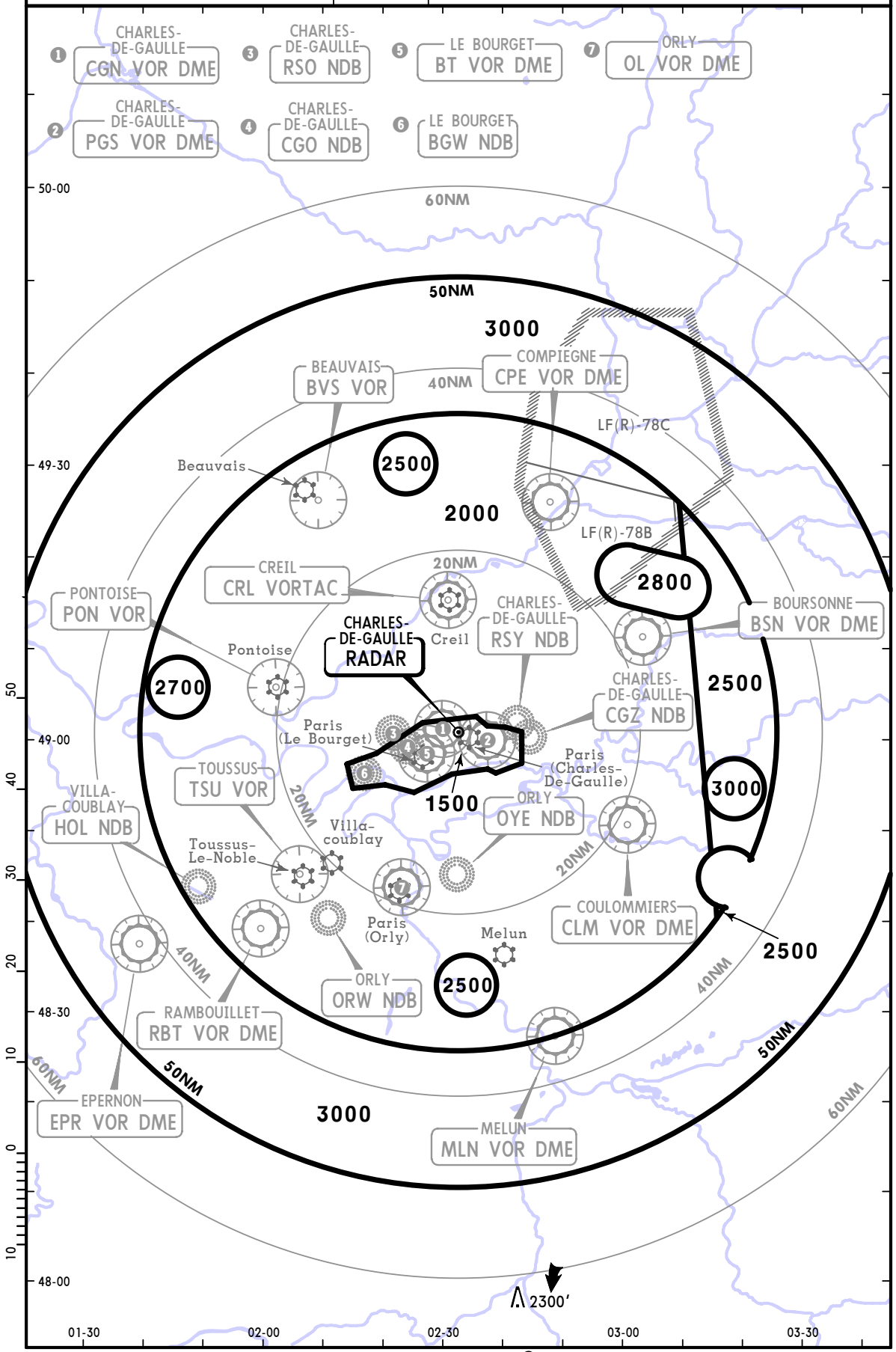
DE GAULLE Approach

118.15	119.85	121.15
125.82	126.42	136.27

Apt Elev 392′

Alt Set: hPa
Trans level: By ATC Trans alt: 4000′
The published minimum altitudes integrate a correction for low temperatures.



CHANGES: Sectors established & revised.

RNAV STAR DESIGNATION	REFER TO CHART
KEPER 4E, 4H, KOVAK 4E, 4H, SABLE 4E, 4H	20-2B
KEPER 4W, KOVAK 4W, SABLE 4W	20-2C
MATIX 4E, 4H, MOPIL 4E, 4H	20-2D
MATIX 4P, 4W, MOPIL 4P, 4W	20-2E
DINAN 4E, VEDUS 4E	20-2F
DINAN 4W, VEDUS 4W	20-2G
MMD 4H, RENSA 4E, 4H	20-2H
MMD 4P, RENSA 4P, 4W	20-2J
CAN 4E, 4H	20-2K
CAN 4P, 4W	20-2L
DVL 4E, 4H	20-2M
DVL 4P, 4W	20-2N
DPE 4E, 4H	20-2P
DPE 4P, 4W	20-2Q
EPL 5E, 5H, RLP 5E, 5H	20-2S
EPL 5P, 5W, RLP 5P, 5W	20-2T
DJL 5E, 5H, TINIL 5E	20-2U
DJL 5P, 5W, TINIL 5W	20-2V
ATN 5E, 5H, MOU 5E, 5H	20-2W
ATN 5P, 5W, MOU 5P, 5W	20-2X
RNAV ARR PROCS FROM BALOD	20-2X1
RNAV ARR PROCS FROM LORTA & VELER	20-2X2
RNAV ARR PROCS FROM MERUE & MOKNO	20-2X3
RNAV ARR PROCS FROM OMAKO	20-2X4

OPERATING PROCEDURES FOR NON-RNAV AIRCRAFT

STARs are published RNAV and are available in B-RNAV.

The last route segments preceding the IAFs are doubled with a conventional navigation to meet the needs of NON-RNAV aircraft below FL115 (non-equipped or non-approved).

Without or in case of loss of RNAV capability the pilot must:
- follow or proceed to the conventional support when existing or
- report "NON RNAV" as soon as the required navigation precision is lost in order to get a radar guidance.

On STAR or with radar guidance the pilot shall adapt the descent profile in order to observe the published requirements. If not possible, inform ATC immediately.
Flight Plan: For inbound flights at LFPG pilots must notify the STAR initial point as also the IAF associated with the approach in the "route" field.

CHANGES: None.

HOLDING INFORMATION

ANARU	
LOW N49 31.8 E003 45.4 FL90/130, inbound 254° CRL R-074 D51/56 MAX 220 KT	HIGH N49 31.8 E003 45.4 FL180/240, inbound 254° CRL R-074 D51/59 MAX 240 KT
ALTERNATE FL90/130, inbound 254° CRL R-074/REM R-322 RIGHT turn MAX 220 KT 1 min	ALTERNATE FL180/240, inbound 254° CRL R-074/REM R-322 RIGHT turn MAX 240 KT 1 1/2 min

LUMAN	
LOW N47 56.4 E000 24.8 FL200/240, inbound 037° CHW R-217 D40/50 MAX 240 KT	HIGH N47 56.4 E000 24.8 FL250/280, inbound 037° CHW R-217 D40/50 MAX 265 KT
ALTERNATE FL200/240, inbound 052° EPR R-232/AMB R-321 RIGHT turn MAX 240 KT 1 1/2 min	ALTERNATE FL250/280, inbound 052° EPR R-232/AMB R-321 RIGHT turn MAX 265 KT 1 1/2 min

LORTA	
Not usable with RNAV N49 25.0 E003 13.8 FL60/170, inbound 253° CRL R-073 D30/36 MAX 220 KT	
ALTERNATE Not usable with RNAV FL60/170, inbound 253° CRL R-073/CTL R-321 RIGHT turn MAX 240 KT 1 1/2 min	

DEAUVILLE
N49 18.6 E000 18.8 FL200/240, inbound 102° MAX 240 KT 1 1/2 min

TROYES	
LOW N48 15.1 E003 57.8 FL60/140, inbound 315° MAX 220 KT 1 min	HIGH N48 15.1 E003 57.8 above FL145 inbound 315° MAX 240 KT 1 1/2min

VELER	
Not usable with RNAV N49 15.0 E003 22.1 FL60/130, inbound 255° BSN R-075 D13/18 MAX 220 KT	
ALTERNATE Not usable with RNAV FL60/130, inbound 255° BSN R-075/CTL R-311 RIGHT turn MAX 220 KT 1 min	

BALOD	
LOW Not usable with RNAV N48 34.3 E001 29.9 FL60/140, inbound 063° EPR R-243 D7 MAX 220 KT 1 min	HIGH Not usable with RNAV N48 34.3 E001 29.9 FL150/180, inbound 063° EPR R-243 D7 MAX 240 KT 1 1/2min
ALTERNATE Not usable with RNAV FL60/140, inbound 065° TSU R-245/EVX R-158 RIGHT turn MAX 220 KT 1 min	ALTERNATE Not usable with RNAV FL150/180, inbound 065° TSU R-245/EVX R-158 RIGHT turn MAX 240 KT 1 1/2 min

OMAKO	
LOW Not usable with B-RNAV N48 35.7 E003 25.1 FL60/140, inbound 314° CLM R-134 D22 MAX 220 KT 1 min	HIGH Not usable with B-RNAV N48 35.7 E003 25.1 FL150/180, inbound 314° CLM R-134 D22 MAX 240 KT 1 1/2min
ALTERNATE Not usable with B-RNAV FL60/140, inbound 314° TRO R-314/BRY R-023 LEFT turn MAX 220 KT 1 min	ALTERNATE Not usable with B-RNAV FL150/180, inbound 314° TRO R-314/BRY R-023 LEFT turn MAX 240 KT 1 1/2 min

MERUE	
N49 18.4 E001 51.5 FL50/140, inbound 098° CRL R-278 D26/31 MAX 220 KT	
ALTERNATE FL50/140, inbound 098° CRL R-278/PON R-332 LEFT turn MAX 220 KT 1 min	

ROUEN	
N49 27.9 E001 16.8 FL70/140, inbound 178° MAX 220 KT 1 1/2 min	
ALTERNATE FL70/140, inbound 188° EVX R-008/DVL R-079 LEFT turn MAX 220 KT 1 1/2 min	

DIEPPE	
LOW N49 55.5 E001 10.2 FL70/140, inbound 178° MAX 220 KT 1 1/2 min	HIGH N49 55.5 E001 10.2 FL150/240, inbound 178° MAX 240 KT 1 1/2 min
ALTERNATE FL70/140, inbound 150° PON R-330/ABB R-249 RIGHT turn MAX 220 KT 1 1/2 min	ALTERNATE FL150/240, inbound 150° PON R-330/ABB R-249 RIGHT turn MAX 240 KT 1 1/2 min

ROMLO	
LOW N48 20.7 E000 50.5 FL60/140, inbound 037° CHW R-217 D10/15 MAX 220 KT	HIGH N48 20.7 E000 50.5 FL150/240, inbound 037° CHW R-217 D10/19 MAX 240 KT
ALTERNATE FL60/140, inbound 064° EPR R-244 D37/42 RIGHT turn MAX 220 KT	ALTERNATE FL150/240, inbound 064° EPR R-244 D37/46 RIGHT turn MAX 240 KT

CHANGES: Holding tracks/radials updated.

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 20-2A.

MSA 2500' all sectors if DME not available
1 2000' within 22 NM
2 2000' within 11 NM

KEPER 4E *[KEPE4E]*, KEPER 4H *[KEPE4H]*
KOVAK 4E *[KOVA4E]*, KOVAK 4H *[KOVA4H]*
SABLE 4E *[SABL4E]*, SABLE 4H *[SABL4H]*
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM SOUTHWEST TO BALOD

STAR	ROUTING	RESTRICTION
KEPER 4E JET ACFT **KEPER 4H** PROP ACFT	KEPER - LUMAN - ROMLO - BALOD.	From upper airspace.
KOVAK 4E JET ACFT **KOVAK 4H** PROP ACFT	KOVAK - BENAR - ROMLO - BALOD.	From lower airspace.
SABLE 4E JET ACFT **SABLE 4H** PROP ACFT	SABLE - LUMAN - ROMLO - BALOD.	

HOLDINGS OVER ROMLO

HOLDINGS OVER LUMAN

CHANGES: Tracks/radials updated.

D-ATIS 127.12 ATIS (French 128.22)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ For additional holding information refer to page 20-2A.

KEPER 4W *[KEPE4W]*, KOVAK 4W *[KOVA4W]* SABLE 4W *[SABL4W]*
RWYS 26L/R, 27L/R RNAV ARRIVALS
JET & PROP ACFT
FROM SOUTHWEST TO BALOD

MSA CGN/PGS VOR
MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM

STAR	ROUTING	RESTRICTION
KEPER 4W	KEPER - LUMAN - ROMLO - BALOD.	From upper airspace.
KOVAK 4W	KOVAK - BENAR - ROMLO - BALOD.	From lower airspace.
SABLE 4W	SABLE - LUMAN - ROMLO - BALOD.	

CAUTION
Actual descent clearance will be given by ATC.

D 117.05 PGS
N49 00.0 E002 37.4

D 115.35 CGN
N49 01.2 E002 30.0

EPERNON
D 115.65 EPR
N48 37.5 E001 39.4

(IAF)
BALOD
N48 34.3 E001 29.9
At **FL140**
MAX **250 KT**

R243° D71

Not usable with RNAV
MHA FL160
MAX FL140
MAX 220

D28 EPR
KEPER 4W
At **FL190**

KOVAK
N47 59.6 E000 50.8
MAX **280 KT**

NOT TO SCALE

AMB
113.7

347°

BENAR
N48 15.2 E000 44.7

063°

ROMLO
N48 20.7
E000 50.5

CHARTRES
D 115.2 CHW
N48 28.8 E000 59.2

KOVAK 4W

037° KEPER 4W

LUMAN
D64 EPR
N47 56.4 E000 24.8
MAX **280 KT**
KEPER 4W
At **FL240**

TUNAX
N47 54.8 E000 12.1

081° SABLE 4W

KEPER
N47 48.4
E000 16.4

SABLE
N47 51.2
W000 15.0

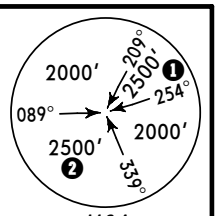
HOLDINGS OVER ROMLO

D10 R217° CHW
By ATC
037°
MHA FL160
MAX FL140
MAX 220 KT
D10/15

HOLDINGS OVER LUMAN

D40 R217° CHW
By ATC
037°
MHA FL200
MAX FL240
MAX 240 KT
D40/50

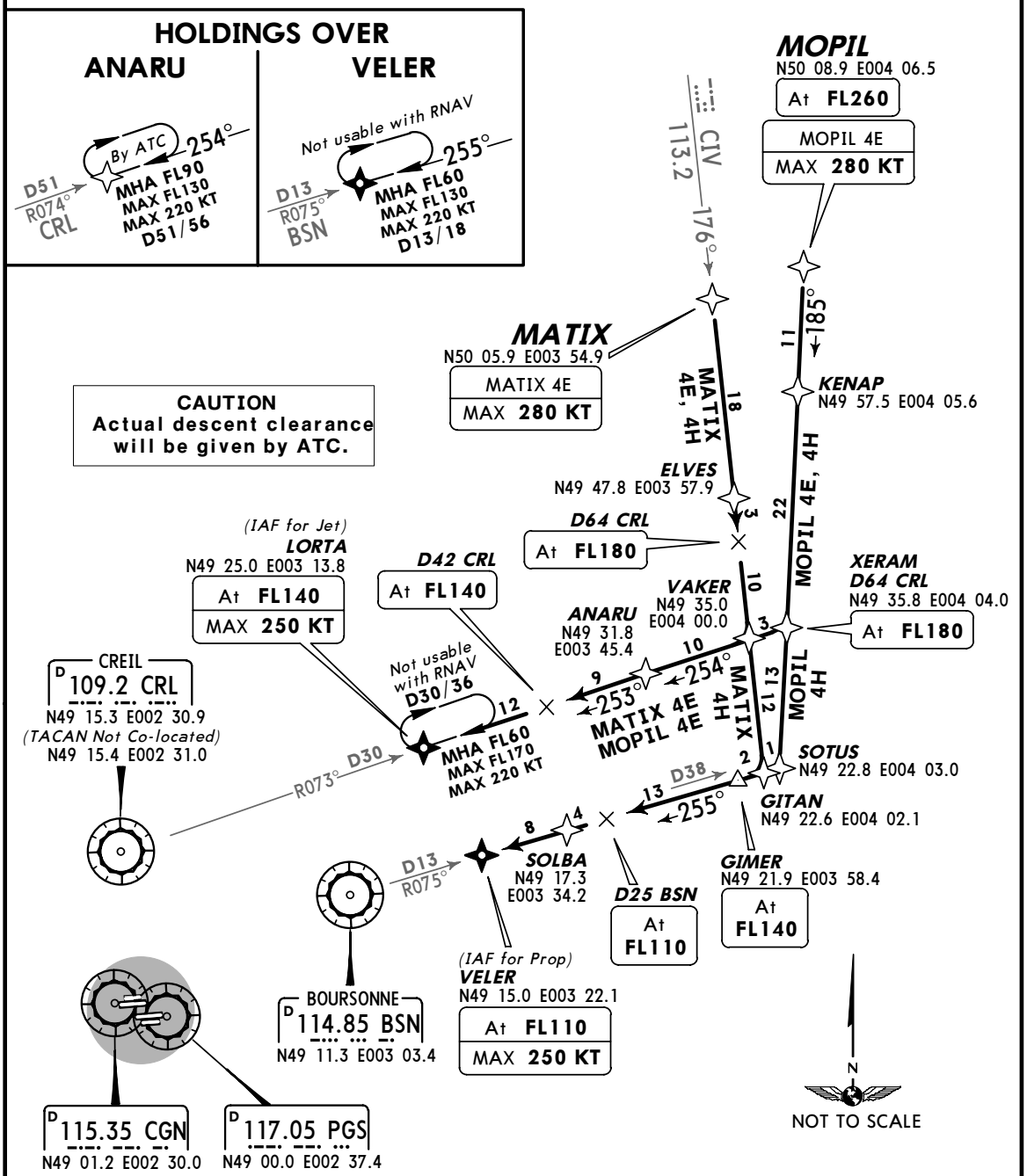
D-ATIS 127.12 ATIS (French 128.22)	*Apt Elev* 392′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ For additional holding information refer to page 20-2A.



MSA
CGN/PGS VOR

MSA 2500′ all sectors if DME not available
1 2000′ within 22 NM
2 2000′ within 11 NM

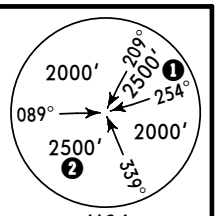
MATIX 4E *[MATI4E]*, MATIX 4H *[MATI4H]*
MOPIL 4E *[MOPI4E]*, MOPIL 4H *[MOPI4H]*
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM NORTH TO LORTA & VELER



STAR	ROUTING	RESTRICTION
MATIX 4E JET ACFT	MATIX - VAKER - ANARU - LORTA.	From lower airspace.
MATIX 4H PROP ACFT	MATIX - GITAN - GIMER - SOLBA - VELER.	
MOPIL 4E JET ACFT	MOPIL - XERAM - ANARU - LORTA.	From upper airspace.
MOPIL 4H PROP ACFT	MOPIL - SOTUS - GIMER - SOLBA - VELER.	

CHANGES: Tracks/radials updated.

D-ATIS 127.12 ATIS (French 128.22)	*Apt Elev* 392′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ For additional holding information refer to page 20-2A.



MSA
CGN/PGS VOR

MSA 2500′ all sectors if DME not available
1 2000′ within 22 NM
2 2000′ within 11 NM

MATIX 4P *[MATI4P]*, MATIX 4W *[MATI4W]*
MOPIL 4P *[MOPI4P]*, MOPIL 4W *[MOPI4W]*
RWYS 26L/R, 27L/R RNAV ARRIVALS
FROM NORTH TO LORTA & VELER

HOLDINGS OVER

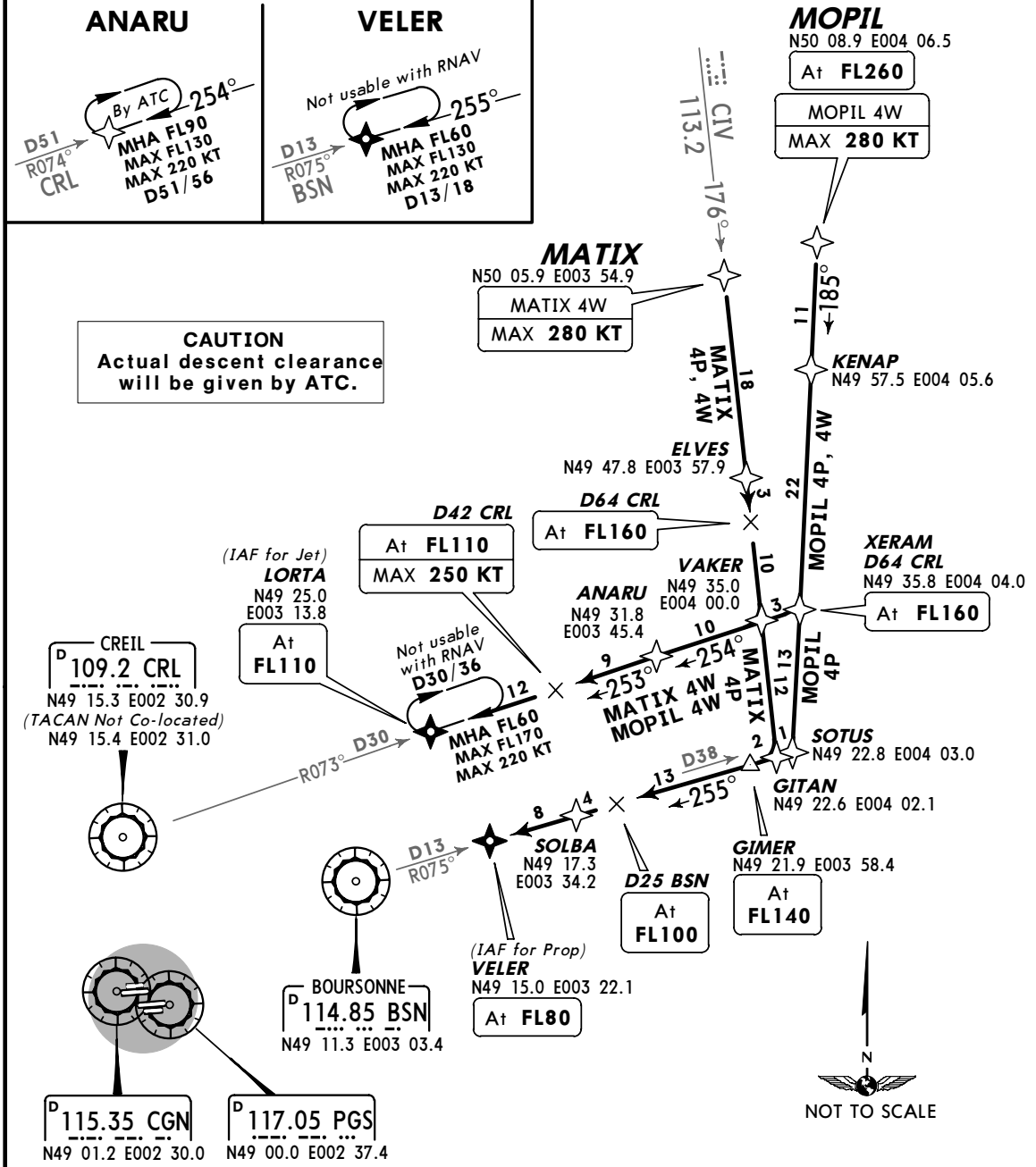
ANARU

D51 R074° CRL
By ATC 254°
MHA FL90
MAX FL130
MAX 220 KT
D51/56

VELER

D13 R075° BSN
Not usable with RNAV
255°
MHA FL60
MAX FL130
MAX 220 KT
D13/18

CAUTION
Actual descent clearance will be given by ATC.

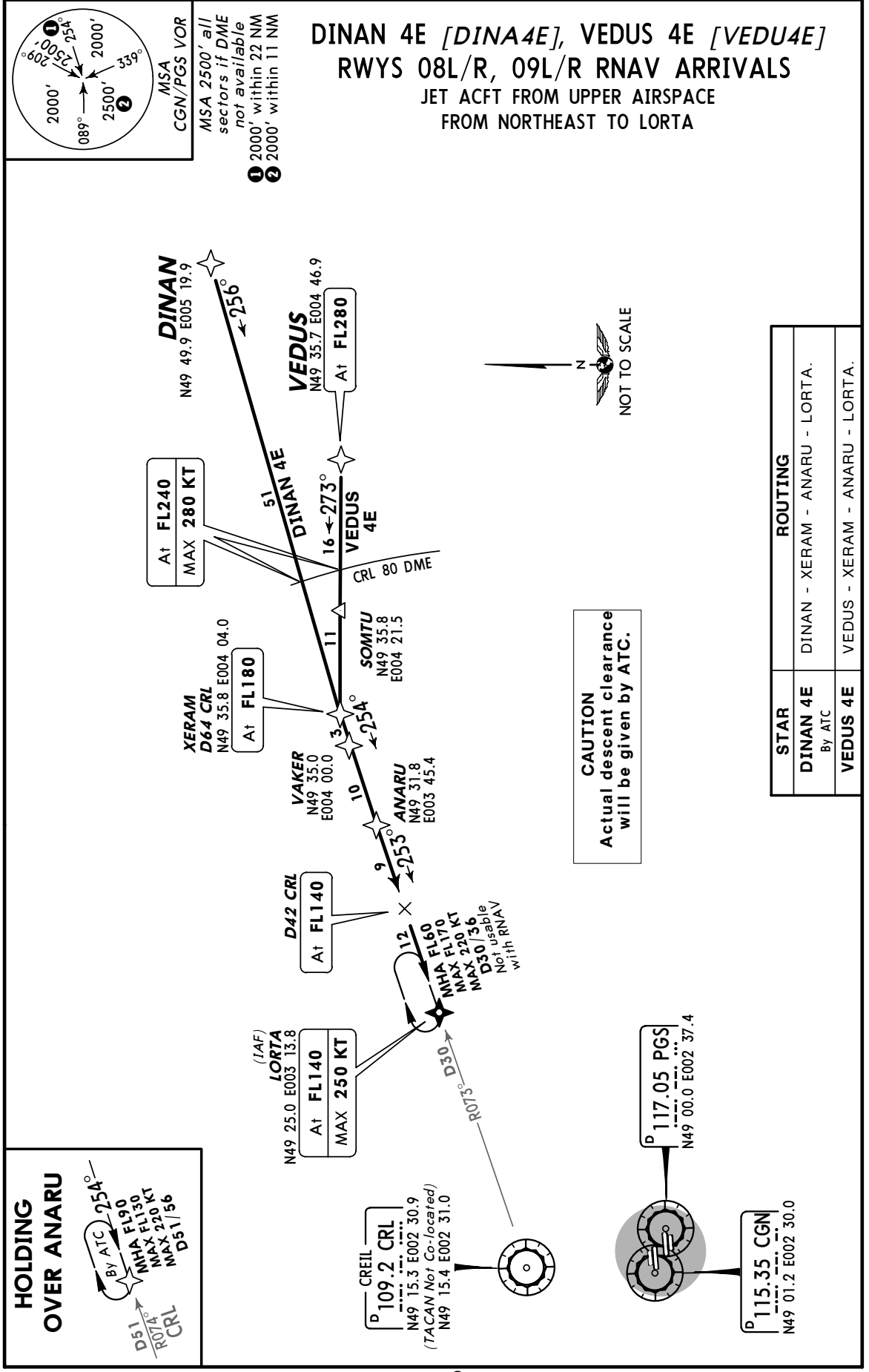


STAR	ROUTING	RESTRICTION
MATIX 4P PROP ACFT	MATIX - GITAN - GIMER - SOLBA - VELER.	From lower airspace.
MATIX 4W JET ACFT	MATIX - VAKER - ANARU - LORTA.	
MOPIL 4P PROP ACFT	MOPIL - SOTUS - GIMER - SOLBA - VELER.	From upper airspace.
MOPIL 4W JET ACFT	MOPIL - XERAM - ANARU - LORTA.	

CHANGES: Tracks/radials updated.

D-ATIS 127.12 / ATIS (French 128.22)	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ For additional holding information refer to page 20-2A.

