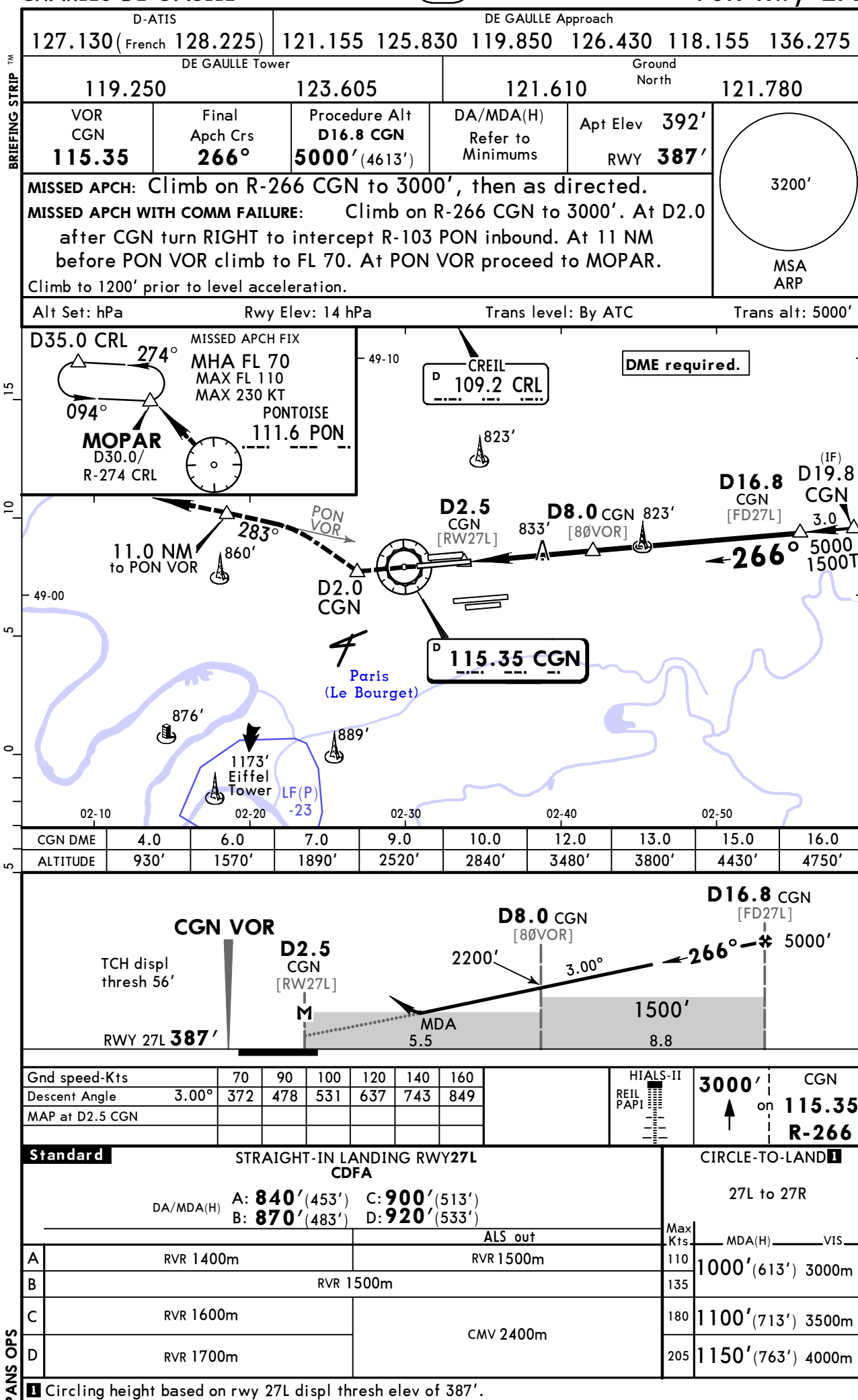


Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PARIS, (CHARLES-DE-GAULLE - LFPG)				
REV	AIRPORT BRIEFING (DEP CON...	20-1P10	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (DEP CON...	20-1P11	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (DEP CON...	20-1P12	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (ARR CON...	20-1P4	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (ARR CON...	20-1P5	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (DEP CON...	20-1P8	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (DEP CON...	20-1P9	25 Dec 2015	07 Jan 2016

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LFPG

Chart Change Notices for Country FRA

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within France for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m