DINAN 4E *[DINA4E]*, VEDUS 4E *[VEDU4E]*
RWYS 08L/R, 09L/R RNAV ARRIVALS
JET ACFT FROM UPPER AIRSPACE
FROM NORTHEAST TO LORTA



STAR	ROUTING
DINAN 4E By ATC	DINAN - XERAM - ANARU - LORTA.
VEDUS 4E	VEDUS - XERAM - ANARU - LORTA.

CHANGES: Tracks/radials updated.

D-ATIS 127.12 ATIS (French 128.22)	*Apt Elev* 392′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ For additional holding information refer to page 20-2A.

DINAN 4W *[DINA4W]*, VEDUS 4W *[VEDU4W]*
RWYS 26L/R, 27L/R RNAV ARRIVALS
JET ACFT FROM UPPER AIRSPACE FROM NORTHEAST TO LORTA

CAUTION
Actual descent clearance will be given by ATC.

STAR	ROUTING
DINAN 4W By ATC	DINAN - XERAM - ANARU - LORTA.
VEDUS 4W	VEDUS - XERAM - ANARU - LORTA.

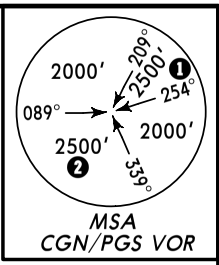
HOLDING OVER ANARU

CHANGES: Tracks/radials updated.

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 20-2A.



MSA 2500' all sectors if DME not available
❶ 2000' within 22 NM
❷ 2000' within 11 NM

MONTMEDY 4H (MMD 4H)
RENSA 4E [RENS4E], RENSA 4H [RENS4H]
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM EAST TO LORTA & VELER

NOT TO SCALE

HOLDINGS OVER

ANARU

D51 R074° CRL — By ATC — 254° — MHA FL190, MAX FL130, MAX 220 KT, D51/56

VELER

D13 R075° BSN — Not usable with RNAV — 255° — MHA FL60, MAX FL130, MAX 220 KT, D13/18

STAR	ROUTING	RESTRICTION
MMD 4H PROP ACFT	MMD - SUIPE - REM - SOLBA - VELER.	Below FL135.
RENSA 4E JET ACFT	RENSA - SONUR - XERAM - ANARU - LORTA.	From lower airspace at FL160 & FL180 only.
RENSA 4H PROP ACFT	RENSA - GIMER - SOLBA - VELER.	Above FL135.

(IAF for Jet) **LORTA** N49 25.0 E003 13.8 — At FL140, MAX 250 KT

D42 CRL — At FL140

XERAM **D64 CRL** N49 35.8 E004 04.0

VAKER N49 35.0 E004 00.0

ANARU N49 31.8 E003 45.4

MAX 280 KT

CRL 80 DME

RENSA N49 32.0 E004 53.1

CREIL D 109.2 CRL N49 15.3 E002 30.9 (TACAN Not Co-located) N49 15.4 E002 31.0

Not usable with RNAV D30/36 — MHA FL60, MAX FL170, MAX 220 KT

R073° D30

D38

SONUR N49 26.2 E004 21.5

SUIPE N49 15.2 E004 15.9

R114° R078°

D13 R075°

SOLBA N49 17.3 E003 34.2

D25 BSN — At FL110

LF(P)-MORONVILLIERS

MONTMEDY D 109.4 MMD N49 23.5 E005 07.5

BOURSONNE D 114.85 BSN N49 11.3 E003 03.4

(IAF for Prop) **VELER** N49 15.0 E003 22.1 — At FL110, MAX 250 KT

CHATILLON D 117.6 CTL N49 08.3 E003 34.7

REIMS D 112.3 REM N49 18.7 E004 02.7 (TACAN Not Co-located) N49 18.6 E004 02.5

D 115.35 CGN N49 01.2 E002 30.0

D 117.05 PGS N49 00.0 E002 37.4

❸ **GIMER** N49 21.9 E003 58.4 — At FL140

❹ **GITAN** N49 22.6 E004 02.1

❺ **SOTUS** N49 22.8 E004 03.0

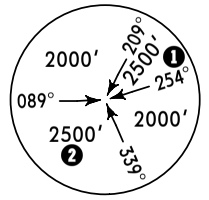
CAUTION
Actual descent clearance will be given by ATC.

CHANGES: Tracks/radials updated.

D-ATIS
ATIS (French) 127.12 128.22

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 20-2A.



MSA
CGN/PGS VOR

MSA 2500' all sectors if DME not available
❶ 2000' within 22 NM
❷ 2000' within 11 NM

MONTMEDY 4P (MMD 4P)
RENSA 4P [RENS4P], RENSA 4W [RENS4W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
FROM EAST TO LORTA & VELER

STAR	ROUTING	RESTRICTION
MMD 4P PROP ACFT	MMD - SUIPE - REM - SOLBA - VELER.	Below FL135.
RENSA 4P PROP ACFT	RENSA - GIMER - SOLBA - VELER.	Above FL135.
RENSA 4W JET ACFT	RENSA - SONUR - XERAM - ANARU - LORTA.	From lower airspace at FL160 & FL180 only.

HOLDINGS OVER

ANARU
D51 R074° CRL
By ATC
254°
MHA FL90
MAX FL130
MAX 220 KT
D51/56

VELER
D13 R075° BSN
Not usable with RNAV
255°
MHA FL60
MAX FL130
MAX 220 KT
D13/18

NOT TO SCALE

XERAM
D64 CRL
N49 35.8 E004 04.0
At FL160

D42 CRL
At FL110
MAX 250 KT

(IAF for Jet)
LORTA
N49 25.0
E003 13.8
At FL110

VAKER
N49 35.0
E004 00.0

ANARU
N49 31.8
E003 45.4

RENSA 4W
CRL 80 DME
MAX 280 KT

RENSA
N49 32.0 E004 53.1

CREIL
D 109.2 CRL
N49 15.3 E002 30.9
(TACAN Not Co-located)
N49 15.4 E002 31.0

Not usable with RNAV
D30/36
MHA FL60
MAX FL170
MAX 220 KT

R073° D30

RENSA 4P, 4W

SONUR
N49 26.2 E004 21.5

RENSA 4P

D38

MMD 4P

MONTMEDY
D 109.4 MMD
N49 23.5 E005 07.5

BOURSONNE
D 114.85 BSN
N49 11.3 E003 03.4

D13 R075°

SOLBA
N49 17.3
E003 34.2

D25 BSN
At FL100

SUIPE
N49 15.2 E004 15.9

R114°
R078°

LF(P)-
MORONVILLIERS

(IAF for Prop)
VELER
N49 15.0 E003 22.1
At FL80

REIMS
D 112.3 REM
N49 18.7 E004 02.7
(TACAN Not Co-located)
N49 18.6 E004 02.5

CHATILLON
D 117.6 CTL
N49 08.3 E003 34.7

D 115.35 CGN
N49 01.2 E002 30.0

D 117.05 PGS
N49 00.0 E002 37.4

❸ GIMER
N49 21.9 E003 58.4
At FL140

❹ GITAN
N49 22.6 E004 02.1

❺ SOTUS
N49 22.8 E004 03.0

CAUTION
Actual descent clearance will be given by ATC.

CHANGES: Tracks/radials updated.

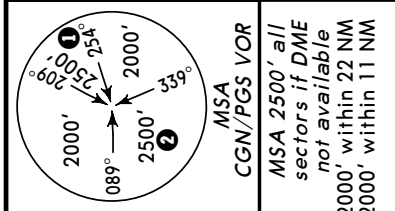
D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 20-2A.

CAEN 4E (CAN 4E), CAEN 4H (CAN 4H) RWYS 08L/R, 09L/R RNAV ARRIVALS

FROM LOWER AIRSPACE
FROM WEST TO MERUE



MSA 2500' all sectors if DME not available
❶ 2000' within 22 NM
❷ 2000' within 11 NM

CREIL
D 109.2 CRL
N49 15.3 E002 30.9
(TACAN Not Co-located)
N49 15.4 E002 31.0

D 117.05 PGS
N49 00.0 E002 37.4

D 115.35 CGN
N49 01.2 E002 30.0

(IAF)
MERUE
N49 18.4 E001 51.5

CAN 4E	CAN 4H
At FL90	At FL60

D26 R278°

SOKMU
N49 20.3 E001 25.8

CAN 4E	CAN 4H
At FL130	At FL100

KOROM
N49 19.0
E001 43.8

D43

D36 CRL
MAX 250 KT

358°
178°
MHA FL70
MAX FL140
MAX 220 KT
By ATC

N49 20.8
E001 17.6

ROUEN
116.8 ROU
N49 27.9 E001 16.8

16 ATC BY R242°
062°
25
CAN 4E, 4H

KEREX
N49 19.6
E000 54.8

ELBOX
N49 17.2
E000 48.5

D73 CRL
MAX 280 KT

45
086°

CAEN
115.4 CAN
N49 10.3 W000 27.3

CAUTION
Actual descent clearance will be given by ATC.

N
NOT TO SCALE

HOLDING OVER MERUE

MHA FL50
MAX FL140
MAX 220 KT
D26/31

CRL D26 R278°
098°

STAR	ROUTING
CAN 4E JET ACFT CAN 4H PROP ACFT	CAN - SOKMU - MERUE.

CHANGES: Tracks/radials updated.

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 20-2A.

CAEN 4P (CAN 4P), CAEN 4W (CAN 4W)
RWYS 26L/R, 27L/R RNAV ARRIVALS
FROM LOWER AIRSPACE
FROM WEST TO MERUE & MOKNO

MSA
CGN/PGS VOR
MSA 2500' all sectors if DME not available
1 2000' within 22 NM
2 2000' within 11 NM

3 Usable only if holding at IAF MERUE planned.

CREIL
D 109.2 CRL
N49 15.3 E002 30.9
(TACAN Not Co-located)
N49 15.4 E002 31.0

D 117.05 PGS
N49 00.0 E002 37.4

D 115.35 CGN
N49 01.2 E002 30.0

(IAF)
MERUE
N49 18.4 E001 51.5
At FL110
MAX 250 KT

(IAF by APP)
MOKNO
N49 26.5 E001 37.1
At FL60
MAX 250 KT

D43 CRL
At FL80

KOROM
N49 19.0
E001 43.8

SOKMU
N49 20.8
E001 17.6
N49 20.3 E001 25.8
At FL150

MHA FL70
MAX FL140
MAX 220 KT
By ATC

ROUEN
116.8 ROU
N49 27.9 E001 16.8
At FL100

KEREX
N49 19.6
E000 54.8

ELBOX
N49 17.2
E000 48.5

CAN 4W
CAN 4P

D73 CRL
MAX 280 KT

CAEN
115.4 CAN
N49 10.3 W000 27.3

CAUTION
Actual descent clearance will be given by ATC.

NOT TO SCALE

HOLDING OVER MERUE
MHA FL50
MAX FL140
MAX 220 KT
D26/31

STAR	ROUTING
CAN 4P PROP ACFT	CAN - ELBOX - KEREX - ROU - MOKNO.
CAN 4W JET ACFT	CAN - SOKMU - MERUE.

CHANGES: Tracks/radials updated.

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 20-2A.

DEAUVILLE 4E (DVL 4E)
DEAUVILLE 4H (DVL 4H)
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM UPPER AIRSPACE
FROM NORTHWEST TO MERUE

MSA
CGN/PGS VOR
MSA 2500' all sectors if DME not available
❶ 2000' within 22 NM
❷ 2000' within 11 NM

CREIL
109.2 CRL
N49 15.3 E002 30.9
(TACAN Not Co-located)
N49 15.4 E002 31.0

117.05 PGS
N49 00.0 E002 37.4

115.35 CGN
N49 01.2 E002 30.0

(IAF)
MERUE
N49 18.4 E001 51.5
DVL 4E At FL90
DVL 4H At FL60

SOKMU
N49 20.3 E001 25.8
DVL 4E At FL130
DVL 4H At FL100

KOROM
N49 19.0 E001 43.8

D26 R278°
D43
D36 CRL MAX 250 KT

MHA FL70
MAX FL140
MAX 220 KT
By ATC

N49 20.8 E001 17.6

DVL 4E, 4H

KEREX
N49 19.6 E000 54.8

ROUEN
116.8 ROU
N49 27.9 E001 16.8

D73 CRL MAX 280 KT
DVL 4E At FL210
DVL 4H At FL180

DEAUVILLE
110.2 DVL
N49 18.6 E000 18.8

MHA FL200
MAX FL240
MAX 240 KT

CAUTION
Actual descent clearance will be given by ATC.

NOT TO SCALE

HOLDING
OVER MERUE
MHA FL50
MAX FL140
MAX 220 KT
D26/31
CRL D26 R278°

STAR	ROUTING
DVL 4E JET ACFT DVL 4H PROP ACFT	DVL - SOKMU - MERUE.

CHANGES: Tracks/radials updated.

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 20-2A.

DEAUVILLE 4P (DVL 4P)
DEAUVILLE 4W (DVL 4W)
RWYS 26L/R, 27L/R RNAV ARRIVALS
FROM UPPER AIRSPACE
FROM NORTHWEST TO MERUE & MOKNO

MSA
CGN/PGS VOR
MSA 2500' all sectors if DME not available
1 2000' within 22 NM
2 2000' within 11 NM

CREIL
109.2 CRL
N49 15.3 E002 30.9
(TACAN Not Co-located)
N49 15.4 E002 31.0

117.05 PGS
N49 00.0 E002 37.4

115.35 CGN
N49 01.2 E002 30.0

CAUTION
Actual descent clearance will be given by ATC.

3 Usable only if holding at IAF MERUE planned.

(IAF)
MERUE
N49 18.4 E001 51.5
At FL110
MAX 250 KT

(IAF by APP)
MOKNO
N49 26.5 E001 37.1
At FL60
MAX 250 KT

KOROM
N49 19.0
E001 43.8

D43 CRL
At FL80

SOKMU
N49 20.8
E001 17.6
N49 20.3 E001 25.8
At FL150

MHA FL70
MAX FL140
MAX 220 KT
By ATC

ROUEN
116.8 ROU
N49 27.9 E001 16.8
At FL100

DVL 4P
DVL 4W
KEREX
N49 19.6
E000 54.8

D73 CRL
MAX 280 KT
DVL 4P At FL180
DVL 4W At FL240

DEAUVILLE
110.2 DVL
N49 18.6 E000 18.8

MHA FL200
MAX FL240
MAX 240 KT

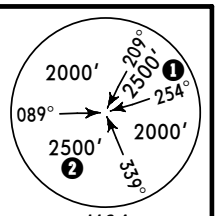
NOT TO SCALE

HOLDING
OVER MERUE
MHA FL50
MAX FL140
MAX 220 KT
D26/31
CRL D26 R278°
098°

STAR	ROUTING
DVL 4P PROP ACFT	DVL - KEREX - ROU - MOKNO.
DVL 4W JET ACFT	DVL - SOKMU - MERUE.

CHANGES: Tracks/radials updated.

D-ATIS 127.12 ATIS (French 128.22)	*Apt Elev* 392′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ For additional holding information refer to page 20-2A.

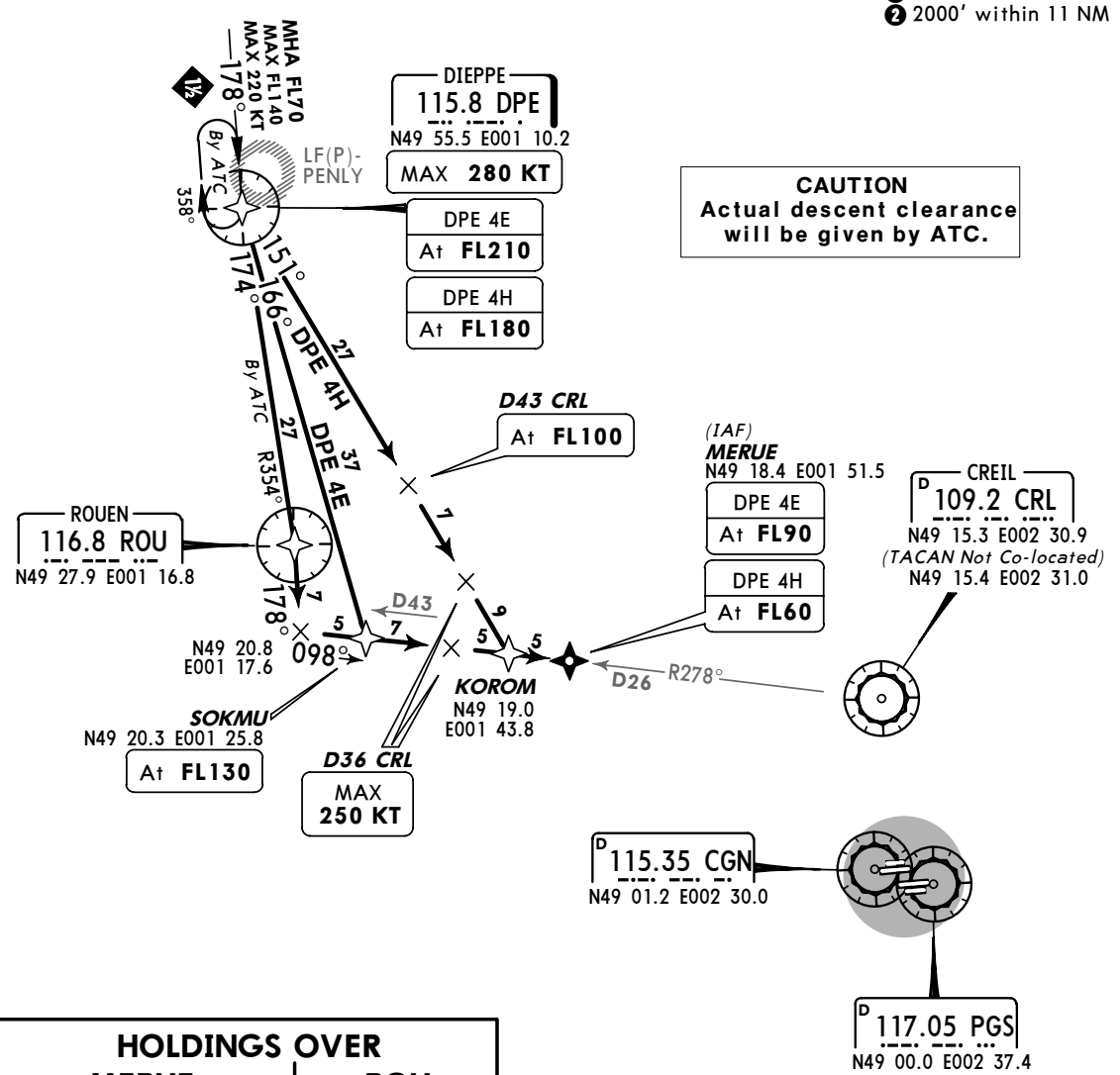


MSA
CGN/PGS VOR

MSA 2500′ all sectors if DME not available
1 2000′ within 22 NM
2 2000′ within 11 NM

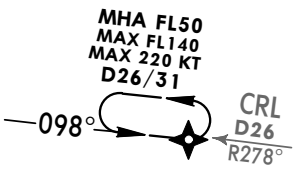
DIEPPE 4E (DPE 4E), DIEPPE 4H (DPE 4H) RWYS 08L/R, 09L/R RNAV ARRIVALS

FROM NORTH TO MERUE

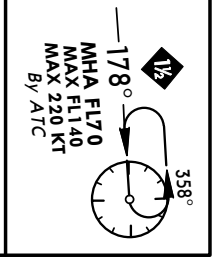


HOLDINGS OVER

MERUE



ROU

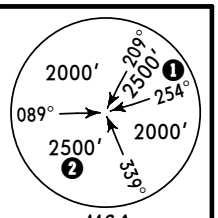


NOT TO SCALE

STAR	ROUTING
DPE 4E JET ACFT	DPE - SOKMU - KOROM - MERUE.
DPE 4H PROP ACFT	DPE - KOROM - MERUE.

CHANGES: Tracks/radials updated.

D-ATIS 127.12 ATIS (French 128.22)	*Apt Elev* 392′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ For additional holding information refer to page 20-2A.

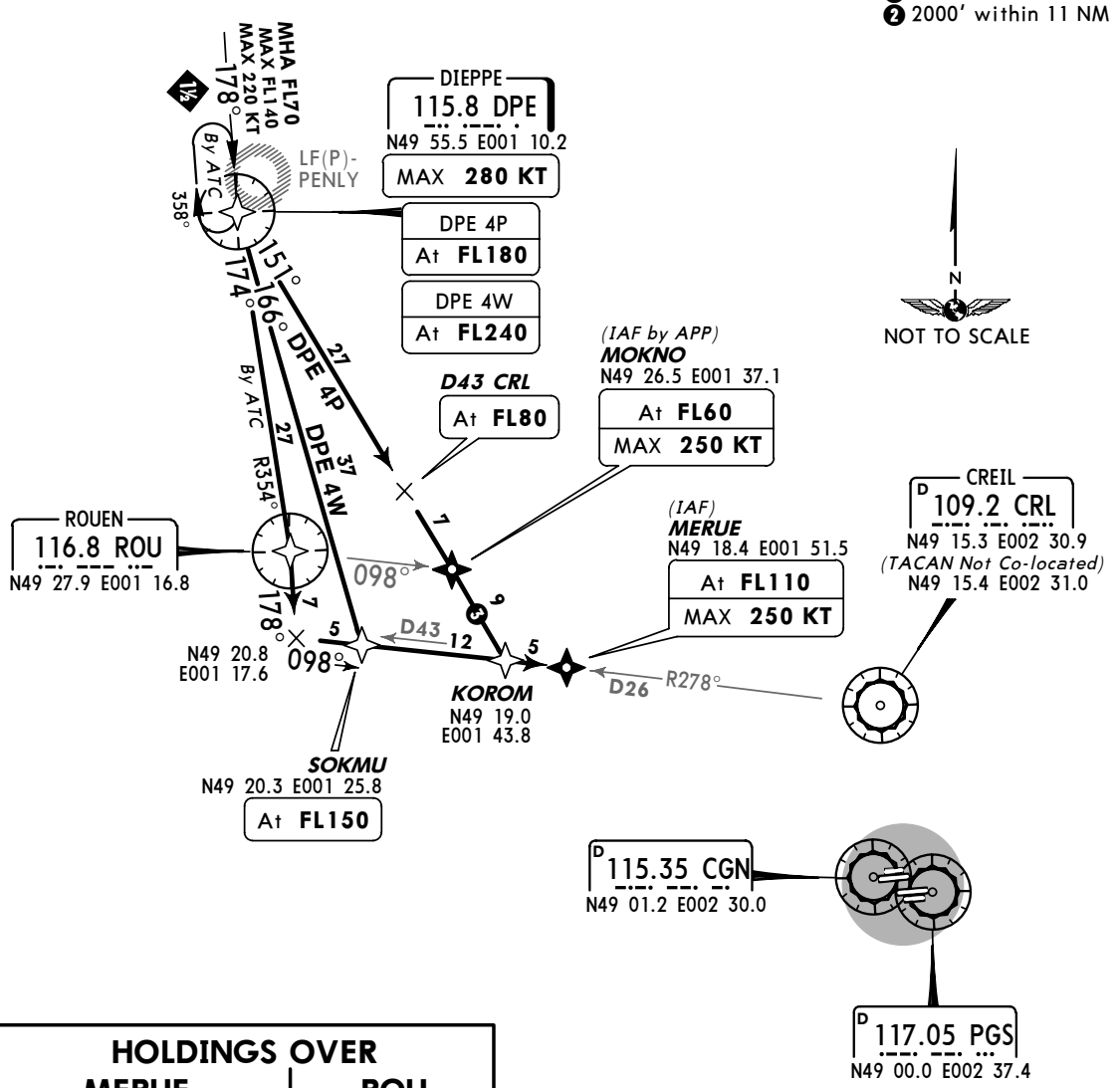


MSA
CGN/PGS VOR

MSA 2500′ all sectors if DME not available
1 2000′ within 22 NM
2 2000′ within 11 NM

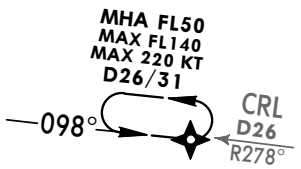
DIEPPE 4P (DPE 4P), DIEPPE 4W (DPE 4W) RWYS 26L/R, 27L/R RNAV ARRIVALS

FROM NORTH TO MERUE & MOKNO

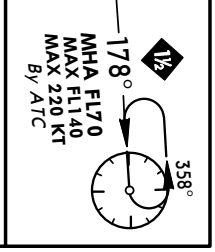


HOLDINGS OVER

MERUE



ROU



CAUTION
Actual descent clearance will be given by ATC.

3 Usable only if holding at IAF MERUE planned.

STAR	ROUTING
DPE 4P PROP ACFT	DPE - MOKNO.
DPE 4W JET ACFT	DPE - SOKMU - KOROM - MERUE.

CHANGES: Tracks/radials updated.

D-ATIS	127.12
ATIS (French	128.22)

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 20-2A.

MSA CGN/PGS VOR
MSA 2500' all sectors if DME not available
❶ 2000' within 22 NM
❷ 2000' within 11 NM

EPINAL 5E (EPL 5E), EPINAL 5H (EPL 5H)
ROLAMPONT 5E (RLP 5E)
ROLAMPONT 5H (RLP 5H)
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM EAST TO OMAKO

STAR	ROUTING	RESTRICTION
EPL 5E JET ACFT **EPL 5H** PROP ACFT	EPL - TRO - OMAKO.	From upper airspace.
RLP 5E JET ACFT **RLP 5H** PROP ACFT	RLP - TRO - OMAKO.	From lower airspace.

CAUTION
Actual descent clearance will be given by ATC.

EPINAL
113.0 EPL
N48 19.1 E006 03.6

ROLAMPONT
117.3 RLP
N47 54.4 E005 15.0

268°
294°
73
EPL 5E, 5H
56
RLP 5E, 5H

NANOP
N48 15.7
E004 14.4

135° 11
315°
MHA FL60
MAX FL140
MAX 220 KT
By ATC

GAKLO
D34 CLM
N48 27.4 E003 38.3
MAX 250 KT
Jets At or below FL160
Props At FL80

INKAK
N48 24.0 E003 43.7
10
5

OLBAR
N48 16.8 E003 55.1
13
314°

TROYES
116.0 TRO
N48 15.1 E003 57.8
D52 CLM
MAX 250 KT
EPL 5E At or below FL200
Props At FL120

Not usable with B-RNAV
MHA FL60
MAX FL140
MAX 220 KT
12

LF(P)-NOGENT SUR SEINE

COULOMMIERS
112.9 CLM
N48 50.7 E003 00.8

R134° D22

117.05 PGS
N49 00.0 E002 37.4

(IAF)
OMAKO
N48 35.7 E003 25.1
Jets At FL140
Props At FL60

115.35 CGN
N49 01.2 E002 30.0

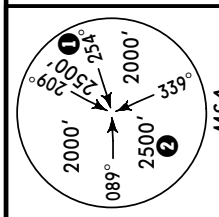
N
NOT TO SCALE

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 20-2A.

EPINAL 5P (EPL 5P), EPINAL 5W (EPL 5W)
ROLAMPONT 5P (RLP 5P)
ROLAMPONT 5W (RLP 5W)
RWYS 26L/R, 27L/R RNAV ARRIVALS
FROM EAST TO OMAKO



MSA 2500' all sectors if DME not available
❶ 2000' within 22 NM
❷ 2000' within 11 NM

STAR	ROUTING	RESTRICTION
EPL 5P PROP ACFT **EPL 5W** JET ACFT	EPL - TRO - OMAKO.	From upper airspace.
RLP 5P PROP ACFT **RLP 5W** JET ACFT	RLP - TRO - OMAKO.	From lower airspace.

CAUTION
Actual descent clearance will be given by ATC.

EPINAL
113.0 EPL
N48 19.1 E006 03.6

ROLAMPONT
117.3 RLP
N47 54.4 E005 15.0

268°
294°
73
EPL 5P, 5W
56
RLP 5P, 5W

NANOP
N48 15.7
E004 14.4

135° 11
315°
MHA FL60
MAX FL140
MAX 220 KT
By ATC

OLBAR
N48 16.8 E003 55.1

13
314°

INKAK
N48 24.0 E003 43.7

10
5
12

GAKLO
D34 CLM
N48 27.4 E003 38.3

MAX 250 KT
Jets: At or below FL120
Props: At FL80

Not usable with B-RNAV
MHA FL60
MAX FL140
MAX 220 KT

LF(P)-NOGENT SUR SEINE

COULOMMIERS
112.9 CLM
N48 50.7 E003 00.8

R134° D22

(IAF)
OMAKO
N48 35.7 E003 25.1

Jets: At FL100
Props: At FL60

TROYES
116.0 TRO
N48 15.1 E003 57.8
D52 CLM

MAX 250 KT
Jets: At or below FL160
Props: At FL120

117.05 PGS
N49 00.0 E002 37.4

115.35 CGN
N49 01.2 E002 30.0

N

NOT TO SCALE

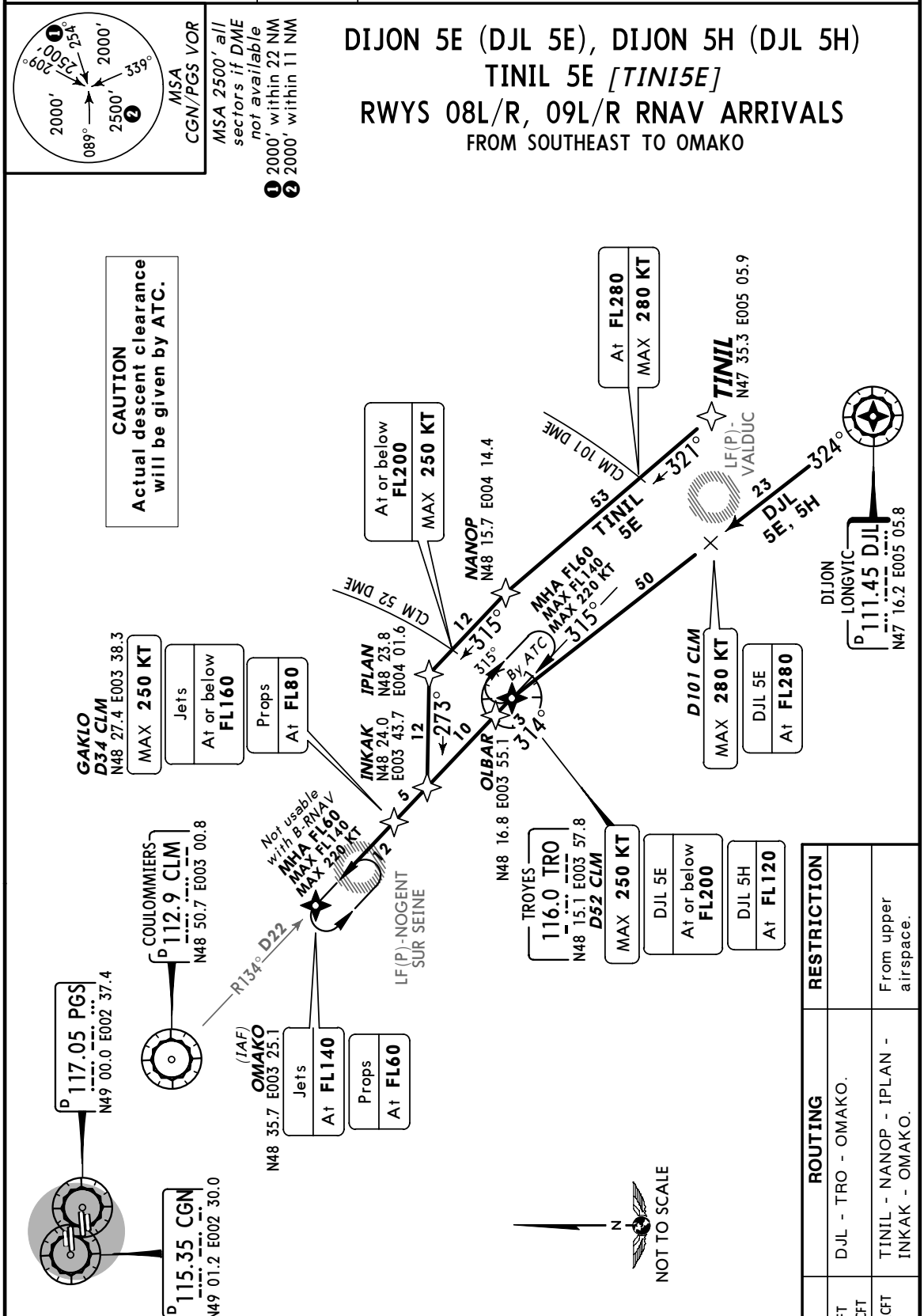
CHANGES: Tracks/radials updated.

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 20-2A.

DIJON 5E (DJL 5E), DIJON 5H (DJL 5H)
TINIL 5E *[TINI5E]*
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM SOUTHEAST TO OMAKO



STAR	ROUTING	RESTRICTION
DJL 5E JET ACFT **DJL 5H** PROP ACFT	DJL - TRO - OMAKO.	
TINIL 5E JET ACFT	TINIL - NANOP - IPLAN - INKAK - OMAKO.	From upper airspace.

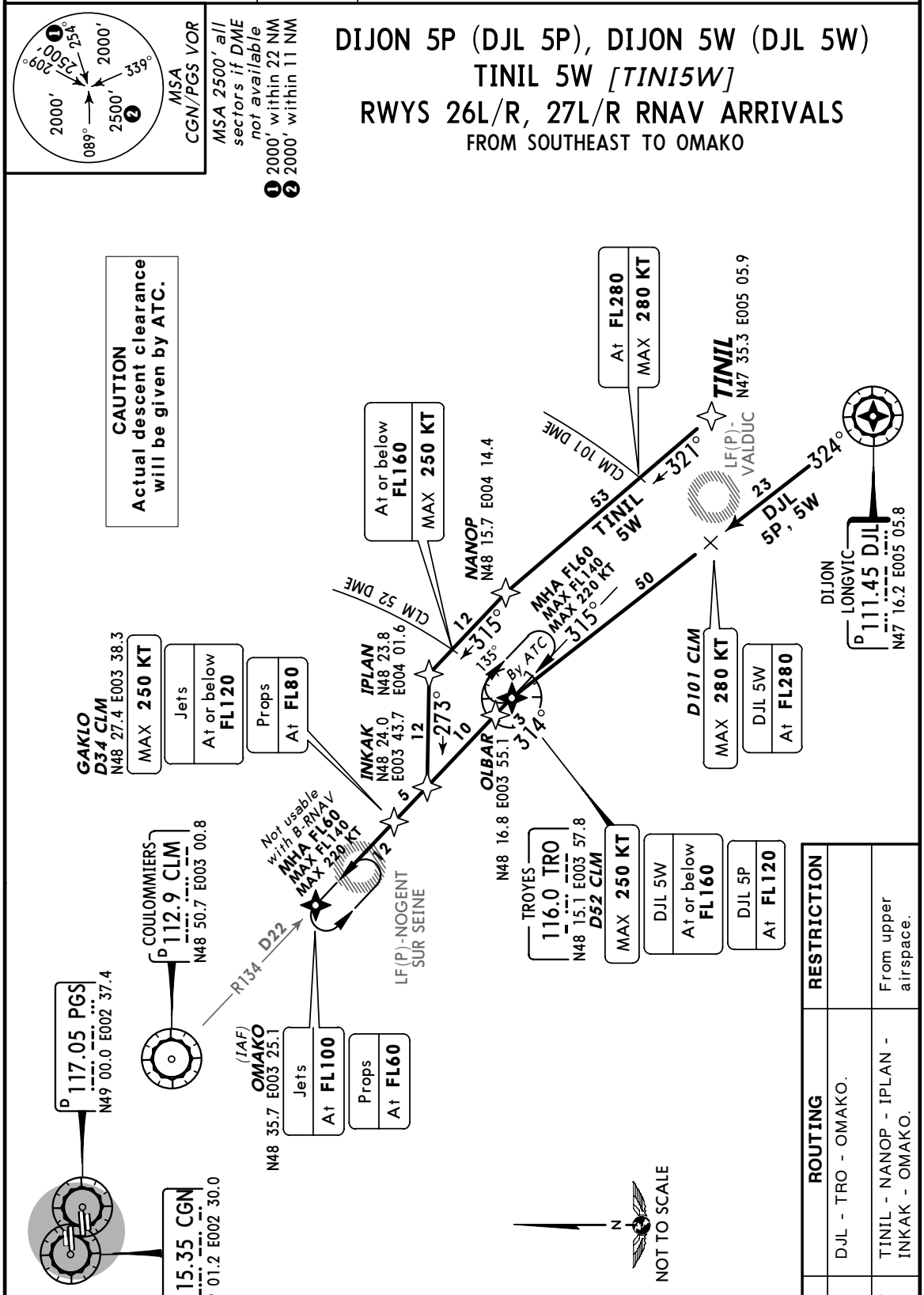
CHANGES: Tracks/radials updated.

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 20-2A.

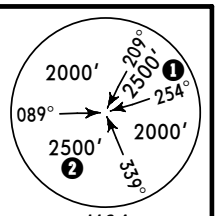
DIJON 5P (DJL 5P), DIJON 5W (DJL 5W)
TINIL 5W *[TINI5W]*
RWYS 26L/R, 27L/R RNAV ARRIVALS
FROM SOUTHEAST TO OMAKO



STAR	ROUTING	RESTRICTION
DJL 5P PROP ACFT **DJL 5W** JET ACFT	DJL - TRO - OMAKO.	
TINIL 5W JET ACFT	TINIL - NANOP - IPLAN - INKAK - OMAKO.	From upper airspace.

CHANGES: Tracks/radials updated.

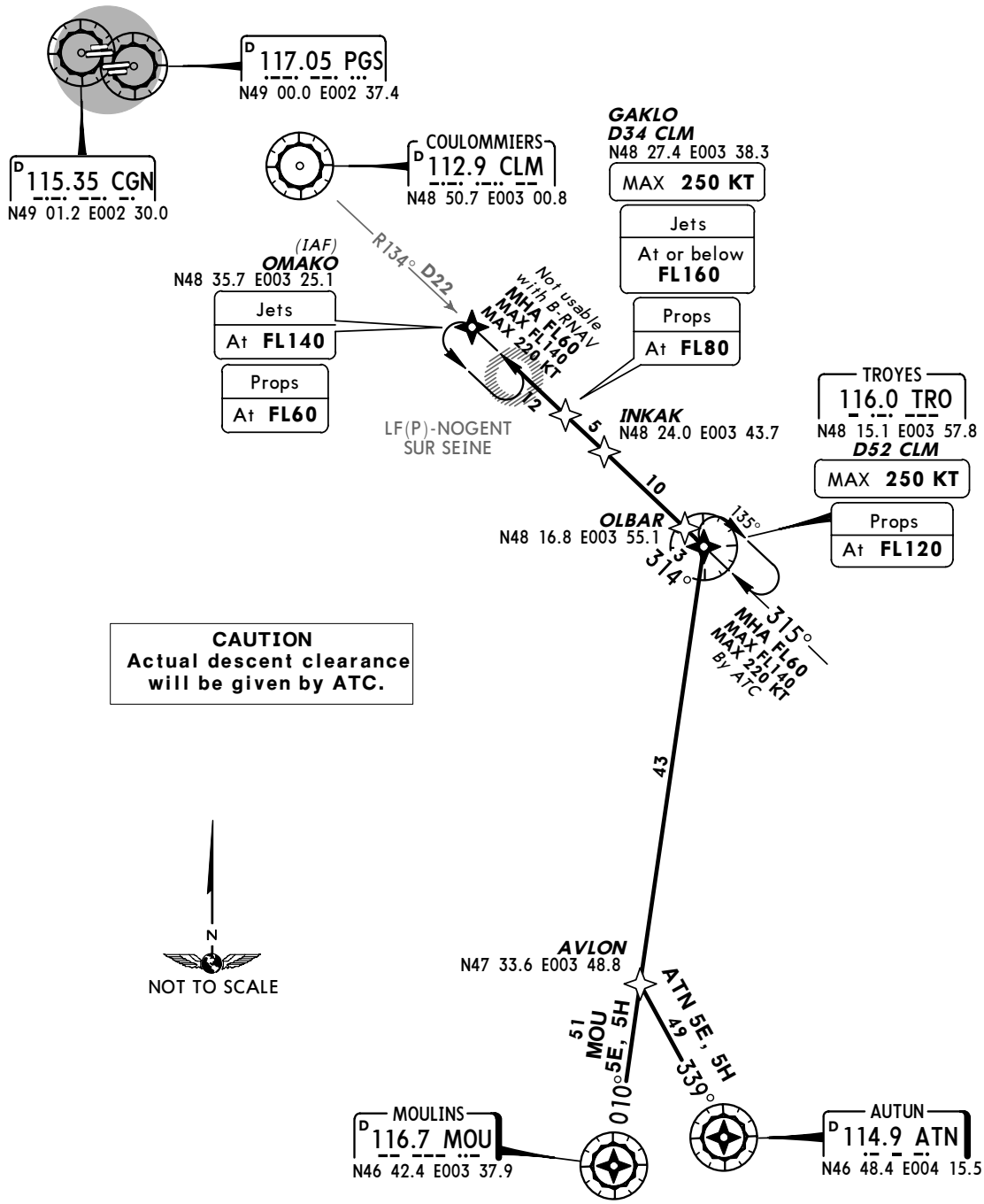
D-ATIS 127.12 ATIS (French 128.22)	*Apt Elev* 392′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ For additional holding information refer to page 20-2A.



MSA
CGN/PGS VOR

MSA 2500′ all sectors if DME not available
1 2000′ within 22 NM
2 2000′ within 11 NM

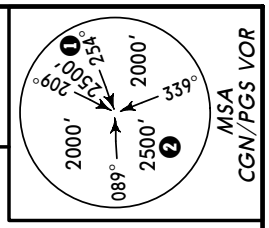
AUTUN 5E (ATN 5E), AUTUN 5H (ATN 5H)
MOULINS 5E (MOU 5E), MOULINS 5H (MOU 5H)
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM LOWER AIRSPACE
FROM SOUTH TO OMAKO



STAR	ROUTING
ATN 5E JET ACFT **ATN 5H** PROP ACFT	ATN - AVLON - TRO - OMAKO.
MOU 5E JET ACFT **MOU 5H** PROP ACFT	MOU - TRO - OMAKO.

CHANGES: Tracks/radials updated.

D-ATIS 127.12 ATIS (French 128.22)	DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27	*Apt Elev* 392′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′



RWYS 08L/R, 09L/R, 26L/R, 27L/R
RNAV ARRIVAL PROCEDURES
FROM BALOD

NOT TO SCALE

117.05 PGS
N49 00.0 E002 37.4

115.35 CGN
N49 01.2 E002 30.0

109.2 CRL
CREIL
N49 15.3 E002 30.9
(TACAN Not Co-located)
N49 15.4 E002 31.0

111.6 PON
PONTOISE
N48 05.8 E002 02.2

115.65 EPR
EPERNON
N48 37.5 E001 39.4

PG516
N48 55.1
E002 39.7

PG515
N48 55.0
E002 27.6

DOMUS
N48 53.3
E001 57.8

SUBOX
N48 46.0 E001 41.8

BALOD
N48 34.3 E001 29.9
(PGS R-241/D51.6)
(IAF)

090°
164° D5.1
233° D8.2
090°
8
086°
D26.9
257°
R225°
PGS
PGS 14 DME
PGS 17 DME
19.7
LF(P)-23
At or above **FL120**
Expect **FL130** then further descent
D43 CRL
Expect descent clearance from **FL140** to **FL130**
12
251°
D39.3
PGS
R215°
035°
15
13.7
RWYS 08L/R, 09L/R
RWYS 26L/R, 27L/R
045°
D7 R243°
035°
063°

3 MAX **250 KT**

Rwys 26L/R, 27L/R
At **FL140**

Jets Rwys 08L/R, 09L/R
At **FL100**

Props Rwys 08L/R, 09L/R
At **FL90**

MAX **220 KT**

4 Recommended descent gradient on initial approach 5%.

Jets
Expect **FL100** then further descent

Props
Expect **FL90** then further descent

LOST COMMS ▼ LOST COMMS
LOST COMMS ▼ LOST COMMS ▼ LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Rwys 26L/R, 27L/R
Continue on 090° track, at PGS 17 DME descend to **3000′**, continue on 090° track, when passing PGS 20 DME turn LEFT, 301° track, intercept final approach (if not, ILS approach runway 26L preferred).

LOST COMMS ▼ LOST COMMS
LOST COMMS ▼ LOST COMMS ▼ LOST
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

COMMS ▼ LOST COMMS
LOST COMMS ▼ LOST COMMS ▼ LOST
COMMS ▲ LOST COMMS ▲ LOST COMMS

Rwys 08L/R, 09L/R
After BALOD intercept PON R-215 inbound, when passing PGS R-256 descend to **4000′**, intercept final approach (if not, ILS approach runway 08R preferred).

COMMS ▼ LOST COMMS
LOST COMMS ▼ LOST COMMS ▼ LOST
COMMS ▲ LOST COMMS ▲ LOST COMMS

MSA 2500′ all sectors if DME not available
1 2000′ within 22 NM
2 2000′ within 11 NM

CHANGES: Tracks/radials updated.

D-ATIS 127.12 ATIS (French 128.22)	DE GAULLE Approach		Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′
	121.15	125.82		
	119.85	126.42		
	118.15	136.27		

RWYS 08L/R, 09L/R, 26L/R, 27L/R
RNAV ARRIVAL PROCEDURES
FROM LORTA & VELER

MSA CGN/PGS VOR
MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM

(IAF) LORTA N49 25.0 E003 13.8 (109.2 CRL R-073/D30)
Rwys 08L/R, 09L/R: At FL140 MAX 250 KT
Rwys 26L/R, 27L/R: At FL110

(IAF) VELER N49 15.0 E003 22.1
Rwys 08L/R, 09L/R: At FL110 MAX 250 KT
Rwys 26L/R, 27L/R: At FL80

D30/36 CRL 073°
D13/18 BSN
BOURSONNE 114.85 BSN N49 11.3 E003 03.4
CGN 26 DME
PG511 N49 08.7 E003 14.6
BUNOR N49 10.9 E002 34.4 MAX 220 KT
LARPO N49 06.5 E002 35.4 MAX 220 KT
PG501 N49 10.6 E002 22.2
PG502 N49 06.3 E002 23.2
PON R089° 111.6
117.05 PGS N49 00.0 E002 37.4
115.35 CGN N49 01.2 E002 30.0

Expect descent clearance from FL140 to FL110

Rwys 08L/R, 09L/R
After BUNOR or LARPO continue on 269° track, when passing CGN R-359 descend to 3000′, at CGN 22 DME turn LEFT, intercept RBT R-356 inbound, when passing CGN R-274 turn LEFT, 116° track, intercept final approach (if not, ILS approach runway 09L preferred).

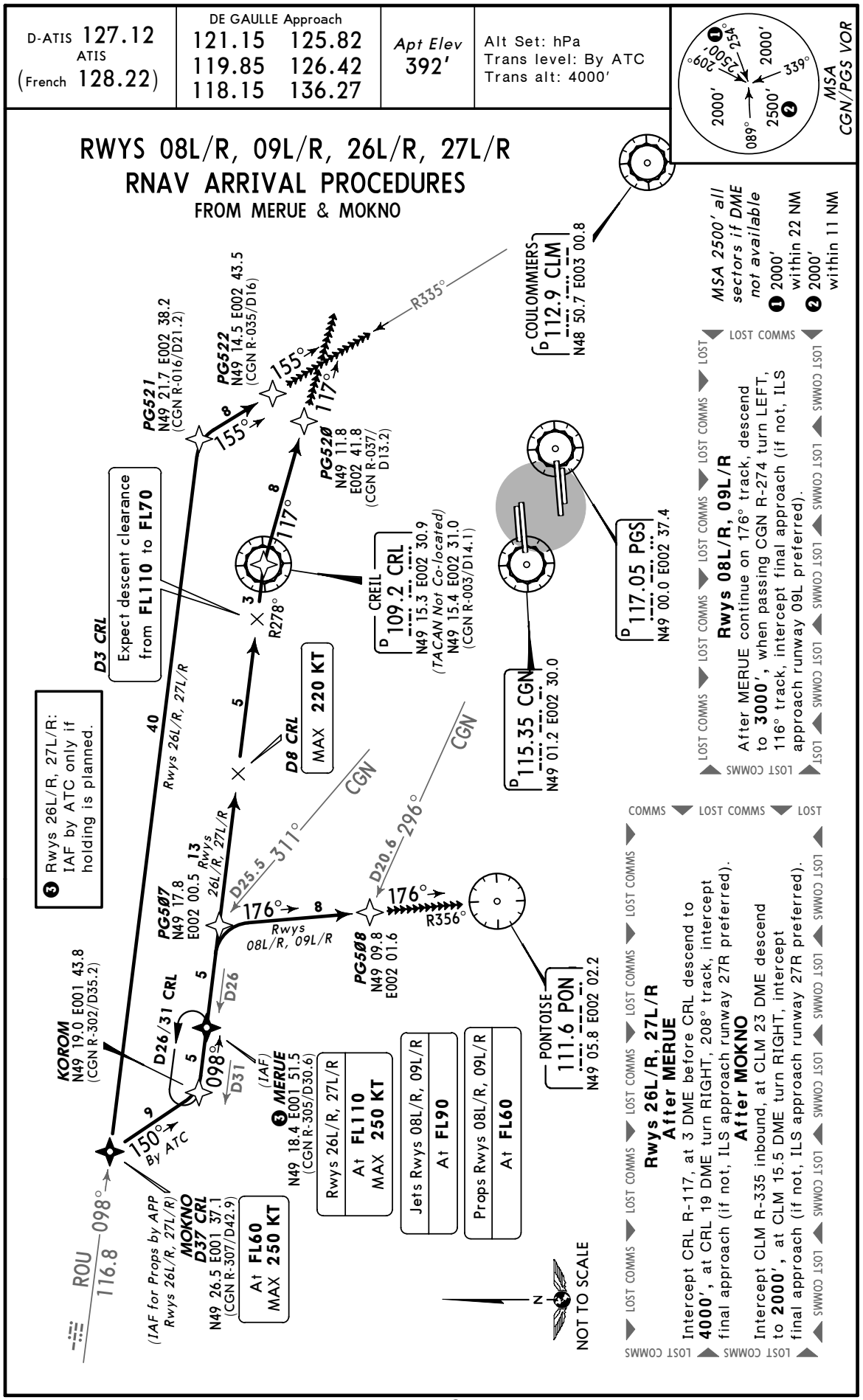
Rwys 26L/R, 27L/R
Continue on 208° track from LORTA or 219° track from VELER, descend to 4000′, intercept final approach (if not, ILS approach runway 27R preferred).

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

NOT TO SCALE

D-ATIS 127.12 ATIS (French 128.22)	DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27	Apt Elev 392′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′

RWYS 08L/R, 09L/R, 26L/R, 27L/R
RNAV ARRIVAL PROCEDURES
FROM MERUE & MOKNO



CHANGES: Tracks/radials updated.

D-ATIS 127.12 ATIS (French 128.22)	DE GAULLE Approach		Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 4000′
	121.15	125.82	392′	
	119.85	126.42		
	118.15	136.27		

RWYS 08L/R, 09L/R, 26L/R, 27L/R
RNAV ARRIVAL PROCEDURES
FROM OMAKO

MSA 2500′ all sectors if DME not available
1 2000′ within 22 NM
2 2000′ within 11 NM

MSA CGN/PGS VOR

LOST COMMS

Rwys 26L/R, 27L/R
After OMAKO continue on 324° track, at PGS 30 DME descend to **3000′**, when passing PGS R098 turn LEFT, 301° track, intercept final approach (if not, ILS approach runway 26L preferred).

Only aircraft with an appropriate low noise level certification (aircraft licensed according to ICAO Annex 16, Volume I, Chapter 2 are excluded) may be authorized to follow this procedure between 0700-2220LT.

NOT TO SCALE

D4 CLM
Expect descent clearance from **FL140** to **FL120**

PG512 N48 45.3 E003 14.1
12 Rwys 26L/R, 27L/R
324°
314°
D
22 Rwys 08L/R, 09L/R
PGS 122° D28.4
324°
314°

(IAF) OMAKO N48 35.7 E003 25.1 (CGN R-126/D44.5, PGS R-128/D39.8)

Jets Rwys 08L/R, 09L/R	At **FL140**
Jets Rwys 26L/R, 27L/R	At **FL100**
Props	At **FL60**

COULOMMIERS 112.9 CLM N48 50.7 E003 00.8
MAX **250 KT**
R134°
282°
D18
PGS 122°
4.1
314°

MOSUD N48 56.3 E002 51.6
266°
D10.2
PGS 112°
16 Rwys 08L/R MAX **220 KT**
22 Props

117.05 PGS N49 00.0 E002 37.4

LARPO N49 06.5 E002 35.4
MAX **220 KT**
13.9 Rwys 08L/R, 09L/R
269°
8
035°
D6.4
319°
D6.8
269°

PG502 N49 06.3 E002 23.2
PON R089° 111.6

115.35 CGN N49 01.2 E002 30.0

PG503 N48 55.0 E002 27.6
233°
D8.2
266°

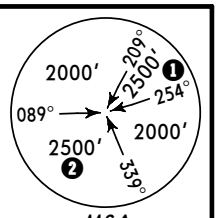
LF(P)-23

LOST COMMS

Rwys 08L/R, 09L/R
After MOSUD
Continue on 266° track, when passing PGS R-179 descend to **4000′**, at PGS 25 DME turn RIGHT, 054° track, intercept final approach (if not, ILS approach runway 08R preferred).
After LARPO
Continue on 269° track, when passing CGN R-359 descend to **3000′**, at CGN 22 DME turn LEFT, intercept RBT R-356 inbound, when passing CGN R-274 turn LEFT, 176° track, intercept final approach (if not, ILS approach runway 09L preferred).

CHANGES: Tracks/radials updated.

D-ATIS 127.12 ATIS (French 128.22)	*Apt Elev* 392′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ For additional holding information refer to page 20-2A.

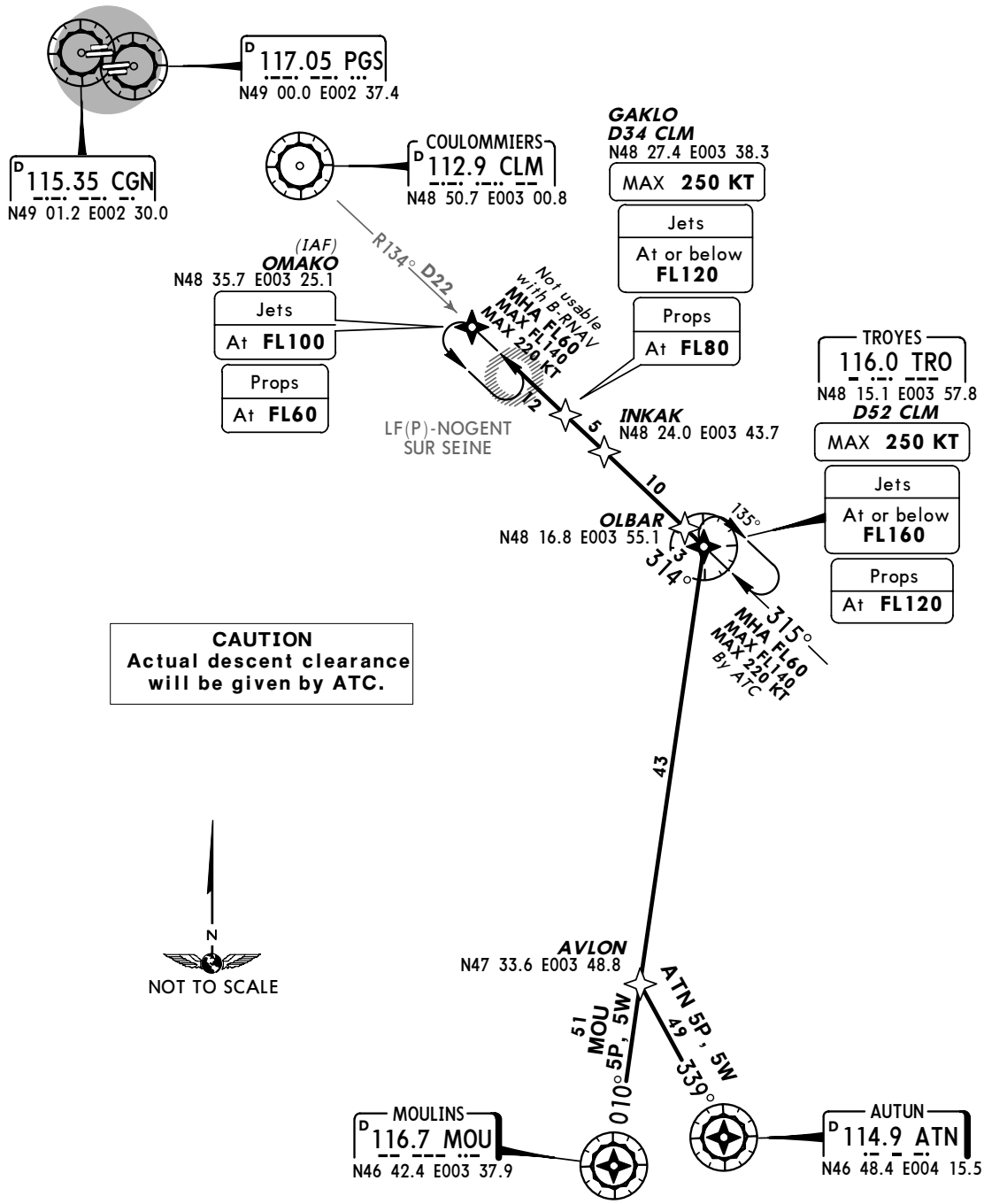


MSA
CGN/PGS VOR

MSA 2500′ all sectors if DME not available
1 2000′ within 22 NM
2 2000′ within 11 NM

AUTUN 5P (ATN 5P), AUTUN 5W (ATN 5W)
MOULINS 5P (MOU 5P), MOULINS 5W (MOU 5W)
RWYS 26L/R, 27L/R RNAV ARRIVALS

FROM LOWER AIRSPACE
FROM SOUTH TO OMAKO



STAR	ROUTING
ATN 5P PROP ACFT **ATN 5W** JET ACFT	ATN - AVLON - TRO - OMAKO.
MOU 5P PROP ACFT **MOU 5W** JET ACFT	MOU - TRO - OMAKO.

CHANGES: Tracks/radials updated.

DEPARTURE INSTRUCTIONS

1. RNAV DEPARTURES

1.1. Protection

Initial departures are only protected in conventional navigation.
RNAV departures are protected VOR/DME and/or DME/DME and/or GNSS RNAV for aircraft CAT A, B, C and D and meet B-RNAV requirements.

1.2. Equipment

The equipment must be approved for RNAV operations within Terminal Area (including SIDs) based on the following sensors:
VOR/DME, DME or GNSS.
ATC provides "surveillance, assistance and guidance" radar functions.

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

Non RNAV equipped aircraft below FL115

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 BAXIR.
- to south sector ❶: SID LFPB to PTV, MONOT or DORDI.
- 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-096 to proceed BAXIR.
- to south sector ❶: radar guidance to proceed SID PTV, MONOT or DORDI.
- to west sector: radar guidance to proceed EVX or LGL.

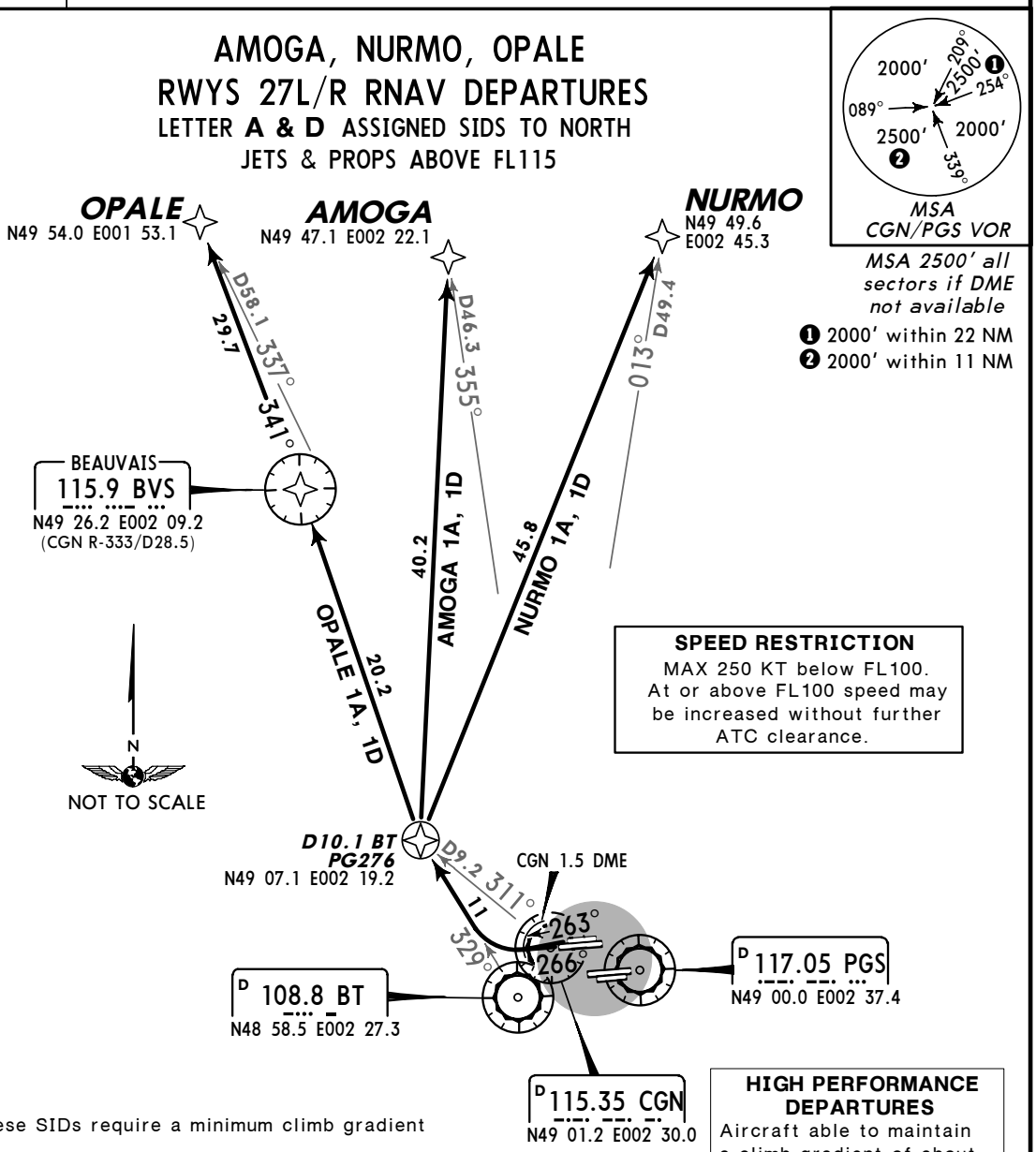
❶ PROP aircraft destination UIR must indicate:
- after PTV: DCT AGOPA or DCT ERIXU.
- after MONOT: DCT LATRA, DCT OKASI or DCT PILUL.

3. SID DESIGNATION

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

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AMOGA, NURMO, OPALE
RWYS 27L/R RNAV DEPARTURES
LETTER **A & D** ASSIGNED SIDS TO NORTH
JETS & PROPS ABOVE FL115



MSA 2500′ all sectors if DME not available

❶ 2000′ within 22 NM
❷ 2000′ within 11 NM

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

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **FL70**

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

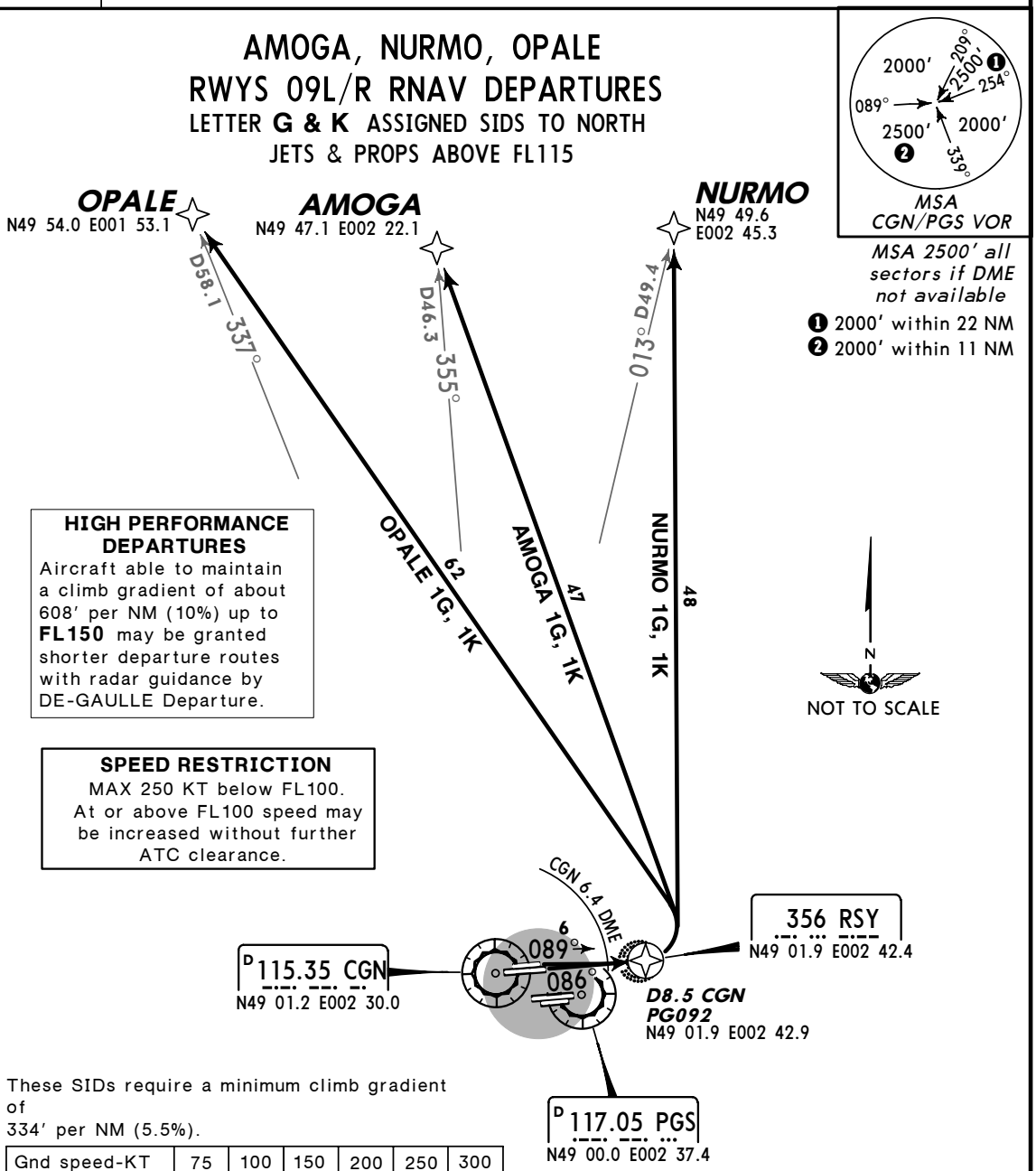
RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D10.1 BT. **RNAV:** PG276.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG276.

SID	ROUTING
AMOGA 1A *[AMOG1A]*, **AMOGA 1D** *[AMOG1D]*❸	PG276 - AMOGA.
NURMO 1A *[NURM1A]*, **NURMO 1D** *[NURM1D]*❹	PG276 - NURMO.
OPALE 1A *[OPAL1A]*, **OPALE 1D** *[OPAL1D]*❺	PG276 - BVS - OPALE.
For flights to destinations specified via airways	❸ **UT 225,** ❹ **UN 874,** ❺ **UT 425.**

CHANGES: Climb gradient.

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

AMOGA, NURMO, OPALE
RWYS 09L/R RNAV DEPARTURES
LETTER **G & K** ASSIGNED SIDS TO NORTH
JETS & PROPS ABOVE FL115



These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **FL70**

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

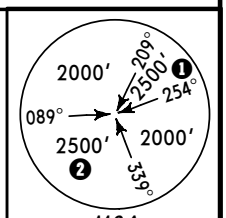
RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

SID	ROUTING
AMOGA 1G *[AMOG1G]*, **AMOGA 1K** *[AMOG1K]*❸	PG092 - AMOGA.
NURMO 1G *[NURM1G]*, **NURMO 1K** *[NURM1K]*❹	PG092 - NURMO.
OPALE 1G *[OPAL1G]*, **OPALE 1K** *[OPAL1K]*❺	PG092 - OPALE.
For flights to destinations specified via airways	❸ **UT 225**, ❹ **UN 874**, ❺ **UT 425.**

CHANGES: Tracks/radials updated.

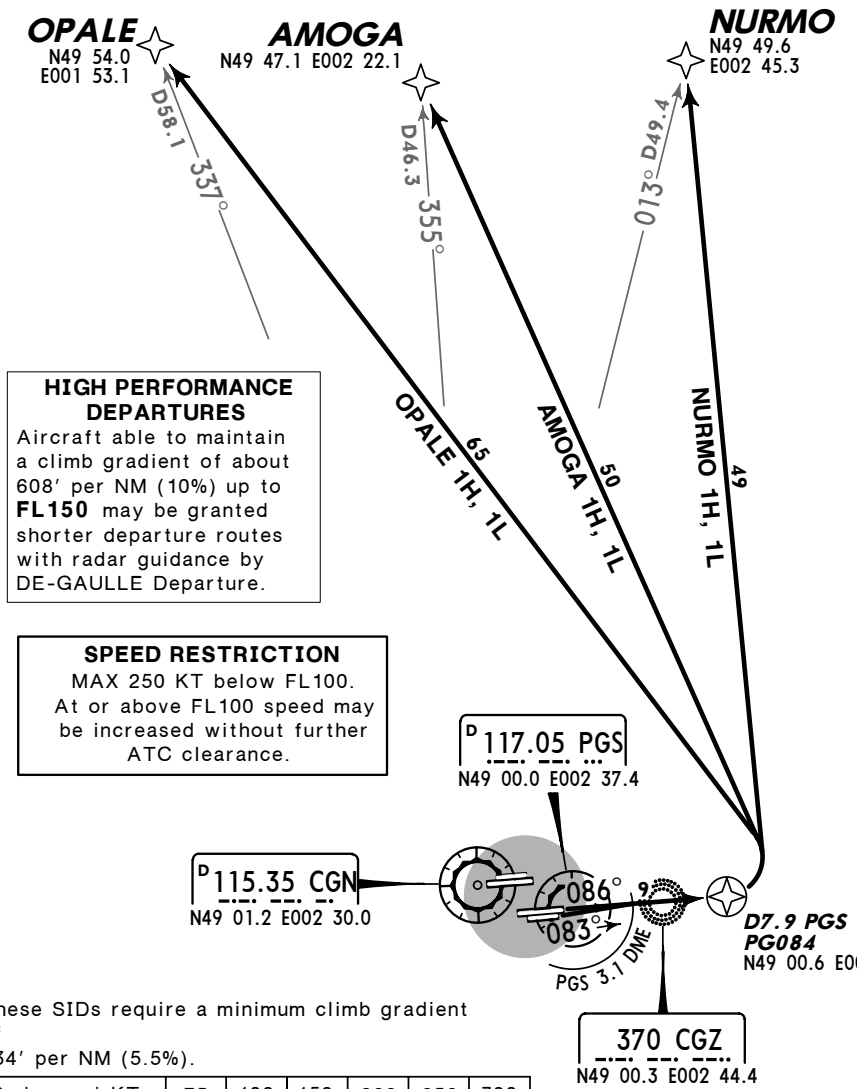
Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

AMOGA, NURMO, OPALE
RWYS 08L/R RNAV DEPARTURES
LETTER **H & L** ASSIGNED SIDS TO NORTH
JETS & PROPS ABOVE FL115



MSA 2500′ all sectors if DME not available

❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

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 334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **FL70**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGZ, except for safety or control reasons. Do not commence any turn before overflight of CGZ 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
AMOGA 1H *[AMOG1H]*, **AMOGA 1L** *[AMOG1L]*❸	PG084 - AMOGA.
NURMO 1H *[NURM1H]*, **NURMO 1L** *[NURM1L]*❹	PG084 - NURMO.
OPALE 1H *[OPAL1H]*, **OPALE 1L** *[OPAL1L]*❺	PG084 - OPALE.
For flights to destinations specified via airways	❸ **UT 225**, ❹ **UN 874**, ❺ **UT 425.**

CHANGES: Tracks/radials updated.

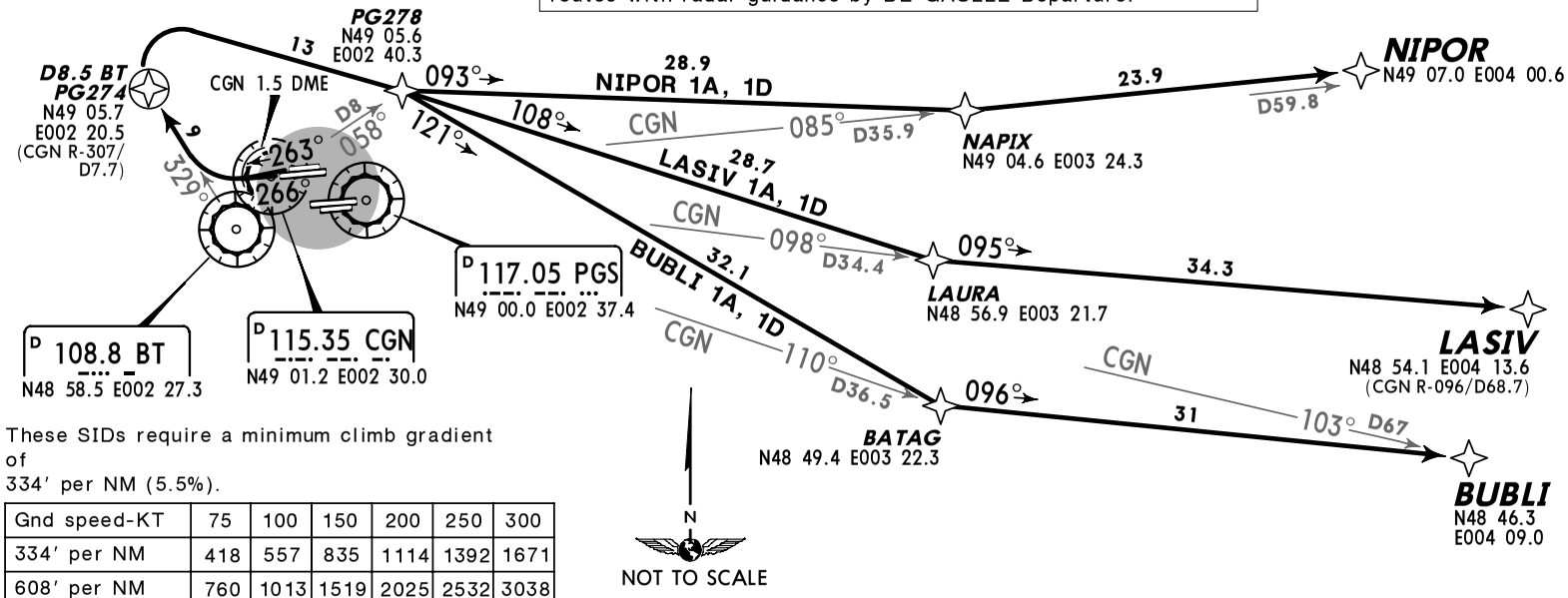
Apt Elev 392′

Trans level: By ATC Trans alt: 4000′

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

BUBLI, LASIV, NIPOR
RWYS 27L/R RNAV DEPARTURES
LETTER **A & D** ASSIGNED SIDS TO EAST
JETS & PROPS ABOVE FL115

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.



These SIDs require a minimum climb gradient of 334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

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: **FL70**

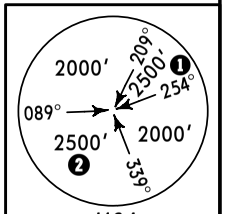
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or **FL60,** whichever is earlier, except for safety or control reasons.

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:** PG274.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG274.

SID	ROUTING
BUBLI 1A *[BUBL1A]*, **BUBLI 1D** *[BUBL1D]*❸	PG274 - PG278 - BATAG - BUBLI.
LASIV 1A *[LASI1A]*, **LASIV 1D** *[LASI1D]*❹ JET ONLY	PG274 - PG278 - LAURA - LASIV.
NIPOR 1A *[NIPO1A]*, **NIPOR 1D** *[NIPO1D]*❺	PG274 - PG278 - NAPIX - NIPOR.

For flights to destinations specified via airways ❸ **UG 42,** ❹ **UL 161,** ❺ **UH 101/UN 858.**

MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



MSA
CGN/PGS VOR

CHANGES: Climb gradient.

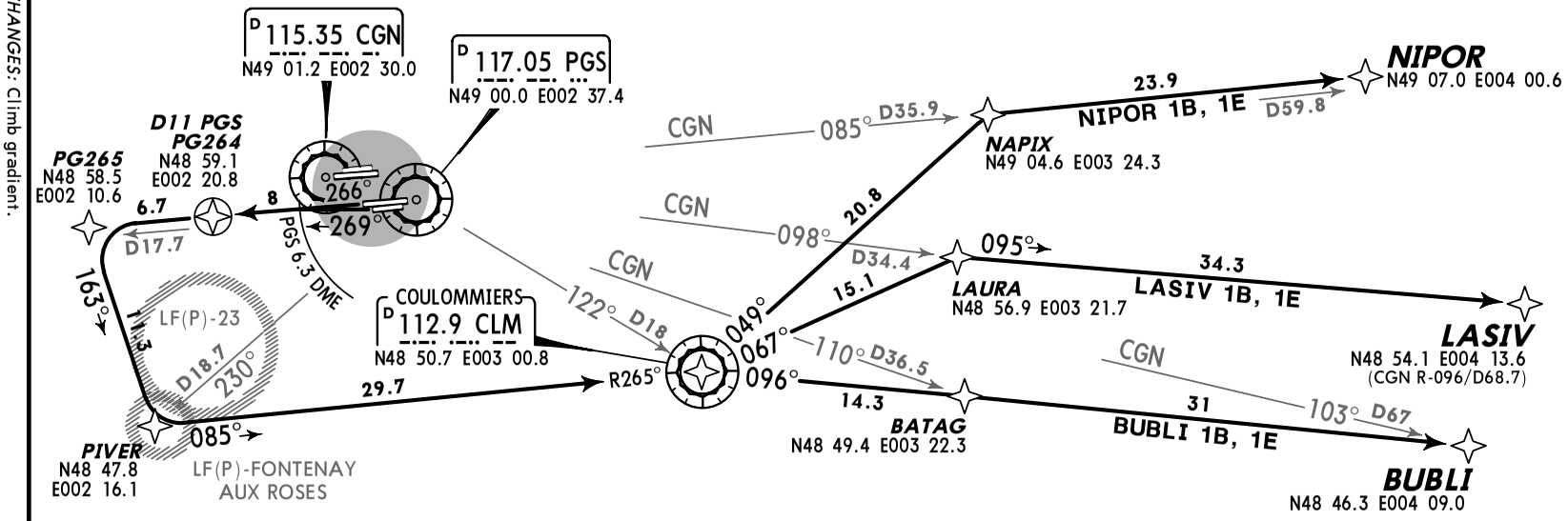
BUBLI, LASIV, NIPOR RWYS 26L/R RNAV DEPARTURES

LETTER **B & E** ASSIGNED SIDS TO EAST
JETS & PROPS ABOVE FL115

Apt Elev 392′

Trans level: By ATC Trans alt: 4000′

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



These SIDs require a minimum climb gradient of 334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

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 D11 PGS or **FL60,** whichever is earlier, except for safety or control reasons.

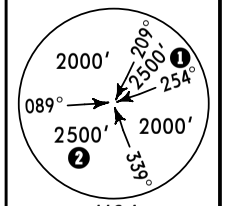
RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264.
26R	Intercept PGS R-266 to D11 PGS. **RNAV:** PG264.

SID	ROUTING
BUBLI 1B *[BUBL1B]*, **BUBLI 1E** *[BUBL1E]*❸	PG264 - PG265 - PIVER - CLM - BATAG - BUBLI.
LASIV 1B *[LASI1B]*, **LASIV 1E** *[LASI1E]*❹ JET ONLY	PG264 - PG265 - PIVER - CLM - LAURA - LASIV.
NIPOR 1B *[NIPO1B]*, **NIPOR 1E** *[NIPO1E]*❺	PG264 - PG265 - PIVER - CLM - NAPIX - NIPOR.

For flights to destinations specified via airways ❸ **UG 42,** ❹ **UL 161,** ❺ **UH 101/UN 858.**

N
NOT TO SCALE

MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



CHANGES: Climb gradient.

Apt Elev	Trans level: By ATC Trans alt: 4000′
392′	**1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

BUBLI, LASIV, NIPOR
RWYS 09L/R RNAV DEPARTURES
LETTER **G & K** ASSIGNED SIDS TO EAST
JETS & PROPS ABOVE FL115

These SIDs require a minimum climb gradient of 334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Letter G designated SIDs: Initial climb clearance JET: **FL110**/PROP: **FL60**
Letter K designated SIDs: Initial climb clearance JET: **FL70**/PROP: **FL60**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying RSY, except for safety or control reasons. Do not commence any turn before overflight of RSY 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
BUBLI 1G *[BUBL1G]*, **BUBLI 1K** *[BUBL1K]* ❸	PG092 - PG094 - BATAG - BUBLI.
LASIV 1G *[LASI1G]*, **LASIV 1K** *[LASI1K]* ❹ JET ONLY	PG092 - PG094 - LAURA - LASIV.
NIPOR 1G *[NIPO1G]*, **NIPOR 1K** *[NIPO1K]* ❺	PG092 - PG094 - NAPIX - NIPOR.

For flights to destinations specified via airways ❸ **UG 42,** ❹ **UL 161,** ❺ **UH 101/UN 858.**

CHANGES: Tracks/radials updated.

Apt Elev
392′

Trans level: By ATC Trans alt: 4000′

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

BUBLI, LASIV, NIPOR
RWYS 08L/R RNAV DEPARTURES
LETTER **H & L** ASSIGNED SIDS TO EAST
JETS & PROPS ABOVE FL115

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

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM

These SIDs require a minimum climb gradient of 334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Letter H designated SIDs: Initial climb clearance JET: **FL110**/PROP: **FL60**
Letter L designated SIDs: Initial climb clearance JET: **FL70**/PROP: **FL60**

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

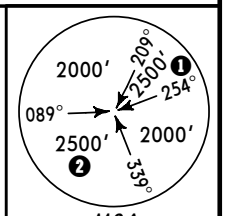
SID	ROUTING
BUBLI 1H *[BUBL1H]*, **BUBLI 1L** *[BUBL1L]* ❸	PG082 - PG088 - BATAG - BUBLI.
LASIV 1H *[LASI1H]*, **LASIV 1L** *[LASI1L]* ❹ JET ONLY	PG082 - PG088 - LAURA - LASIV.
NIPOR 1H *[NIPO1H]*, **NIPOR 1L** *[NIPO1L]* ❺	PG082 - PG086 - NAPIX - NIPOR.

For flights to destinations specified via airways ❸ **UG 42,** ❹ **UL 161,** ❺ **UH 101/UN 858.**

CHANGES: Tracks/radials updated.

Apt Elev	
392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 27L/R RNAV DEPARTURES
LETTER **A & D** ASSIGNED SIDS TO SOUTHEAST JETS ABOVE FL195



MSA CGN/PGS VOR

MSA 2500′ all sectors if DME not available

❶ 2000′ within 22 NM
❷ 2000′ within 11 NM

364 RSO
N49 00.7 E002 21.7
D5.5 CGN

D14 CGN
PG280
N49 02.3 E002 08.8

CGN 1.5 DME

D 117.05 PGS
N49 00.0 E002 37.4

D 115.35 CGN
N49 01.2 E002 30.0

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

PG289
N48 49.1 E002 11.2
(PGS R-239/D20.4)

D 111.2 OL
N48 43.8 E002 23.2
(PGS R-211/D18.7)

DOPAP
N48 42.1 E002 14.6
(PGS R-221/D23.4)

D4 OL
At or above **FL130**

3 NM after DOPAP
At or above **FL130**

D7 OL
At or above **FL140**

6 NM after DOPAP
At or above **FL140**

N
NOT TO SCALE

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

These SIDs require a minimum climb gradient of 395′ per NM (6.5%) up to **FL150.**

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

ODEBU
N48 16.9
E002 37.6

PEKIM
N48 16.6 E002 49.5

OKASI
N48 05.0
E002 46.7

PILUL
N48 05.0 E003 02.9
(PGS R-164/D57.6)

Initial climb clearance **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.

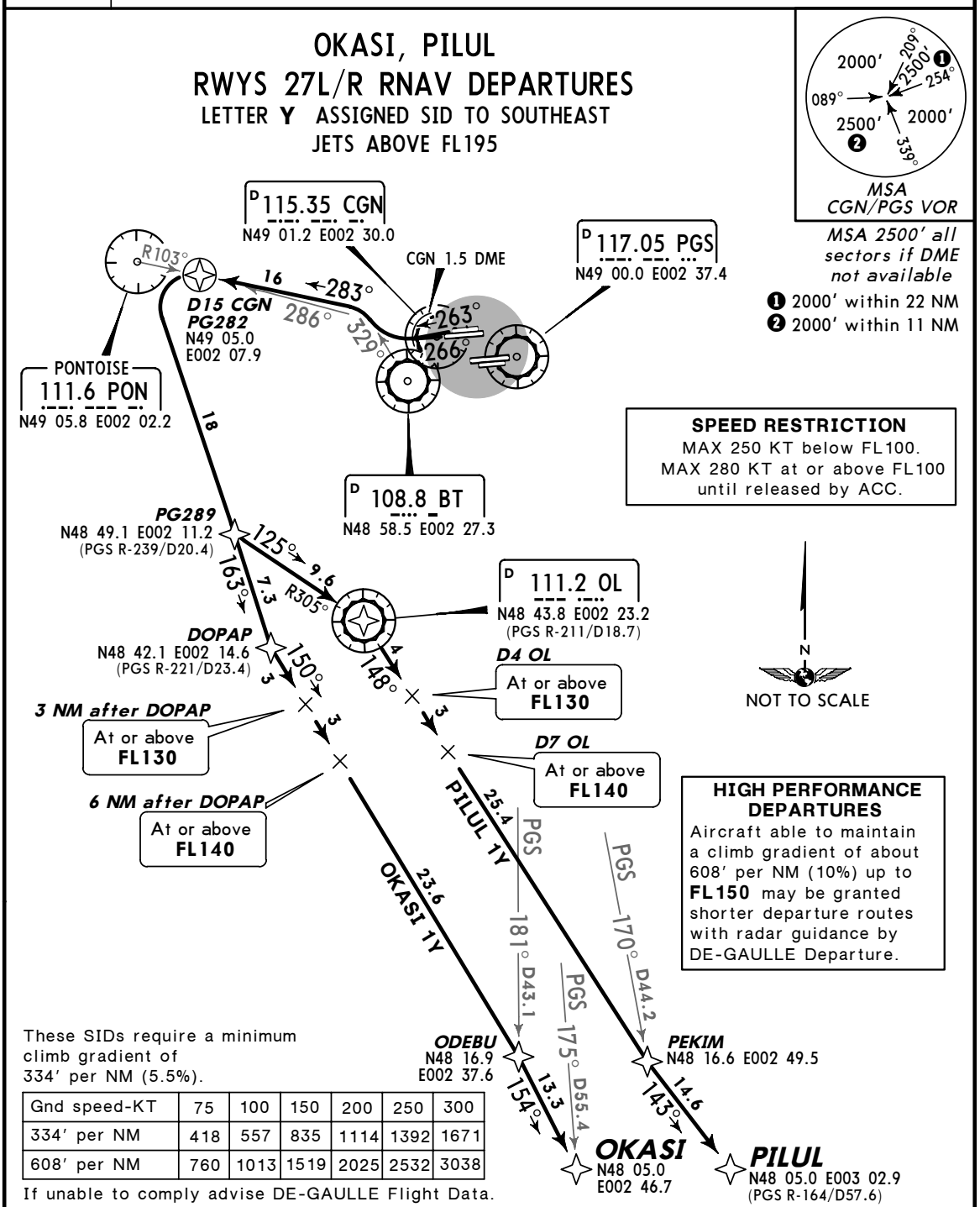
RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-276 to D14 CGN. **RNAV:** PG280.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG280.

SID	ROUTING
OKASI 1A *[OKAS1A]*, **OKASI 1D** *[OKAS1D]*❸	PG280 - PG289 - DOPAP - ODEBU - OKASI.
PILUL 1A *[PILU1A]*, **PILUL 1D** *[PILU1D]*❹	PG280 - PG289 - OL - PEKIM - PILUL.
For flights to destinations specified via airways	❸ **UL 612,** ❹ **UM 975.**

CHANGES: Speed restriction.

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 27L/R RNAV DEPARTURES
LETTER **Y** ASSIGNED SID TO SOUTHEAST JETS ABOVE FL195



Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **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, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329, intercept PON R-103 inbound to D15 CGN. **RNAV:** PG282.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG282.

SID	ROUTING
OKASI 1Y *[OKAS1Y]* ❸	PG282 - PG289 - DOPAP - ODEBU - OKASI.
PILUL 1Y *[PILU1Y]* ❹	PG282 - PG289 - OL - PEKIM - PILUL.

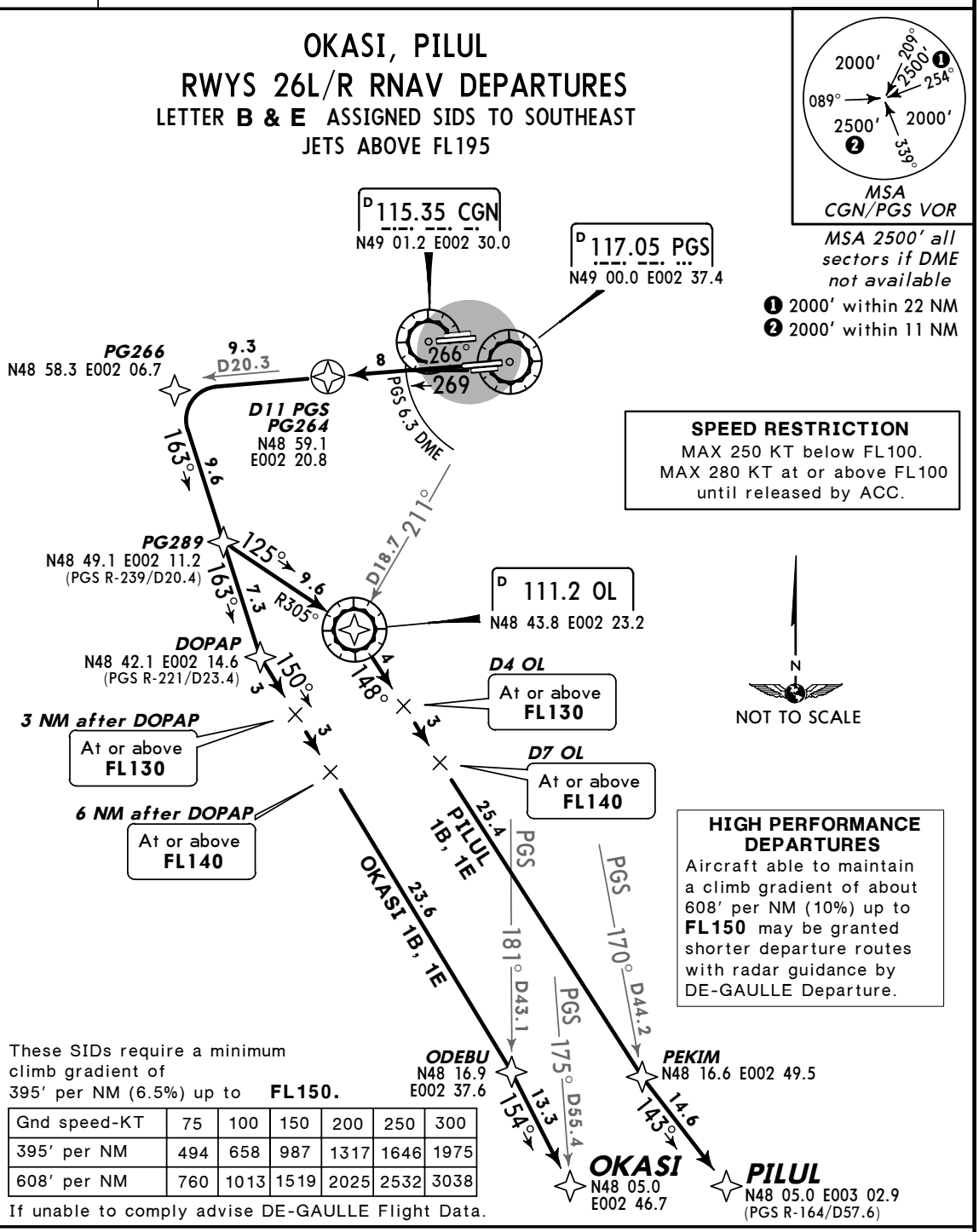
For flights to destinations specified via airways ❸ **UL 612,** ❹ **UM 975.**

CHANGES: Speed restriction.

Apt Elev 392′

Trans level: By ATC Trans alt: 4000′
1. SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 26L/R RNAV DEPARTURES
LETTER **B & E** ASSIGNED SIDS TO SOUTHEAST JETS ABOVE FL195



These SIDs require a minimum climb gradient of 395′ per NM (6.5%) up to **FL150.**

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **FL120**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching D11 PGS 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.
26R	Intercept PGS R-266 to D11 PGS. **RNAV:** PG264.

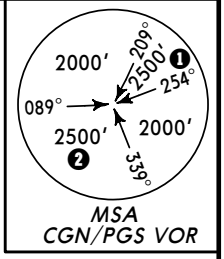
SID	ROUTING
OKASI 1B *[OKAS1B]*, **OKASI 1E** *[OKAS1E]* ❸	PG264 - PG266 - PG289 - DOPAP - ODEBU - OKASI.
PILUL 1B *[PILU1B]*, **PILUL 1E** *[PILU1E]* ❹	PG264 - PG266 - PG289 - OL - PEKIM - PILUL.
For flights to destinations specified via airways	❸ **UL 612,** ❹ **UM 975.**

CHANGES: Speed restriction.

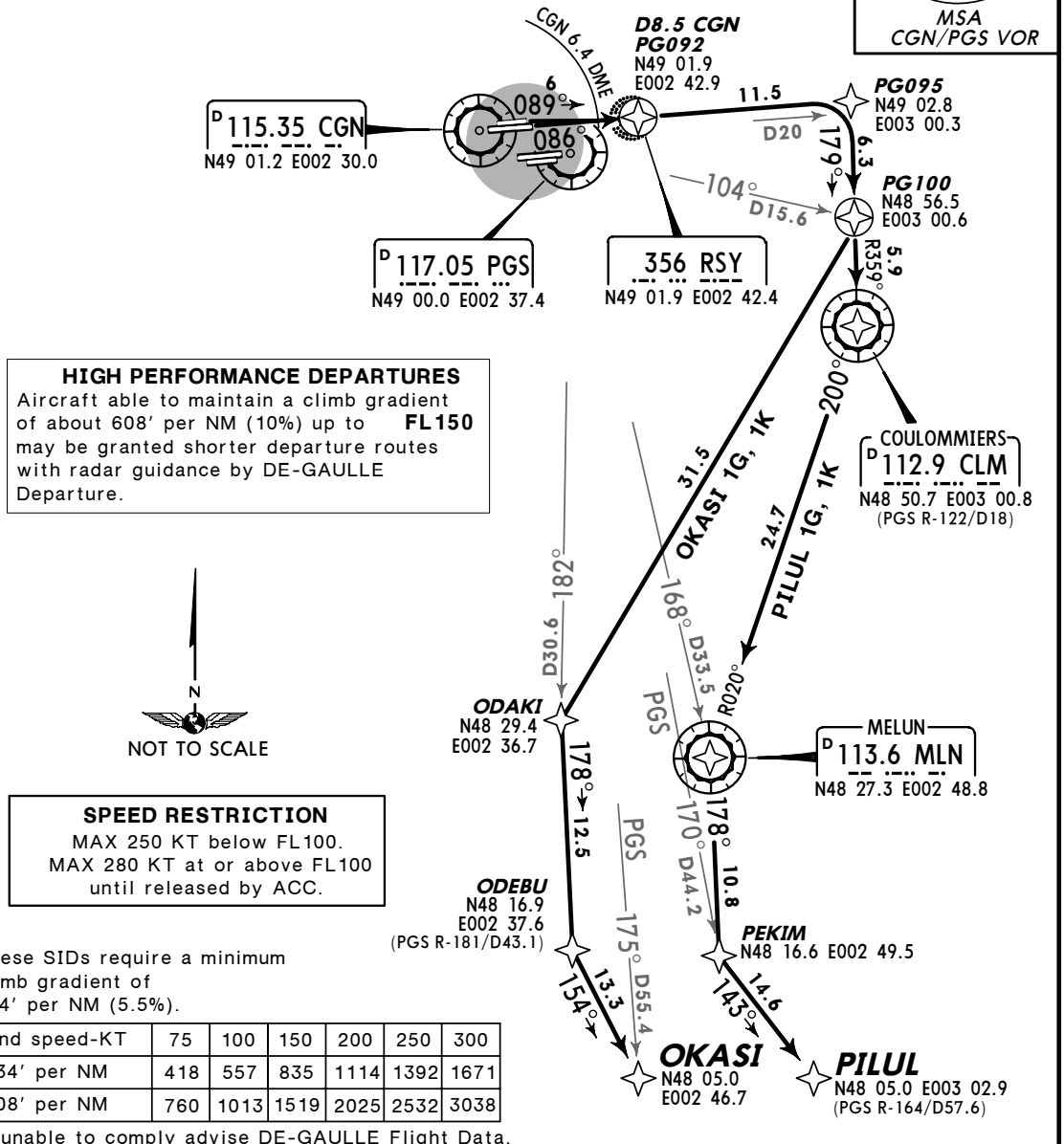
Apt Elev	
392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 09L/R RNAV DEPARTURES
LETTER **G & K** ASSIGNED SIDS TO SOUTHEAST JETS ABOVE FL195

MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



MSA CGN/PGS VOR



HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

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

These SIDs require a minimum climb gradient of 334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **FL110**

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

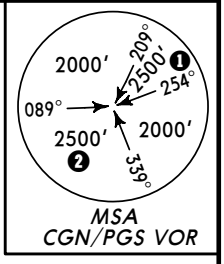
SID	ROUTING
OKASI 1G *[OKAS1G]*, **OKASI 1K** *[OKAS1K]*❸	PG092 - PG095 - PG100 - ODAKI - ODEBU - OKASI.
PILUL 1G *[PILU1G]*, **PILUL 1K** *[PILU1K]*❹	PG092 - PG095 - CLM - MLN - PEKIM - PILUL.
For flights to destinations specified via airways	❸ **UL 612,** ❹ **UM 975.**

CHANGES: Speed restriction.

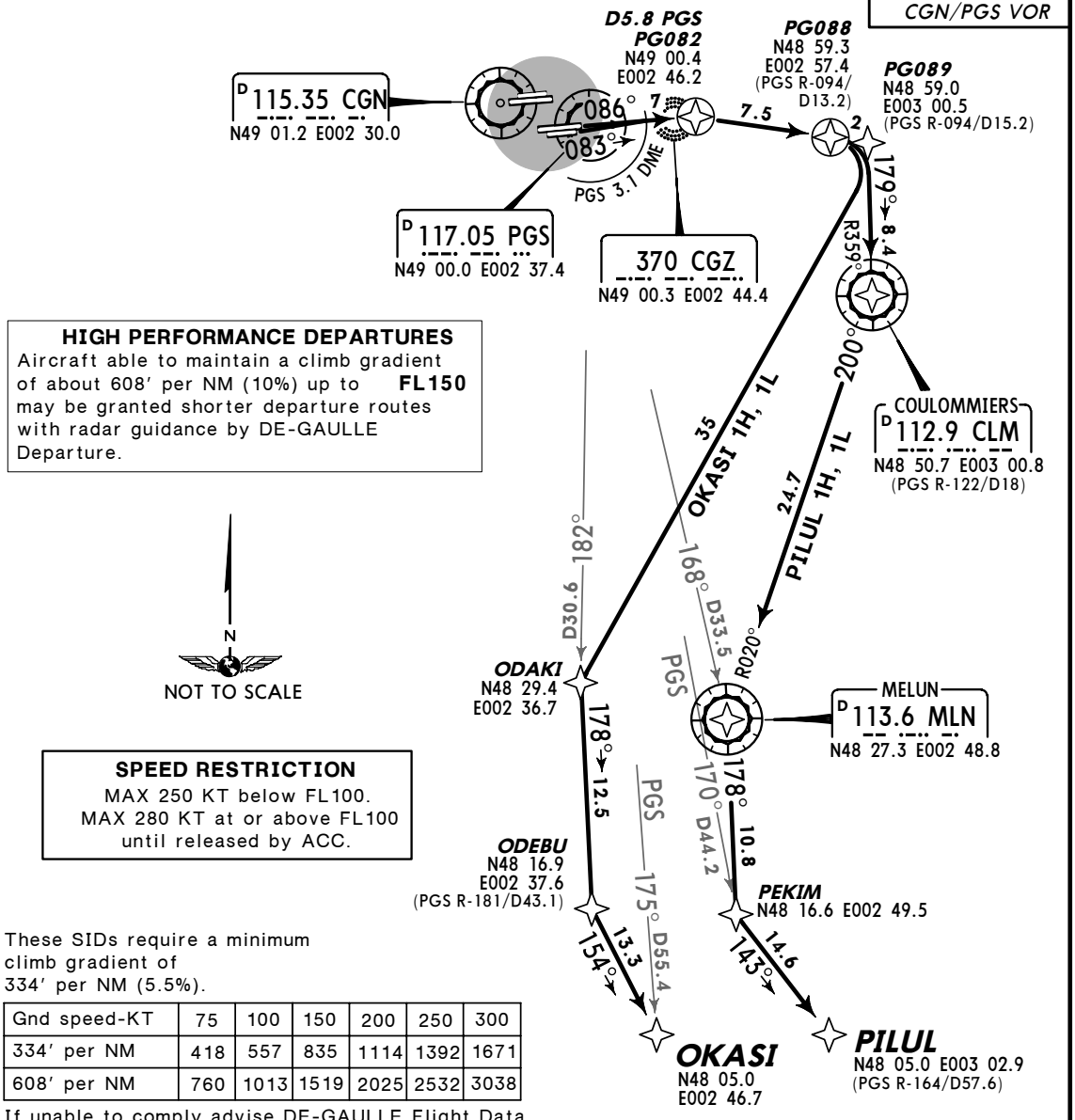
Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 08L/R RNAV DEPARTURES
LETTER **H & L** ASSIGNED SIDS TO SOUTHEAST JETS ABOVE FL195

MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



MSA CGN/PGS VOR



HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

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

These SIDs require a minimum climb gradient of 334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **FL110**

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

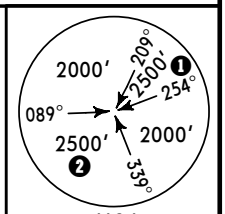
RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
OKASI 1H *[OKAS1H]*, **OKASI 1L** *[OKAS1L]* ❸	PG082 - PG088 - ODAKI - ODEBU - OKASI.
PILUL 1H *[PILU1H]*, **PILUL 1L** *[PILU1L]* ❹	PG082 - PG089 - CLM - MLN - PEKIM - PILUL.
For flights to destinations specified via airways	❸ **UL 612,** ❹ **UM 975.**

CHANGES: Speed restriction.

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

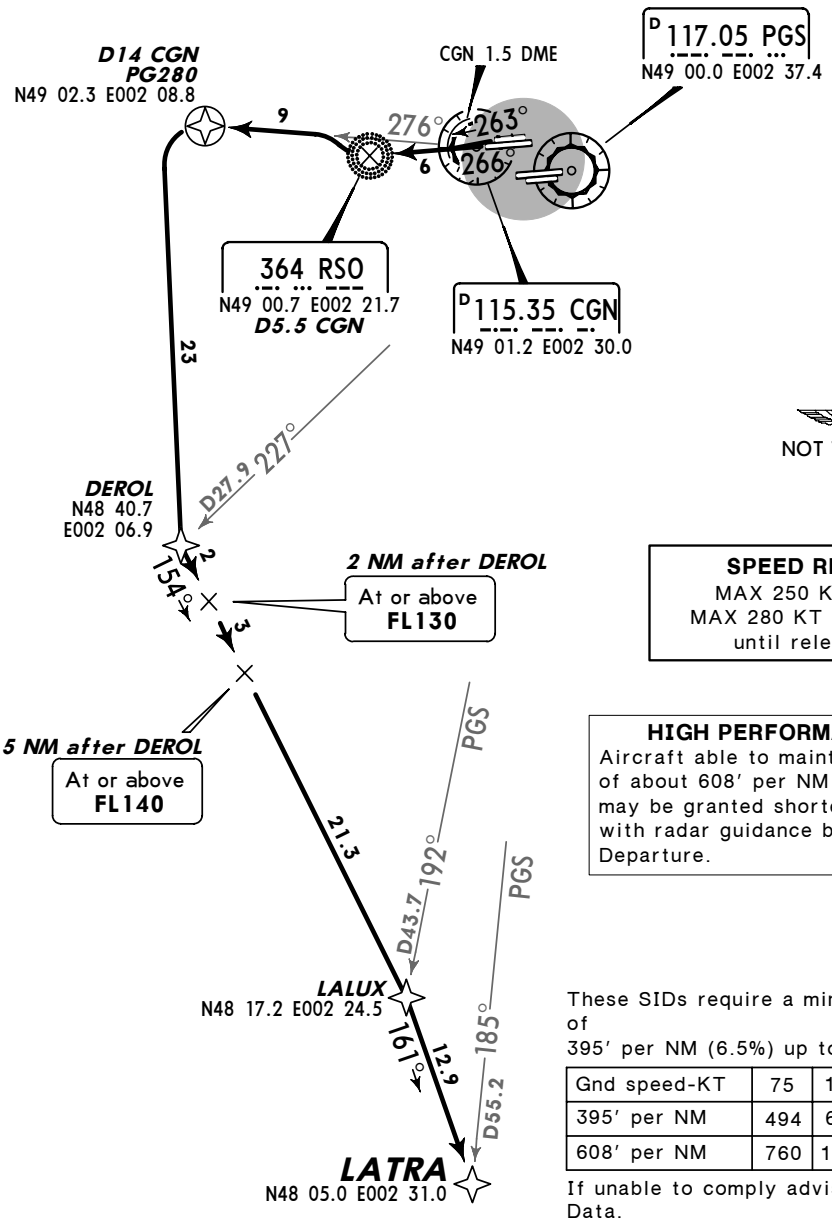
LATRA
RWYS 27L/R RNAV DEPARTURES
LETTER **A & D** ASSIGNED SIDS TO SOUTH
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133



MSA CGN/PGS VOR

MSA 2500′ all sectors if DME not available

❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



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

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

These SIDs require a minimum climb gradient of
395′ per NM (6.5%) up to **FL 150.**

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **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.

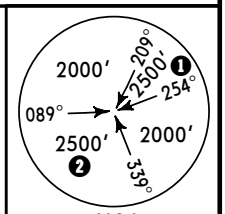
RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-276 to D14 CGN. **RNAV:** PG280.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG280.

SID	ROUTING
LATRA 1A *[LATR1A]*, **LATRA 1D** *[LATR1D]*	PG280 - DEROL - LALUX - LATRA.

CHANGES: Speed restriction.

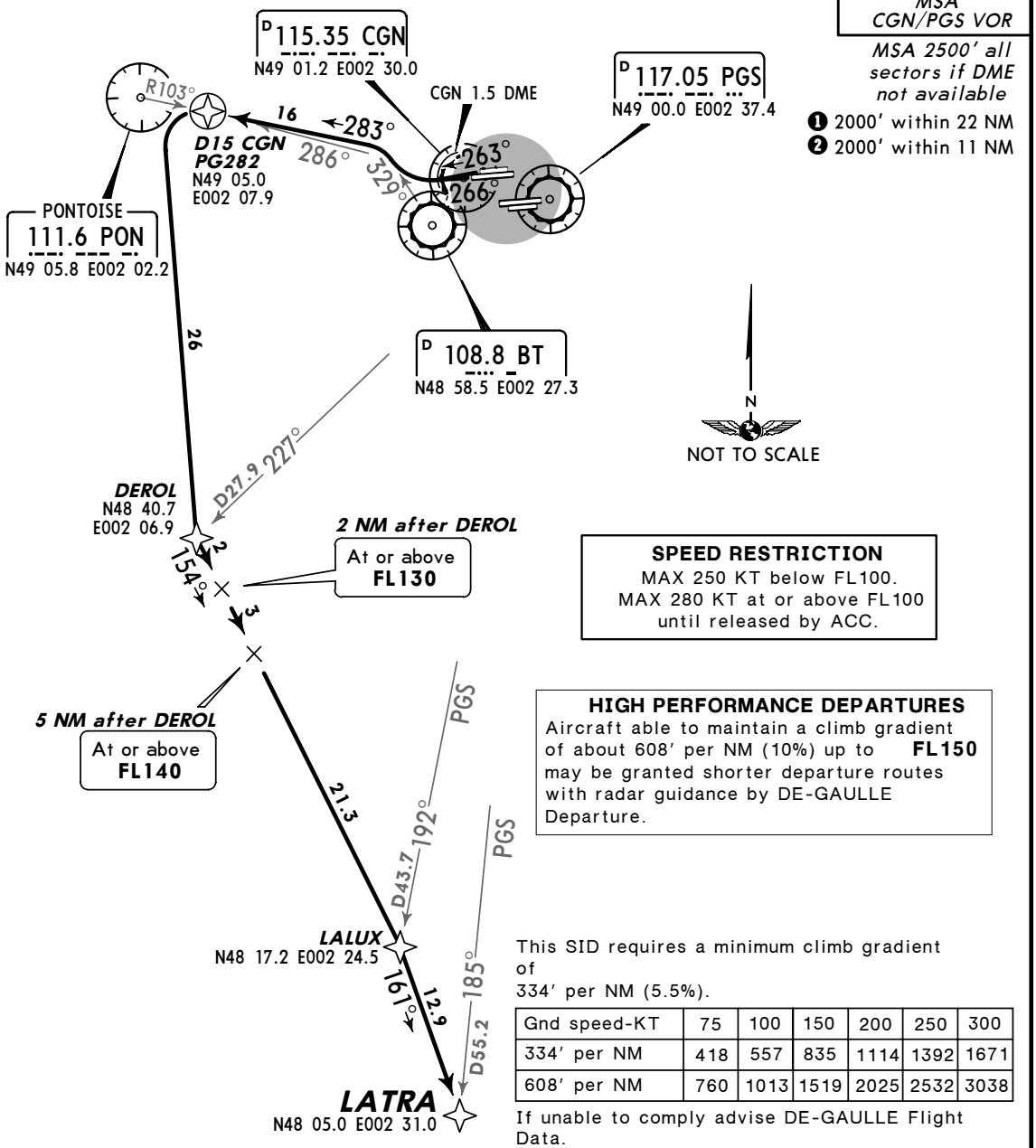
Apt Elev	Trans level: By ATC Trans alt: 4000′
392′	**1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 27L/R RNAV DEPARTURE
LETTER **Y** ASSIGNED SID TO SOUTH
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133



MSA
CGN/PGS VOR

MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



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

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

This SID requires a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **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.

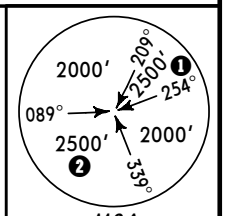
RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329, intercept PON R-103 inbound to D15 CGN. **RNAV:** PG282.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG282.

SID	ROUTING
LATRA 1Y *[LATR1Y]*	PG282 - DEROL - LALUX - LATRA.

CHANGES: Speed restriction.

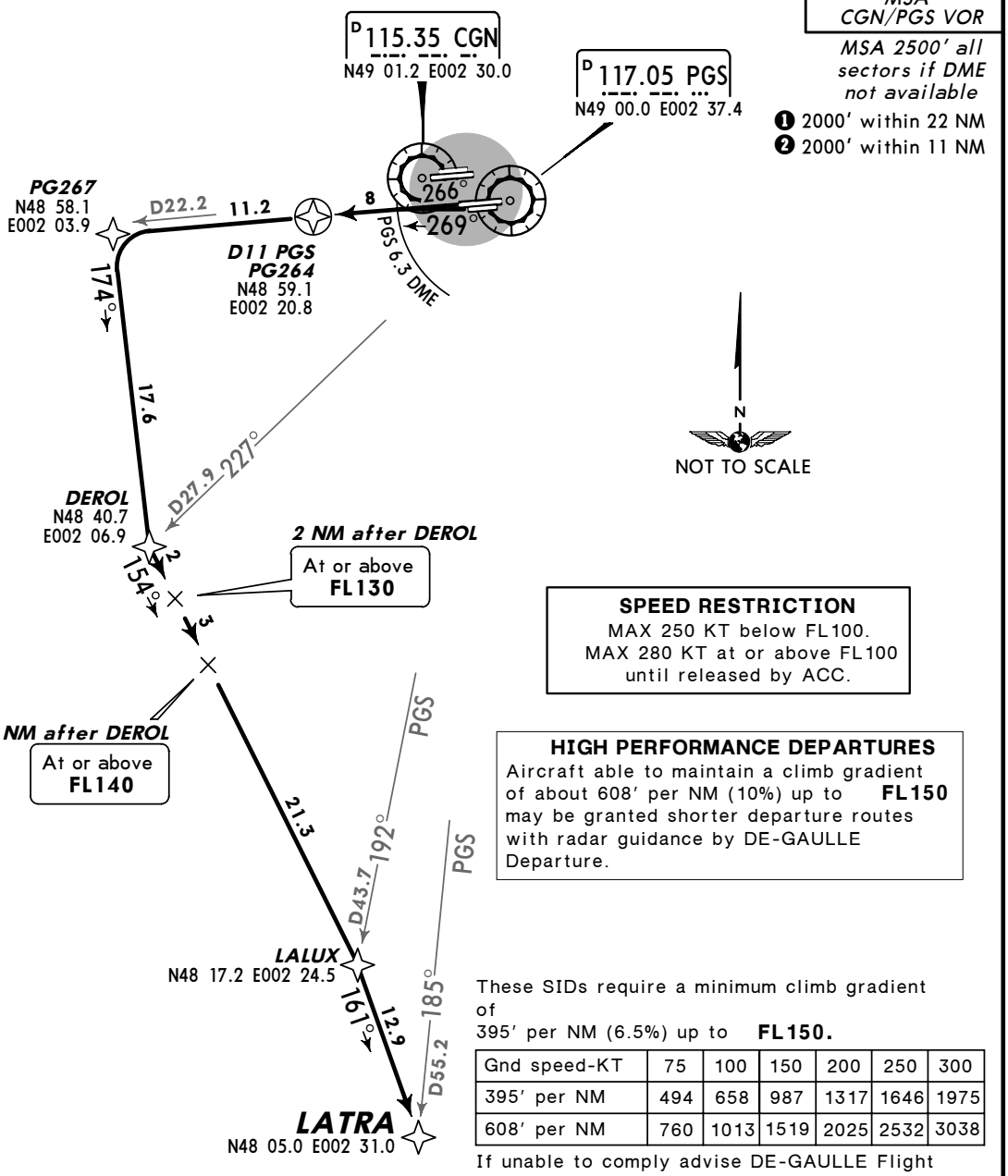
Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 26L/R RNAV DEPARTURES
LETTER **B & E** ASSIGNED SID TO SOUTH
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133



MSA
CGN/PGS VOR

MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



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

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

These SIDs require a minimum climb gradient of
395′ per NM (6.5%) up to **FL150.**

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **FL120**

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

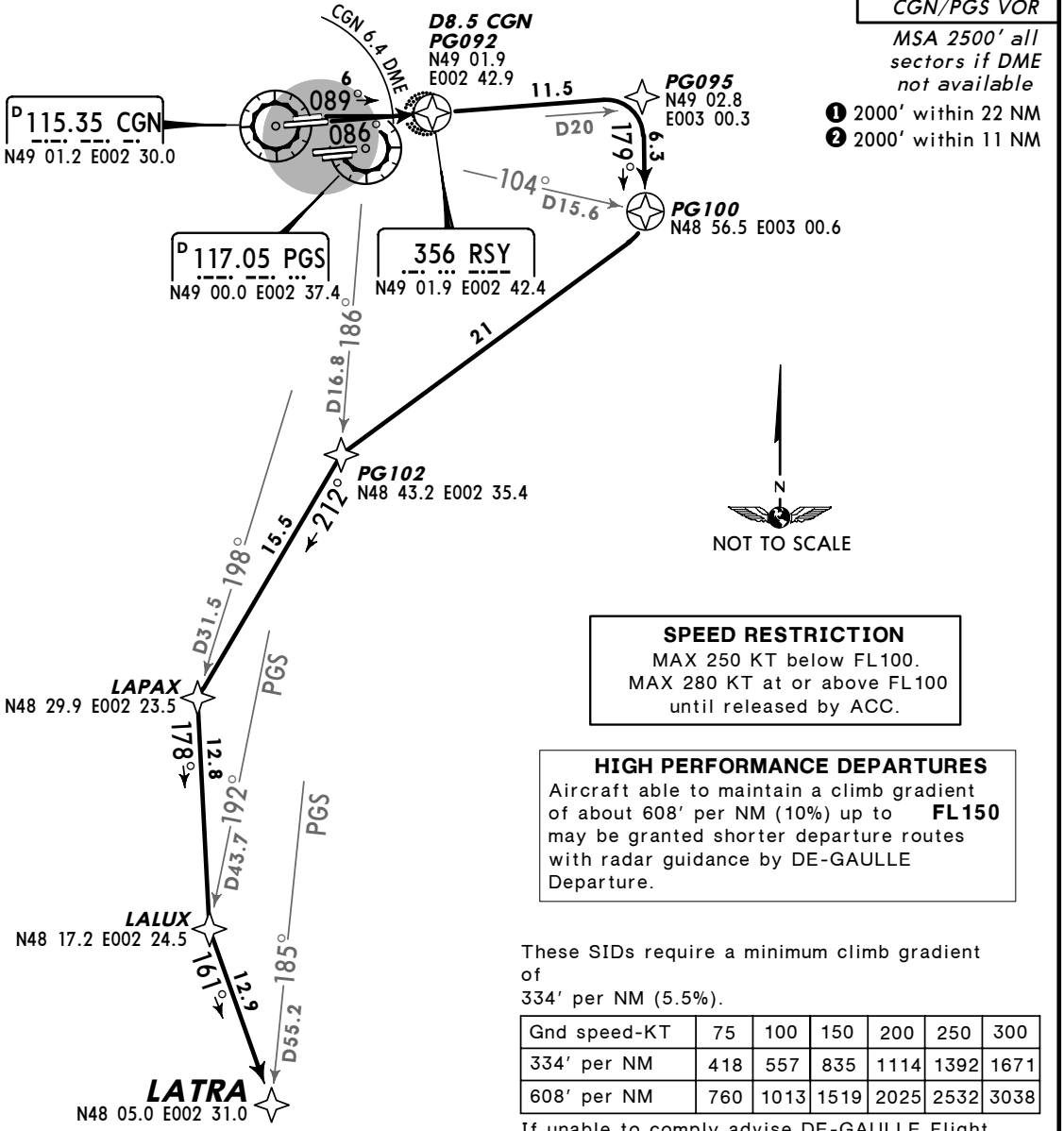
RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). **RNAV:** PG264.
26R	Intercept PGS R-266 to D11 PGS. **RNAV:** PG264.

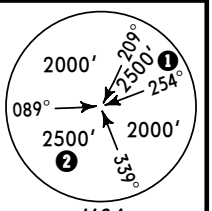
SID	ROUTING
LATRA 1B *[LATR1B]*, **LATRA 1E** *[LATR1E]*	PG264 - PG267 - DEROL - LALUX - LATRA.

CHANGES: Speed restriction.

Apt Elev	
392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 09L/R RNAV DEPARTURES
LETTER **G & K** ASSIGNED SID TO SOUTH
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133





MSA 2500′ all sectors if DME not available

❶ 2000′ within 22 NM
❷ 2000′ within 11 NM

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

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **FL110**

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

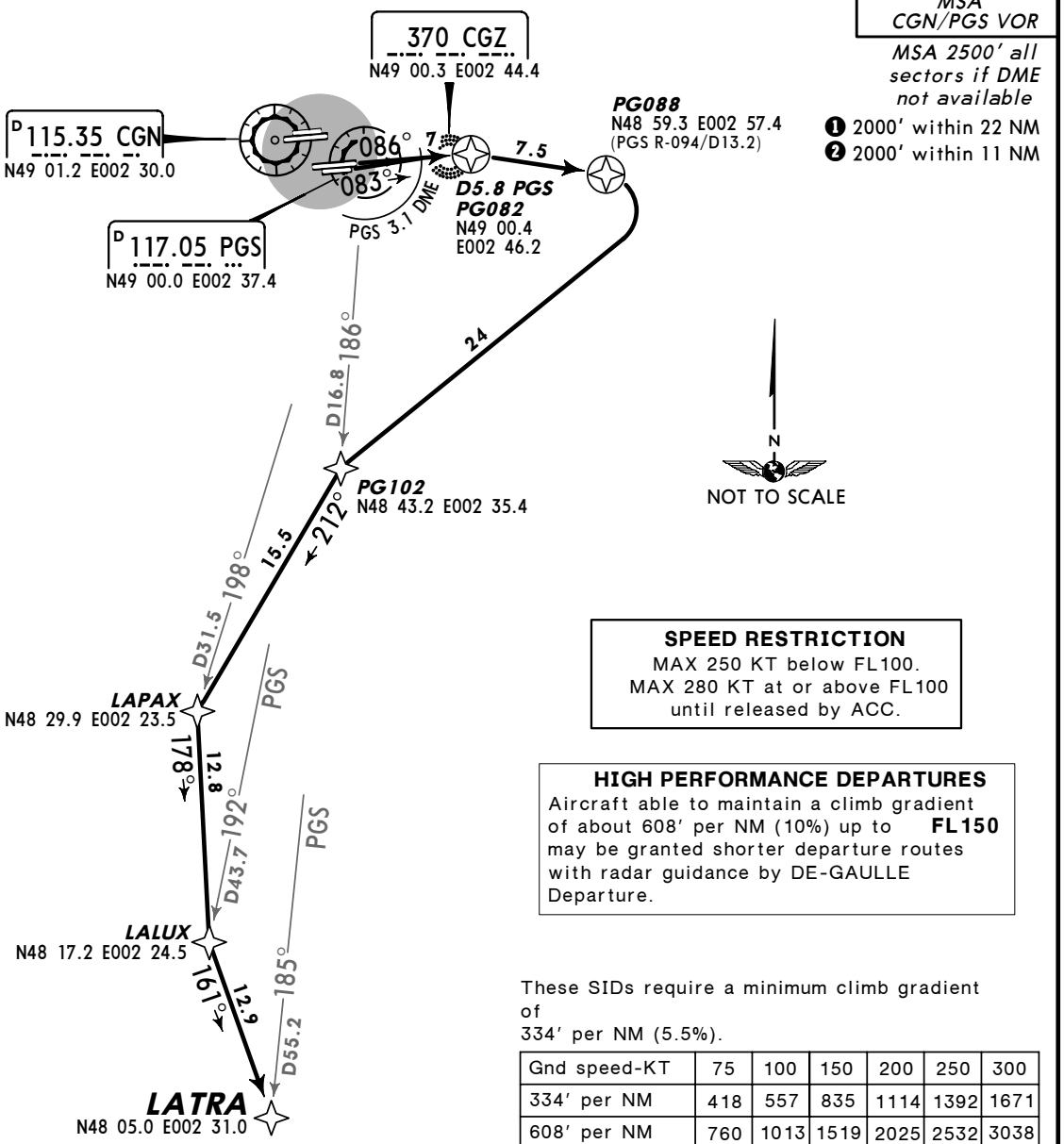
RWY	INITIAL CLIMB
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). **RNAV:** PG092.
09R	Intercept CGN R-086 to D8.5 CGN. **RNAV:** PG092.

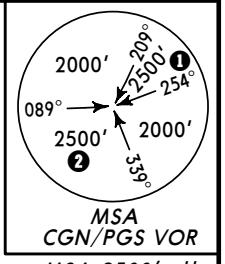
SID	ROUTING
LATRA 1G *[LATR1G]*, **LATRA 1K** *[LATR1K]*	PG092 - PG095 - PG100 - PG102 - LAPAX - LALUX - LATRA.

CHANGES: Speed restriction.

Apt Elev	
392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 08L/R RNAV DEPARTURES
LETTER **H & L** ASSIGNED SID TO SOUTH
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133





MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM

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

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **FL110**

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

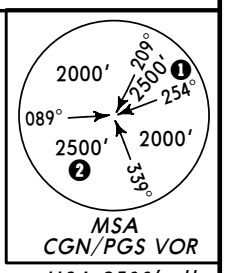
RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D5.8 PGS. **RNAV:** PG082.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). **RNAV:** PG082.

SID	ROUTING
LATRA 1H *[LATR1H]*, **LATRA 1L** *[LATR1L]*	PG082 - PG088 - PG102 - LAPAX - LALUX - LATRA.

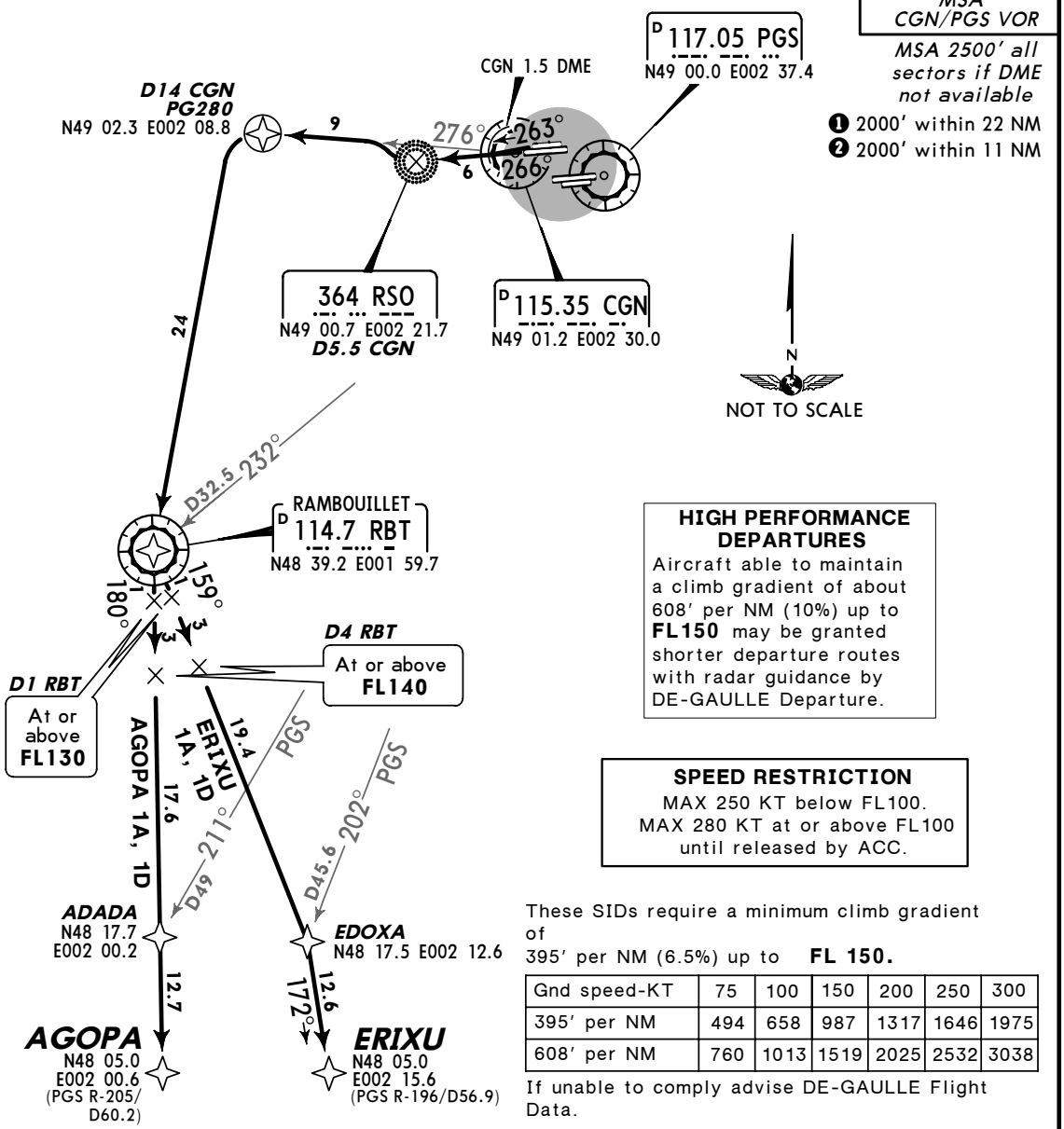
CHANGES: Speed restriction.

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 27L/R RNAV DEPARTURES
LETTER **A & D** ASSIGNED SIDS TO SOUTHWEST JETS ABOVE FL195



MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

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

These SIDs require a minimum climb gradient of
395′ per NM (6.5%) up to **FL 150.**

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **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.

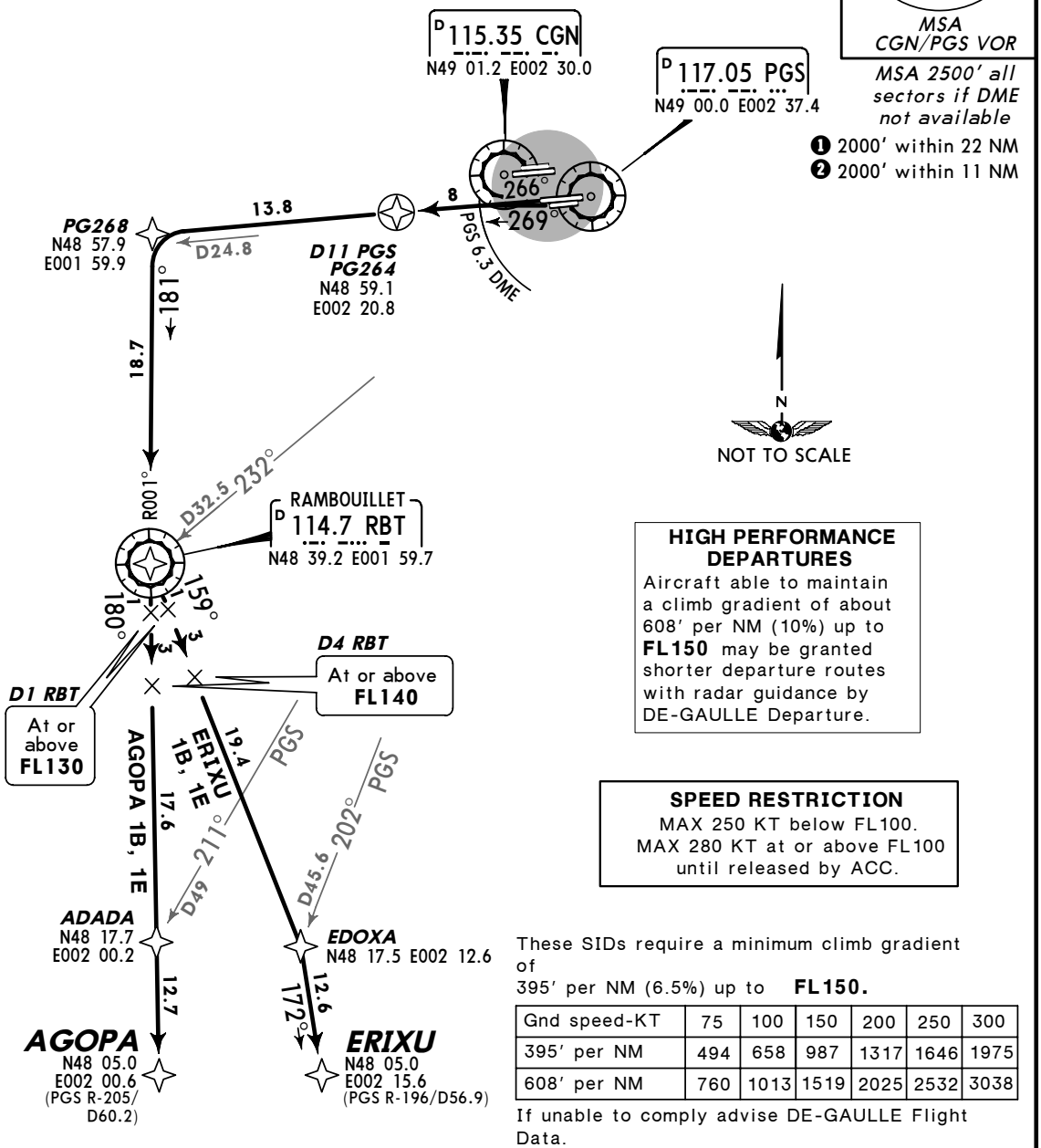
RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-276 to D14 CGN. **RNAV:** PG280.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG280.

SID	ROUTING
AGOPA 1A *[AGOP1A]*, **AGOPA 1D** *[AGOP1D]*❸	PG280 - RBT - ADADA - AGOPA.
ERIXU 1A *[ERIX1A]*, **ERIXU 1D** *[ERIX1D]*❹	PG280 - RBT - EDOXA - ERIXU.
For flights to destinations specified via airways	❸ **UL 167,** ❹ **UN 860.**

CHANGES: Speed restriction.

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 26L/R RNAV DEPARTURES
LETTER **B & E** ASSIGNED SIDS TO SOUTHWEST JETS ABOVE FL195



HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

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

These SIDs require a minimum climb gradient of 395′ per NM (6.5%) up to **FL150.**

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance FL120

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching D11 PGS 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.
26R	Intercept PGS R-266 to D11 PGS. **RNAV:** PG264.

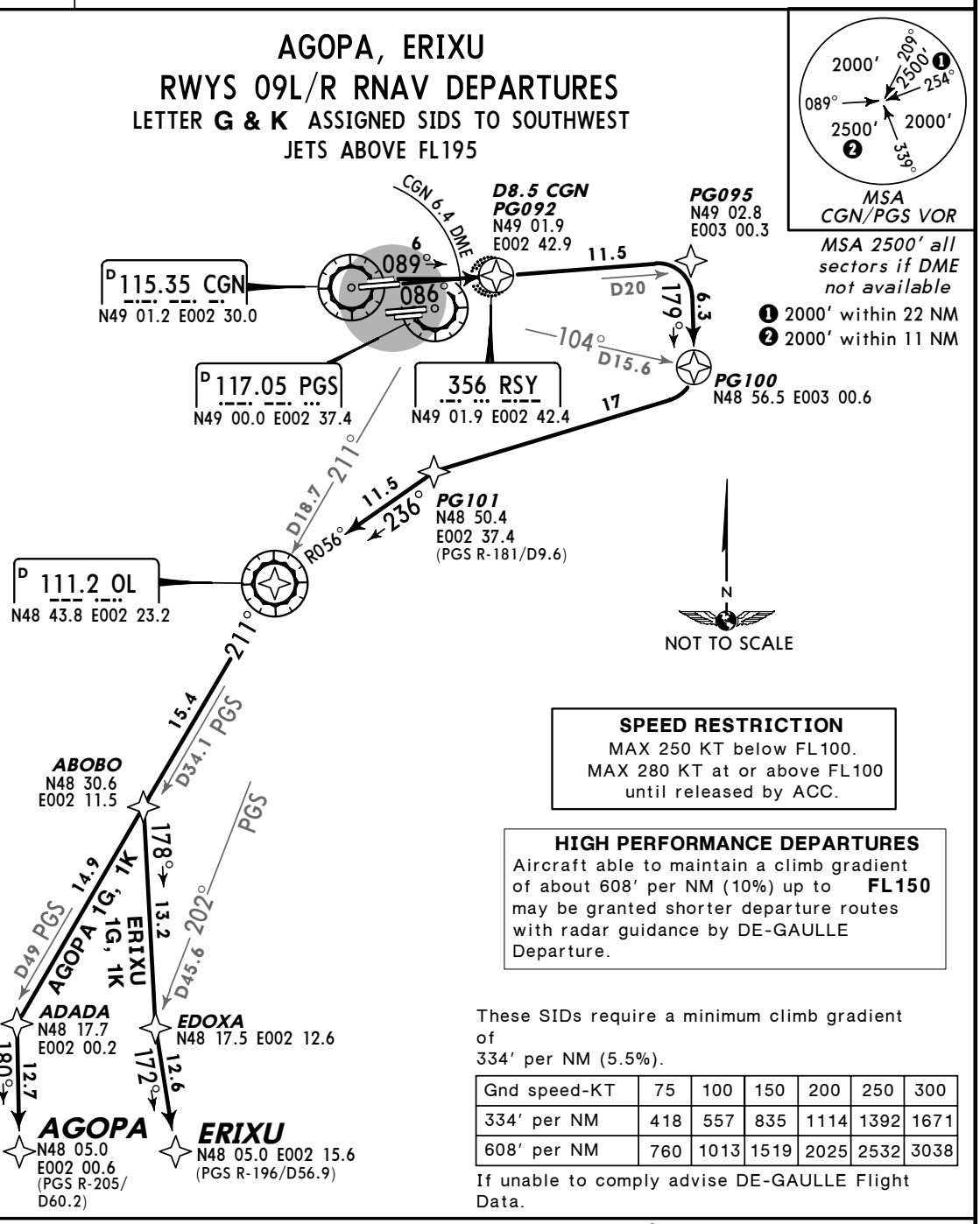
SID	ROUTING
AGOPA 1B *[AGOP1B]*, **AGOPA 1E** *[AGOP1E]* ❸	PG264 - PG268 - RBT - ADADA - AGOPA.
ERIXU 1B *[ERIX1B]*, **ERIXU 1E** *[ERIX1E]* ❹	PG264 - PG268 - RBT - EDOXA - ERIXU.

For flights to destinations specified via airways ❸ **UL 167,** ❹ **UN 860.**

CHANGES: Speed restriction.

Apt Elev	Trans level: By ATC Trans alt: 4000′
392′	**1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 09L/R RNAV DEPARTURES
LETTER **G & K** ASSIGNED SIDS TO SOUTHWEST JETS ABOVE FL195



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

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **FL110**

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

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

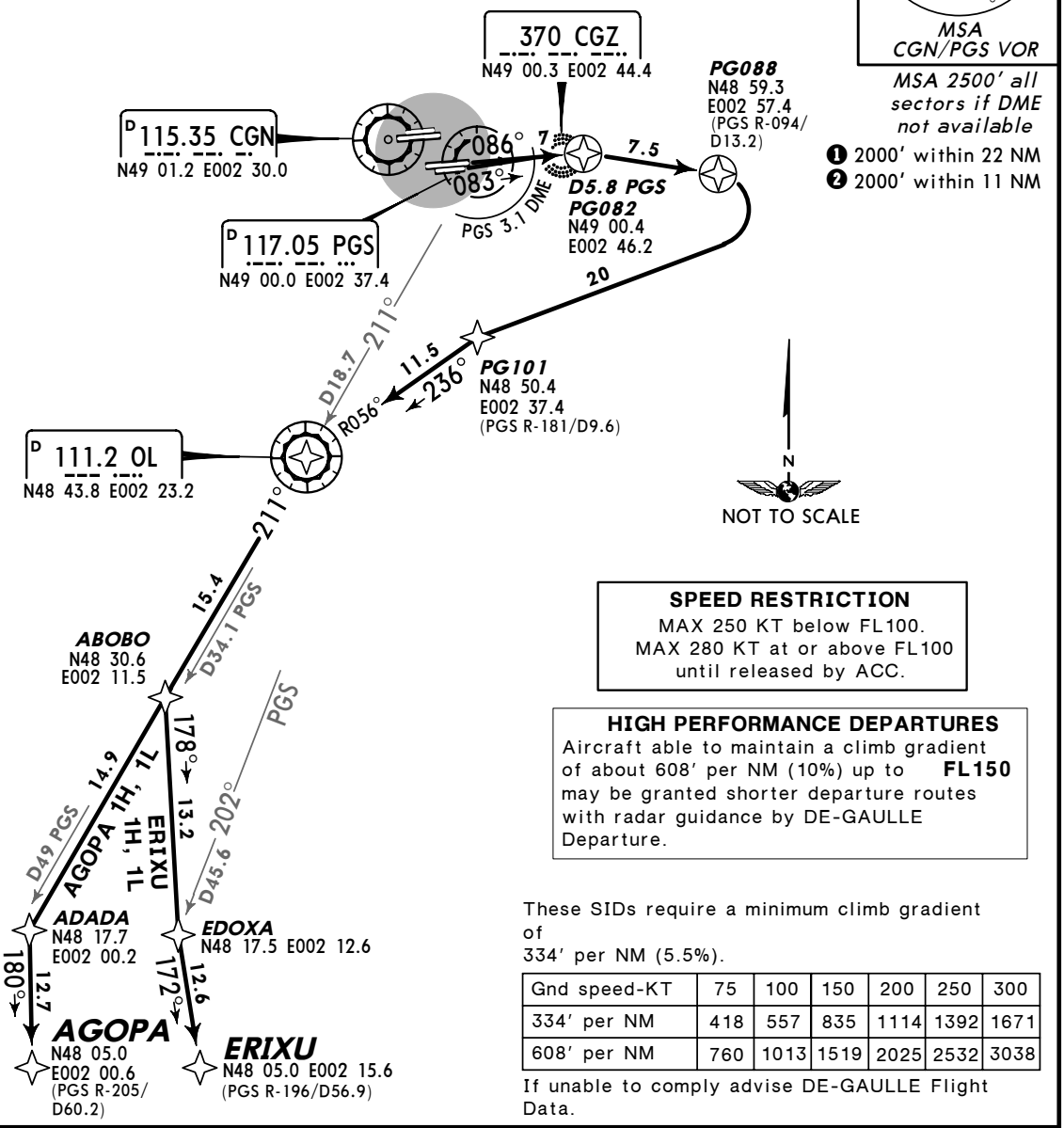
SID	ROUTING
AGOPA 1G *[AGOP1G]*, **AGOPA 1K** *[AGOP1K]*❸	PG092 - PG095 - PG100 - PG101 - OL - ABOBO - ADADA - AGOPA.
ERIXU 1G *[ERIX1G]*, **ERIXU 1K** *[ERIX1K]*❹	PG092 - PG095 - PG100 - PG101 - OL - ABOBO - EDOXA - ERIXU.

For flights to destinations specified via airways ❸ **UL 167,** ❹ **UN 860.**

CHANGES: Speed restriction.

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 08L/R RNAV DEPARTURES
LETTER **H & L** ASSIGNED SIDS TO SOUTHWEST JETS ABOVE FL195



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

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **FL110**

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

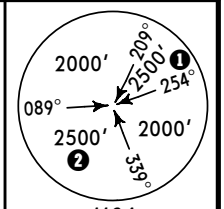
SID	ROUTING
AGOPA 1H *[AGOP1H]*, **AGOPA 1L** *[AGOP1L]* ❸	PG082 - PG088 - PG101 - OL - ABOBO - ADADA - AGOPA.
ERIXU 1H *[ERIX1H]*, **ERIXU 1L** *[ERIX1L]* ❹	PG082 - PG088 - PG101 - OL - ABOBO - EDOXA - ERIXU.

For flights to destinations specified via airways ❸ **UL 167,** ❹ **UN 860.**

CHANGES: Speed restriction.

Apt Elev	
392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

EVREUX, L'AIGLE
RWYS 27L/R RNAV DEPARTURES
LETTER **A & D** ASSIGNED SIDS TO WEST
JETS & PROPS ABOVE FL115

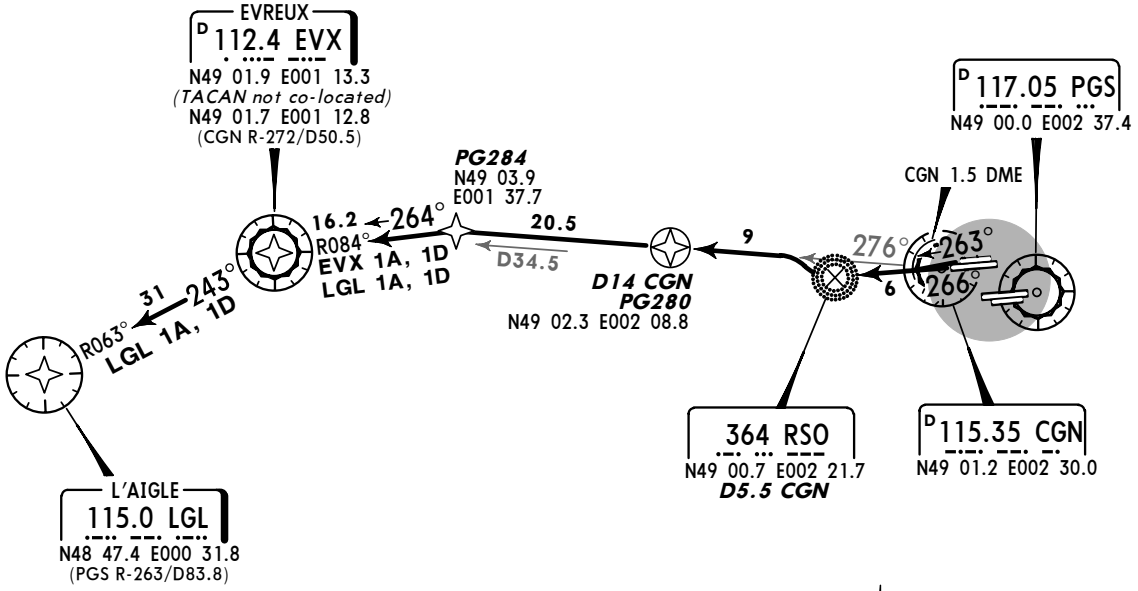


MSA
CGN/PGS VOR

MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

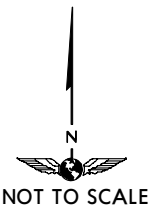
SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.



These SIDs require a minimum climb gradient of
395′ per NM (6.5%) up to **FL150.**

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.



NOT TO SCALE

Initial climb clearance JET: **FL110**/ PROP: **FL60**

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-276 to D14 CGN. **RNAV:** PG280.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG280.

SID	ROUTING
EVX 1A, 1D ❸	PG280 - PG284 - EVX.
LGL 1A, 1D ❹	PG280 - PG284 - EVX - LGL.

For flights to destinations specified via airways ❸ **UT 300,** ❹ **UN 502.**

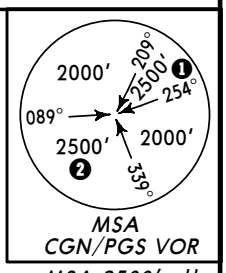
CHANGES: None.

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

EVREUX, L'AIGLE
RWYS 27L/R RNAV DEPARTURES
LETTER **Y** ASSIGNED SIDS TO WEST
JETS & PROPS ABOVE FL115

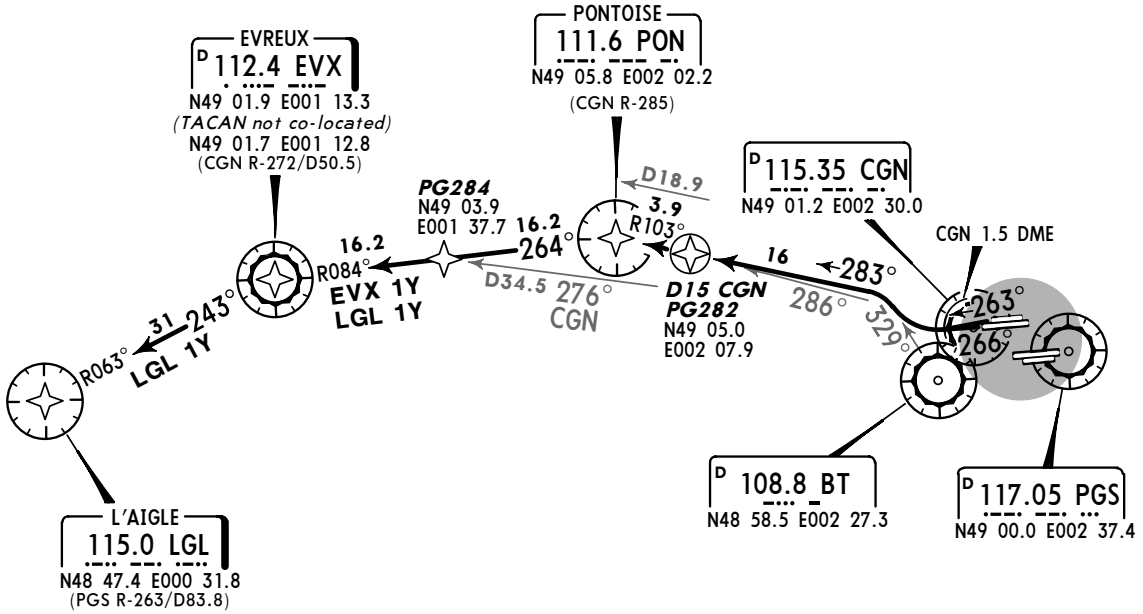
HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

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



MSA CGN/PGS VOR

MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

NOT TO SCALE

Initial climb clearance JET: **FL110**/ PROP: **FL60**

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, intercept PON R-103 inbound to D15 CGN. **RNAV:** PG282.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG282.

SID	ROUTING
EVX 1Y ❸	PG282 - PON - PG284 - EVX.
LGL 1Y ❹	PG282 - PON - PG284 - EVX - LGL.

For flights to destinations specified via airways ❸ **UT 300,** ❹ **UN 502.**

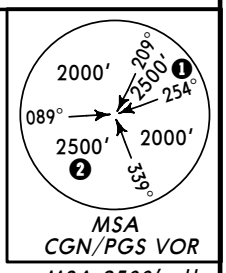
CHANGES: Climb gradient.

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

EVREUX, L'AIGLE
RWYS 26L/R RNAV DEPARTURES
LETTER **B & E** ASSIGNED SIDS TO WEST
JETS & PROPS ABOVE FL115

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

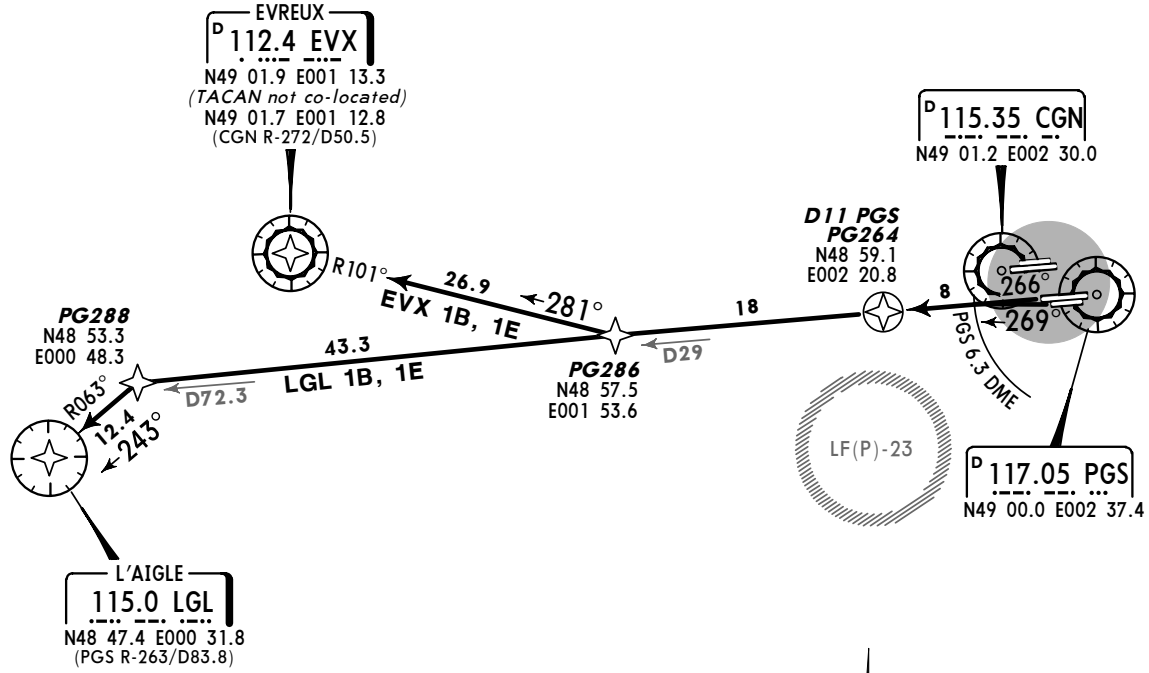
SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.



MSA CGN/PGS VOR

MSA 2500′ all sectors if DME not available

❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



These SIDs require a minimum climb gradient of
395′ per NM (6.5%) up to **FL150.**

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

N
NOT TO SCALE

Initial climb clearance JET: **FL110**/ PROP: **FL60**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching D11 PGS 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.
26R	Intercept PGS R-266 to D11 PGS. **RNAV:** PG264.

SID	ROUTING
EVX 1B, 1E ❸	PG264 - PG286 - EVX.
LGL 1B, 1E ❹	PG264 - PG288 - LGL.

For flights to destinations specified via airways ❸ **UT 300,** ❹ **UN 502.**

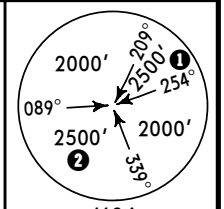
CHANGES: None.

Apt Elev	
392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

EVREUX, L'AIGLE
RWYS 09L/R RNAV DEPARTURES
LETTER **G & K** ASSIGNED SIDS TO WEST JETS & PROPS ABOVE FL115

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

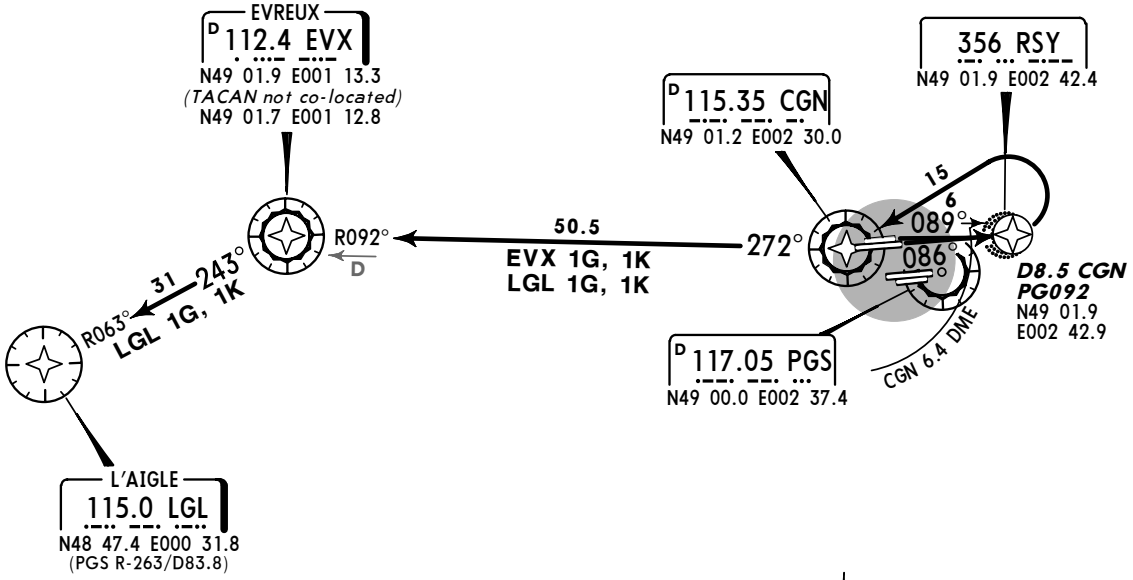
SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.



MSA CGN/PGS VOR

MSA 2500′ all sectors if DME not available

❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



NOT TO SCALE

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: **FL100**/ PROP: **FL70**

Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying RSY, except for safety or control reasons. Do not commence any turn before overflight of RSY 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 ❸	PG092 - CGN - EVX.
LGL 1G, 1K ❹	PG092 - CGN - EVX - LGL.

For flights to destinations specified via airways ❸ **UT 300,** ❹ **UN 502.**

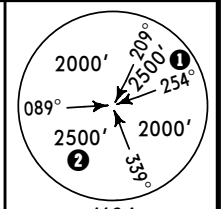
CHANGES: Tracks/radials updated.

Apt Elev	
392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

EVREUX, L'AIGLE
RWYS 08L/R RNAV DEPARTURES
LETTER **H & L** ASSIGNED SIDS TO WEST
JETS & PROPS ABOVE FL115

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

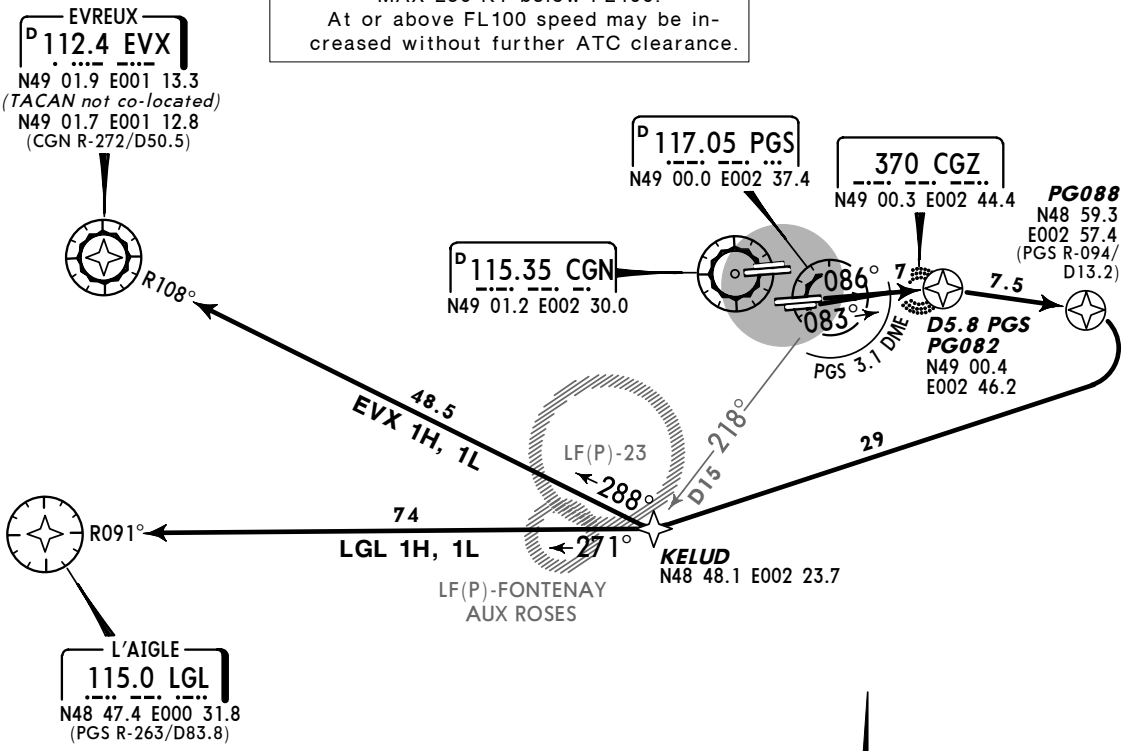
SPEED RESTRICTION
MAX 250 KT below FL100.
At or above FL100 speed may be increased without further ATC clearance.



MSA CGN/PGS VOR

MSA 2500′ all sectors if DME not available

❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

N
NOT TO SCALE

Initial climb clearance JET: **FL110**/ PROP: **FL70**

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

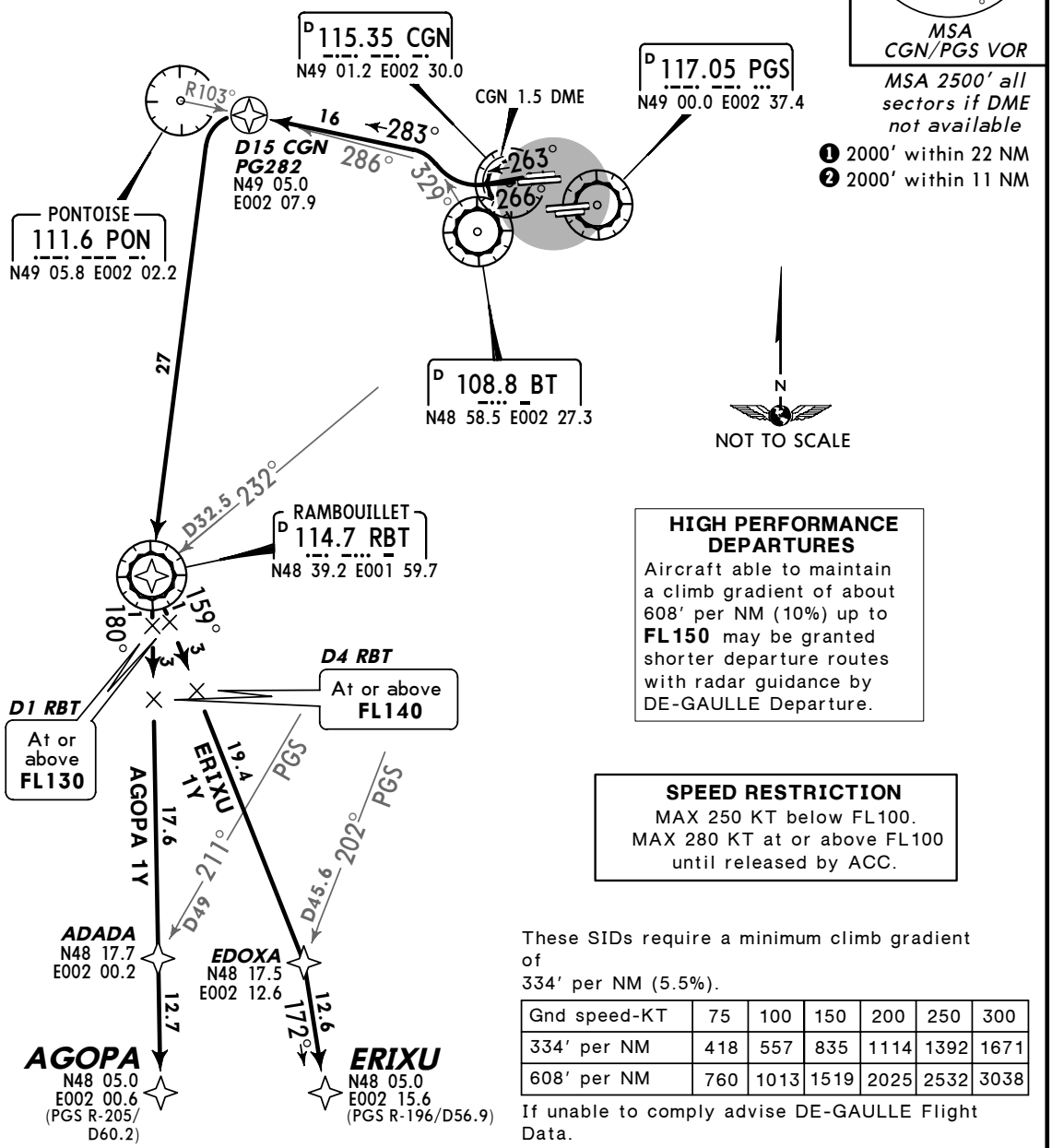
SID	ROUTING
EVX 1H, 1L ❸	PG082 - PG088 - KELUD - EVX.
LGL 1H, 1L ❹	PG082 - PG088 - KELUD - LGL.

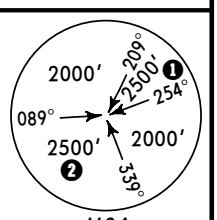
For flights to destinations specified via airways ❸ **UT 300,** ❹ **UN 502.**

CHANGES: Tracks/radials updated.

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 27L/R RNAV DEPARTURES
LETTER **Y** ASSIGNED SIDS TO SOUTHWEST JETS ABOVE FL195





MSA 2500′ all sectors if DME not available

❶ 2000′ within 22 NM
❷ 2000′ within 11 NM

HIGH PERFORMANCE DEPARTURES
Aircraft able to maintain a climb gradient of about 608′ per NM (10%) up to **FL150** may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

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

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
608′ per NM	760	1013	1519	2025	2532	3038

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **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, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329, intercept PON R-103 inbound to D15 CGN. **RNAV:** PG282.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). **RNAV:** PG282.

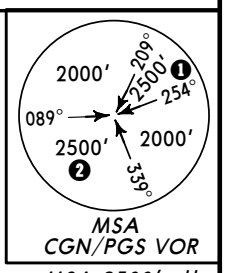
SID	ROUTING
AGOPA 1Y *[AGOP1Y]* ❸	PG282 - RBT - ADADA - AGOPA.
ERIXU 1Y *[ERIX1Y]* ❹	PG282 - RBT - EDOXA - ERIXU.

For flights to destinations specified via airways ❸ **UL 167,** ❹ **UN 860.**

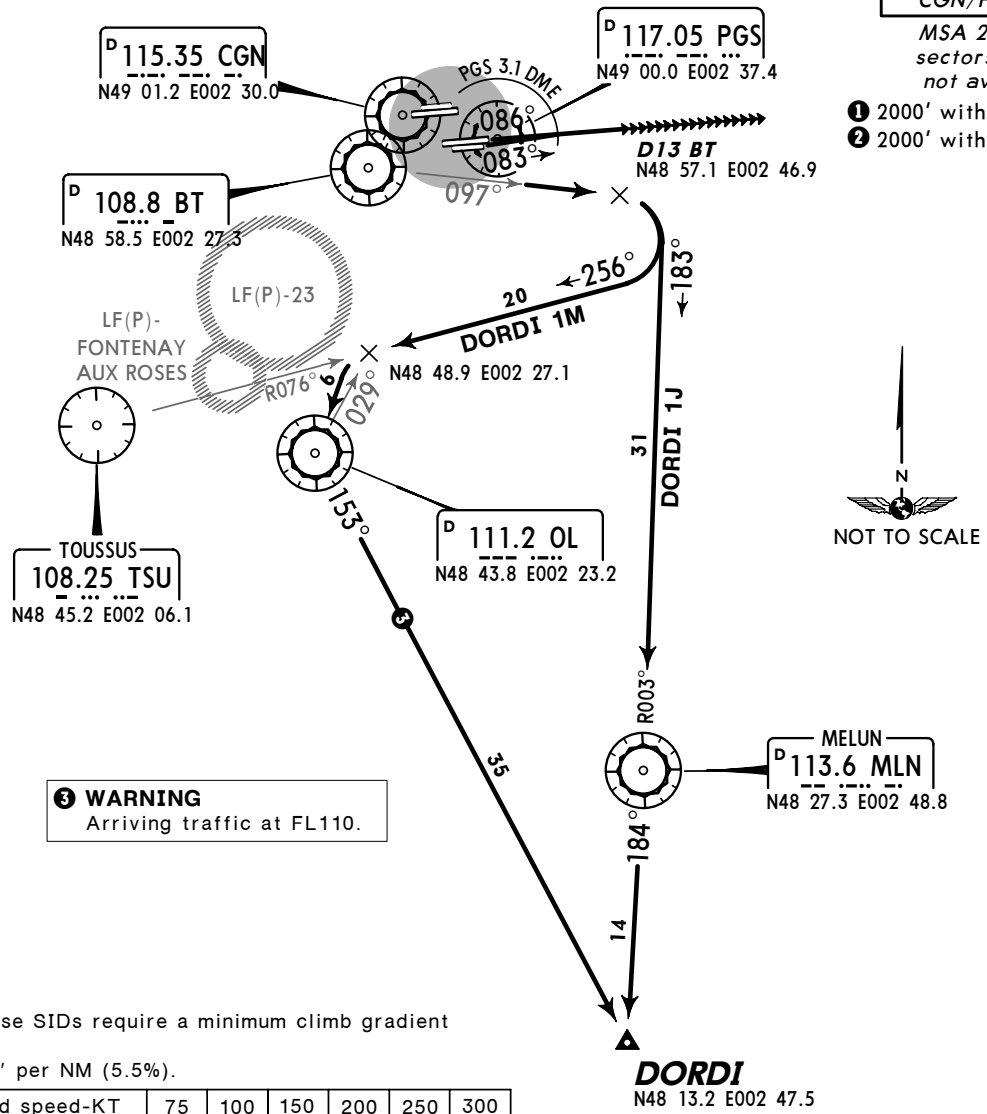
CHANGES: Speed restriction.

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI
RWYS 08L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G 40 - G 54 - J 301
SPEED: MAX 220 KT



MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



❸ **WARNING**
Arriving traffic at FL110.

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

RWY	INITIAL CLIMB
08L	Intercept PGS R-086, intercept with radar guidance Le Bourget DORDI 1J, 1M SIDs.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north).

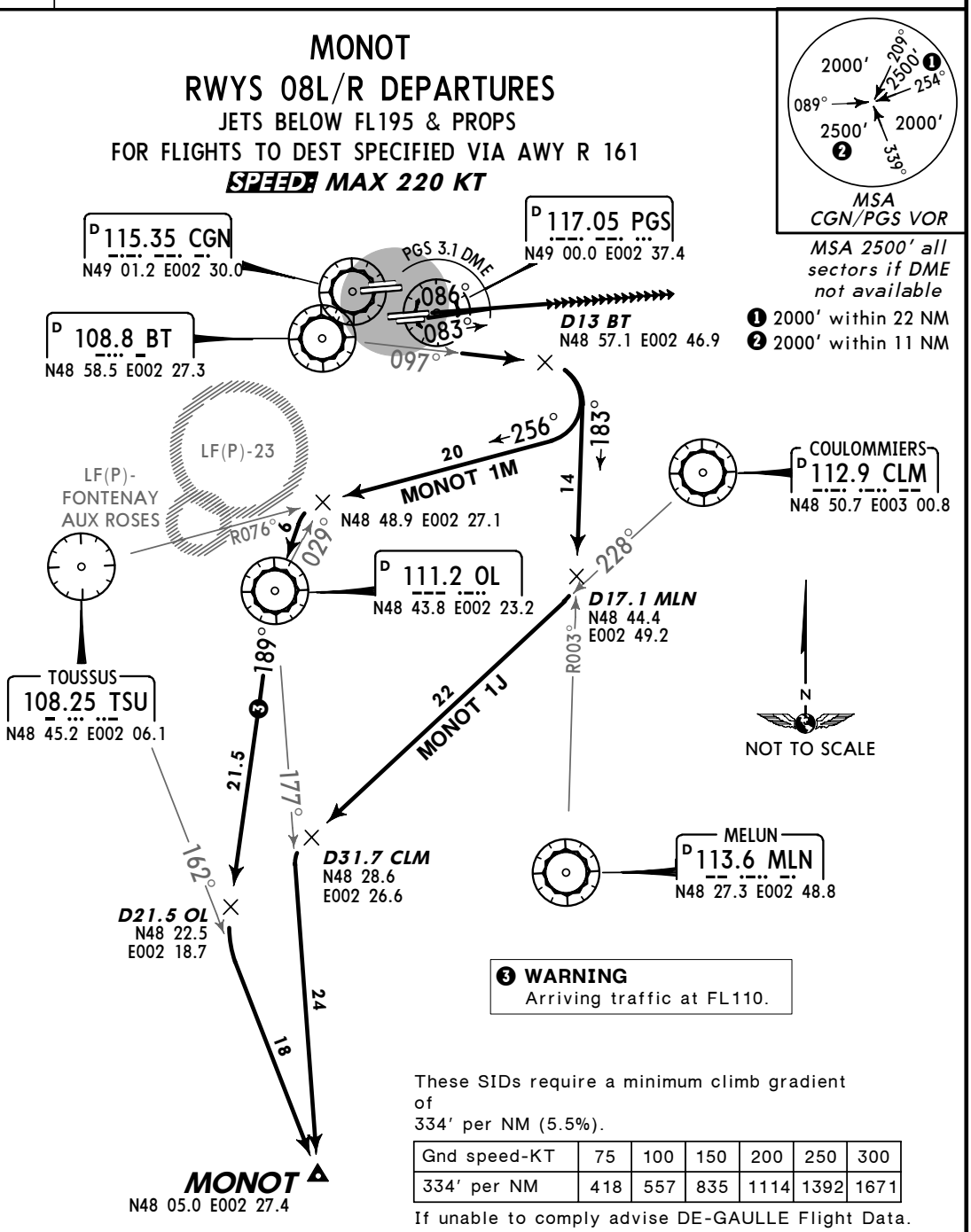
DORDI 1J: Initial climb clearance **3000′**
DORDI 1M: Initial climb clearance **FL70**

SID	ROUTING for SIDs Paris Le Bourget
DORDI 1J *[DORD1J]*	Intercept BT R-097 to D13 BT, turn RIGHT, intercept MLN R-003 inbound to MLN, MLN R-184 to DORDI.
DORDI 1M *[DORD1M]*	Intercept BT R-097 to D13 BT, turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, turn LEFT, OL R-153 to DORDI.

CHANGES: None.

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT
RWYS 08L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R 161
SPEED: MAX 220 KT



❸ **WARNING**
Arriving traffic at FL110.

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

RWY	INITIAL CLIMB
08L	Intercept PGS R-086, intercept with radar guidance Le Bourget MONOT 1J, 1M SIDs.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north).

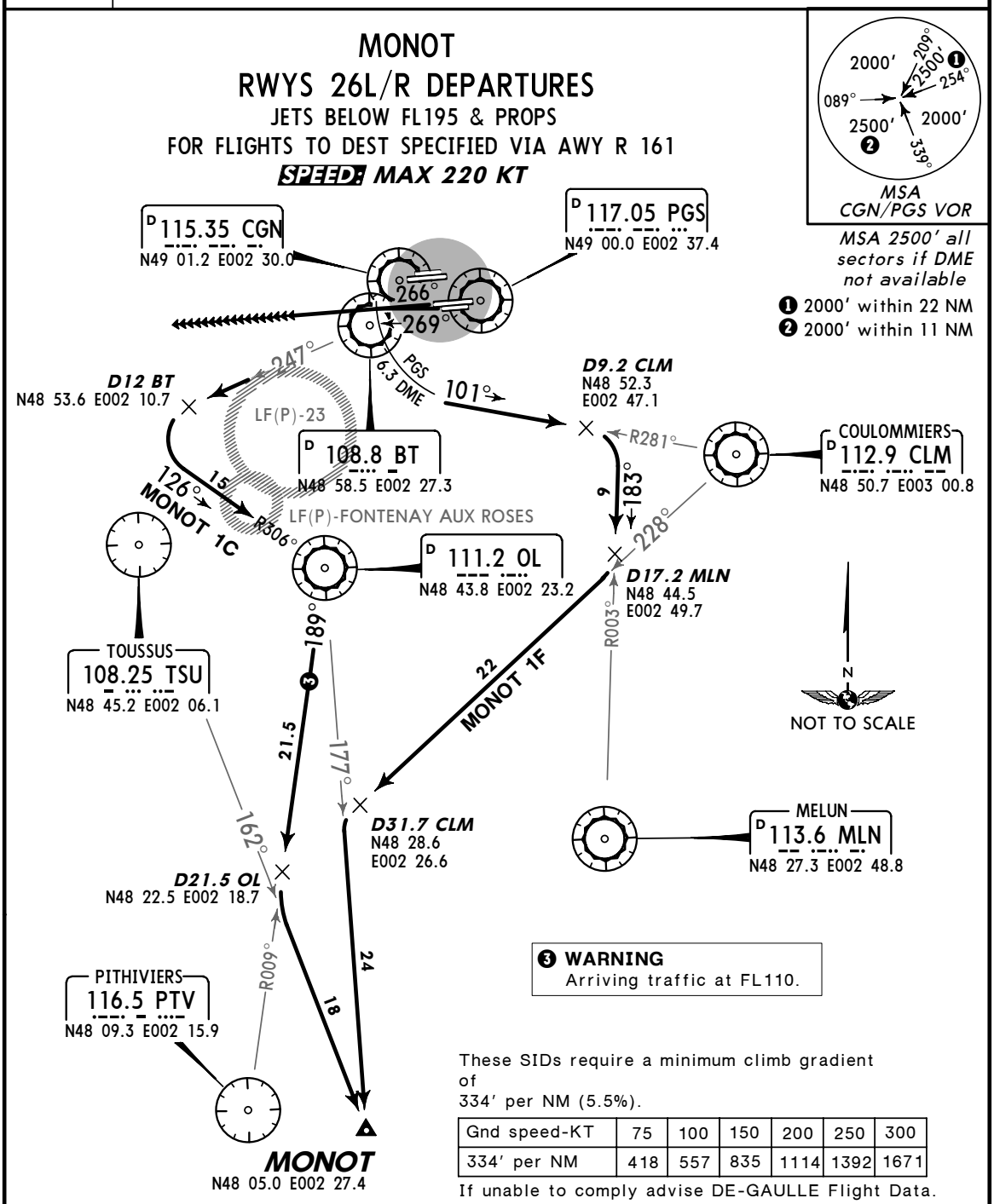
MONOT 1J: Initial climb clearance **3000′**
MONOT 1M: Initial climb clearance **FL70**

SID	ROUTING for SIDs Paris Le Bourget
MONOT 1J *[MONO1J]*	Intercept BT R-097 to D13 BT, turn RIGHT, intercept MLN R-003 inbound to D17.1 MLN, turn RIGHT, intercept CLM R-228 to D31.7 CLM, turn LEFT, intercept OL R-177 to MONOT.
MONOT 1M *[MONO1M]*	Intercept BT R-097 to D13 BT, turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, OL R-189 to D21.5 OL, turn LEFT, intercept TSU R-162 to MONOT.

CHANGES: None.

Apt Elev	
392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT
RWYS 26L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R 161
SPEED: MAX 220 KT



MSA 2500′ all sectors if DME not available

❶ 2000′ within 22 NM
❷ 2000′ within 11 NM

❸ **WARNING**
Arriving traffic at FL110.

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north).
26R	Intercept PGS R-266, intercept with radar guidance Le Bourget MONOT 1C, 1F SIDs.

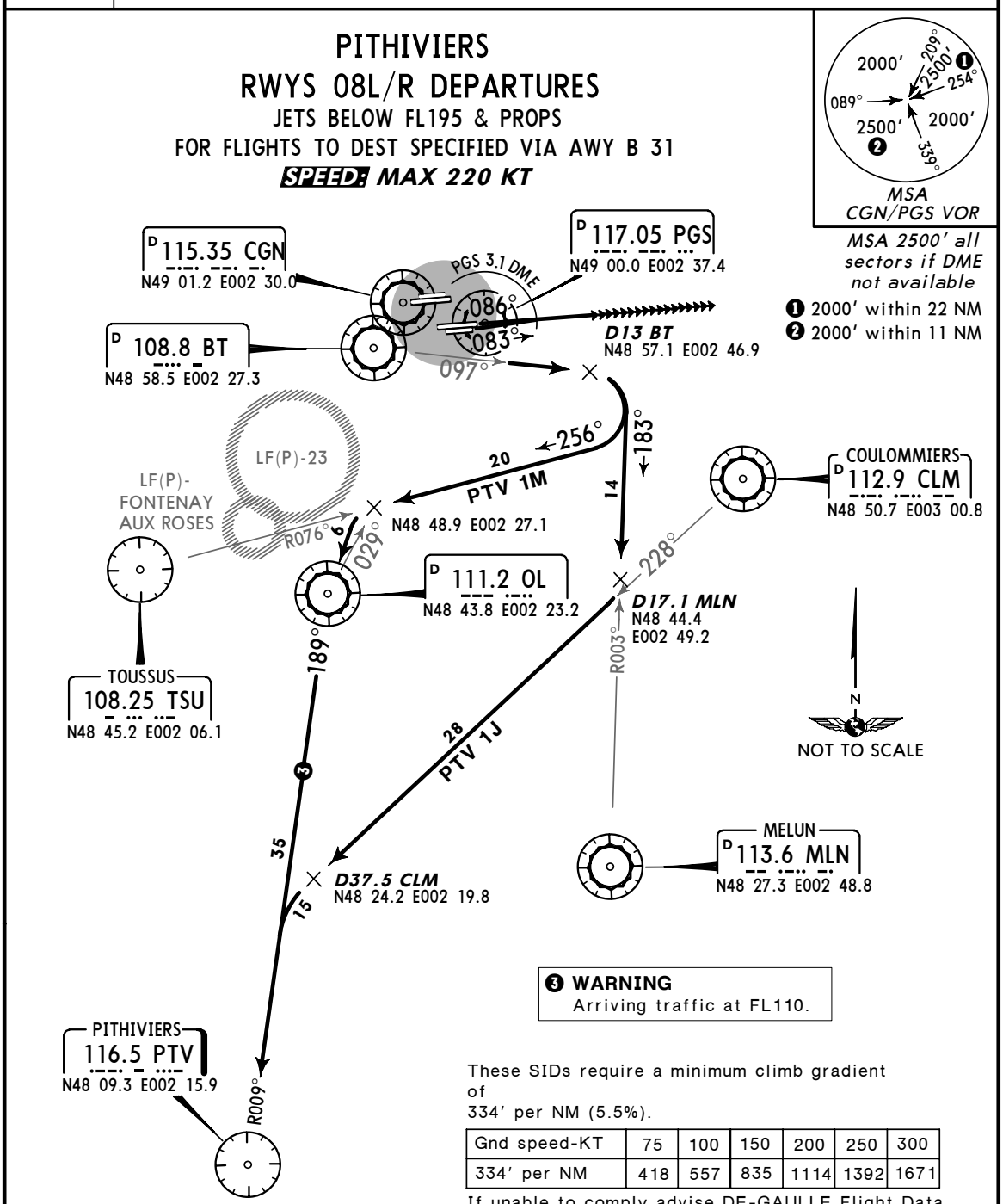
MONOT 1C: Initial climb clearance **4000′**
MONOT 1F: Initial climb clearance **3000′**

SID	ROUTING for SIDs Paris Le Bourget
MONOT 1C *[MONO1C]*	Intercept BT R-247 to D12 BT, turn LEFT, intercept OL R-306 inbound to OL, turn RIGHT, OL R-189 to D21.5 OL, turn LEFT, intercept TSU R-162 to MONOT.
MONOT 1F *[MONO1F]*	Intercept CLM R-281 inbound to D9.2 CLM, turn RIGHT, intercept MLN R-003 inbound to D17.2 MLN, turn RIGHT, intercept CLM R-228 to D31.7 CLM, turn LEFT, intercept OL R-177 to MONOT.

CHANGES: Climb gradient.

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS
RWYS 08L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B 31
SPEED: MAX 220 KT



These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

RWY	INITIAL CLIMB
08L	Intercept PGS R-086, intercept with radar guidance Le Bourget PTV 1J, 1M SIDs.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north).

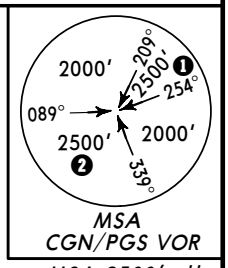
PTV 1J: Initial climb clearance **3000′**
PTV 1M: Initial climb clearance **FL70**

SID	ROUTING for SIDs Paris Le Bourget
PTV 1J	Intercept BT R-097 to D13 BT, turn RIGHT, intercept MLN R-003 inbound to D17.1 MLN, turn RIGHT, intercept CLM R-228 to D37.5 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.
PTV 1M	Intercept BT R-097 to D13 BT, turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, intercept PTV R-009 inbound to PTV.

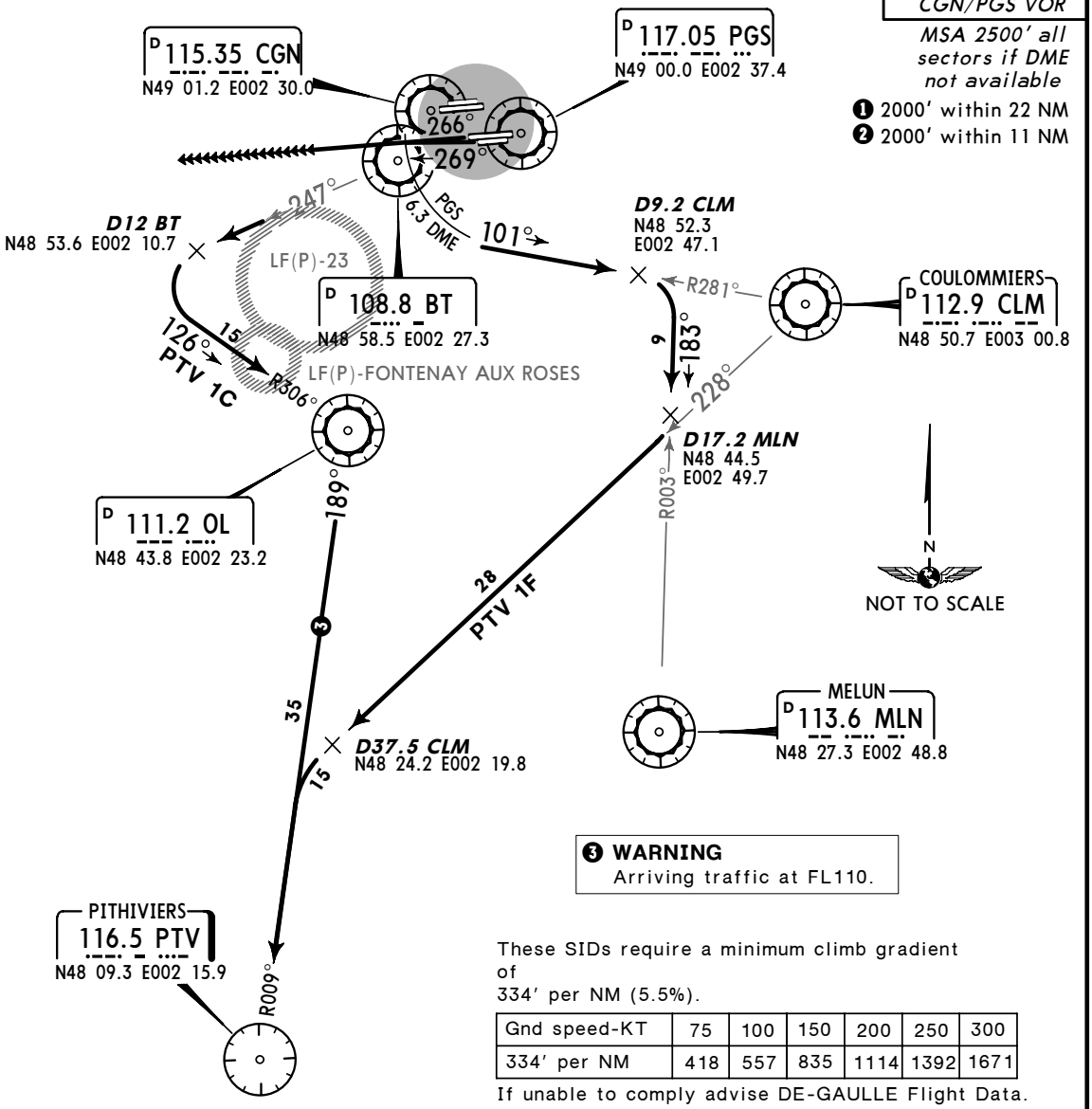
CHANGES: None.

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS
RWYS 26L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B 31
SPEED: MAX 220 KT



MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



❸ **WARNING**
Arriving traffic at FL110.

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north).
26R	Intercept PGS R-266, intercept with radar guidance Le Bourget PTV 1C, 1F SIDs.

PTV 1C: Initial climb clearance **4000′**
PTV 1F: Initial climb clearance **3000′**

SID	ROUTING for SIDs Paris Le Bourget
PTV 1C	Intercept BT R-247 to D12 BT, turn LEFT, intercept OL R-306 inbound to OL, turn RIGHT, intercept PTV R-009 inbound to PTV.
PTV 1F	Intercept CLM R-281 inbound to D9.2 CLM, turn RIGHT, intercept MLN R-003 inbound to D17.2 MLN, turn RIGHT, intercept CLM R-228 to D37.5 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.

CHANGES: Climb gradient.

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 08L/R, 09L/R and 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. **3.** POGO departures do not include holding procedures. **4.** Mention 'DCT' in item 15, 'POGO' in item 18 of flight plan. **5.** Initial climb clearance by ATC.

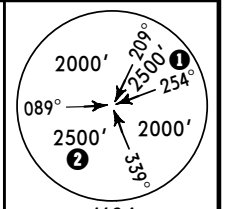
BVS 1A, BVS 1D
RWYS 27L/R DEPARTURES (POGO)

BVS 1G, BVS 1K
RWYS 09L/R DEPARTURES (POGO)

WESTERLY (BVS 1A, 1D) & EASTERLY (BVS 1G, 1K)
OPERATIONS AT LFPG & LFPO

TO BEAUVAIS TILLE

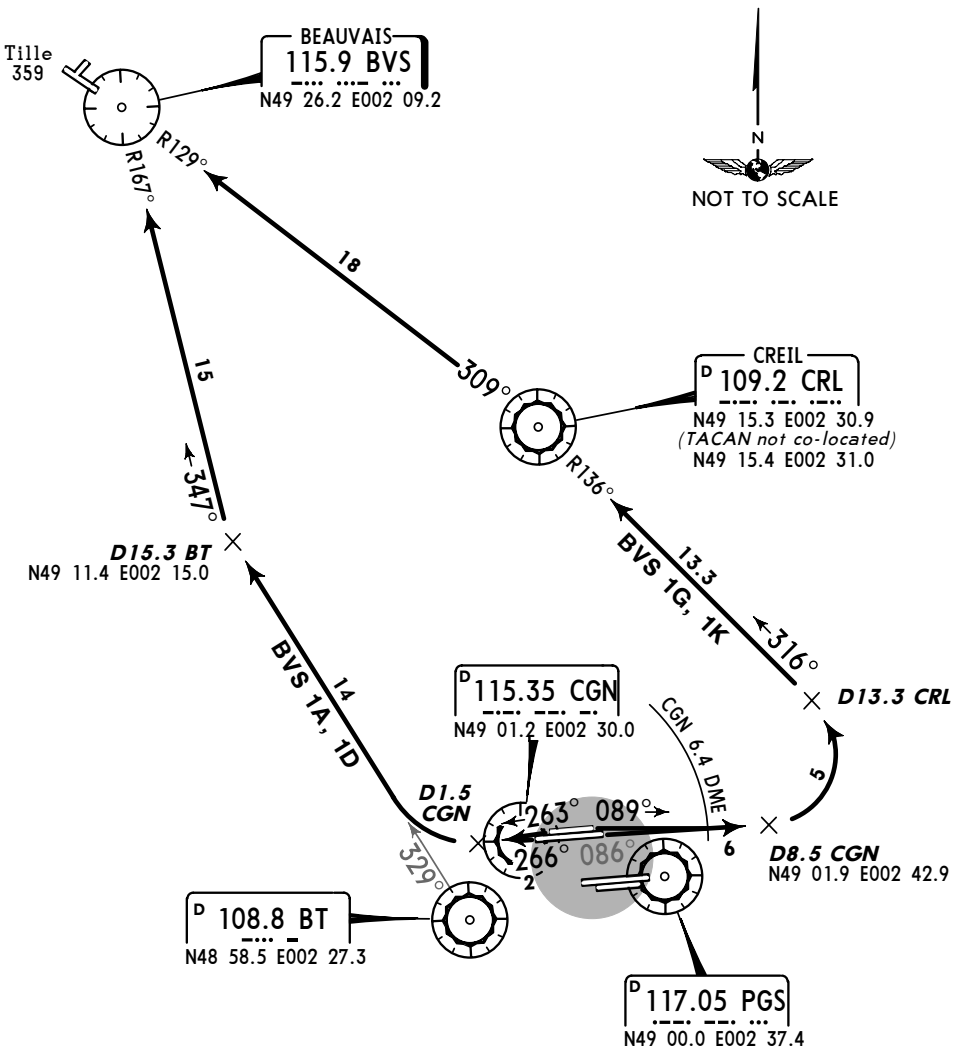
SPEED: MAX 220 KT



MSA
CGN/PGS VOR

MSA 2500′ all sectors if DME not available

❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise DE-GAULLE Flight Data.

CHANGES: Tracks/radials updated; D15.3 BT coordinates.

Apt Elev
392'

Trans level: By ATC Trans alt: 4000'

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

OL 1B

WESTERLY OPERATIONS AT LFPG & LFPO

OL 1E

WESTERLY OPERATION AT LFPG & EASTERLY OPERATION AT LFPO

RWYS 26L/R DEPARTURES (POGO)

TO PARIS ORLY

SPEED: MAX 220 KT

These SIDs require a minimum climb gradient of 334' per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

If unable to comply advise DE-GAULLE Flight Data.

MSA 2500' all sectors if DME not available
❶ 2000' within 22 NM
❷ 2000' within 11 NM

MSA CGN/PGS VOR

NOT TO SCALE

Apt Elev 392′

Trans level: By ATC Trans alt: 4000′

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

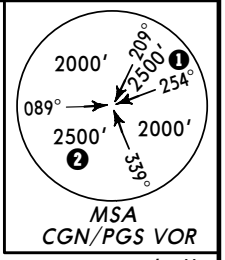
OL 1H
EASTERLY OPERATIONS AT LPFG & LFPO

OL 1L
EASTERLY OPERATIONS AT LPFG & WESTERLY OPERATIONS AT LFPO

RWYS 08L/R DEPARTURES (POGO)

TO PARIS ORLY

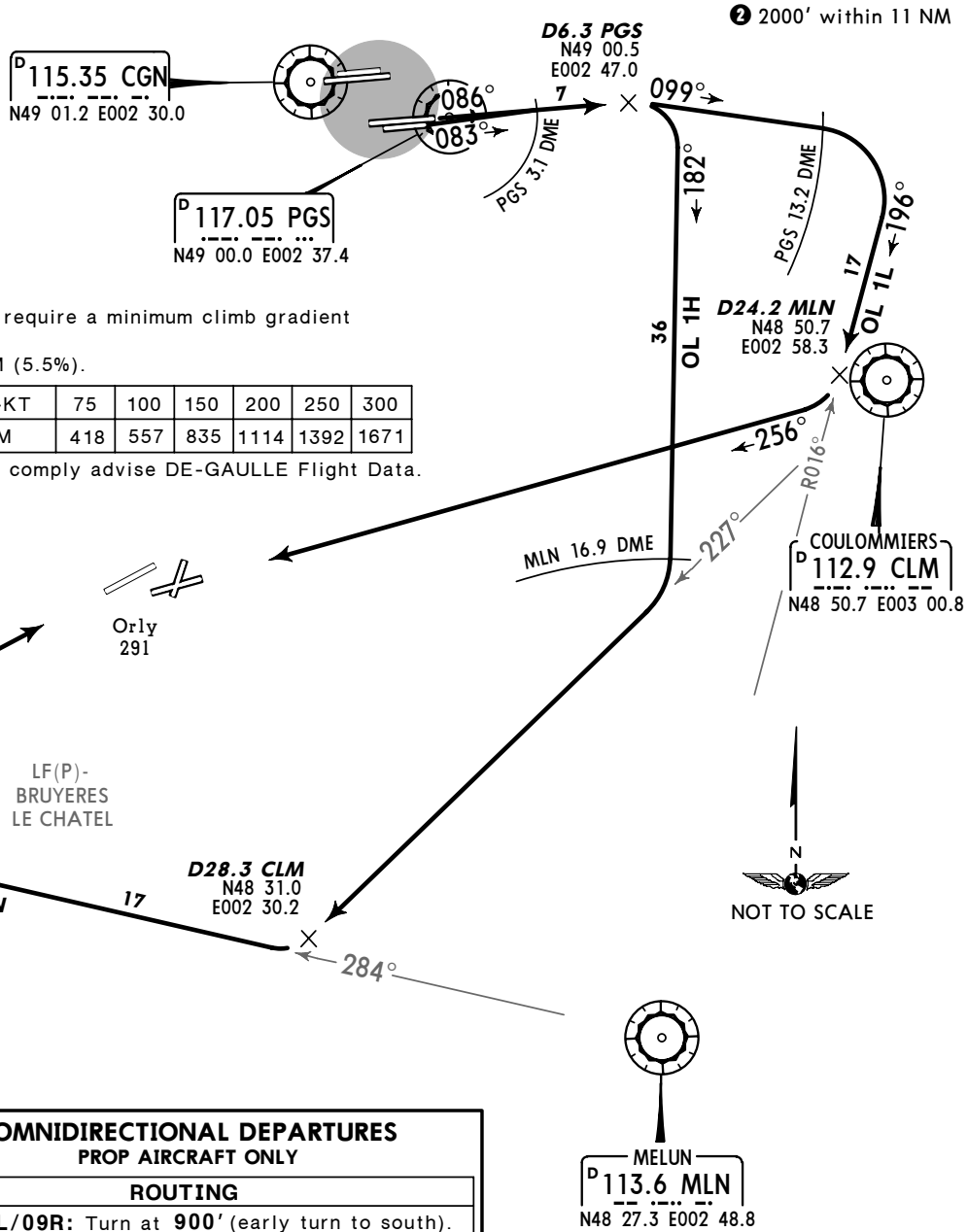
SPEED: MAX 220 KT



MSA CGN/PGS VOR

MSA 2500′ all sectors if DME not available

❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



These SIDs require a minimum climb gradient of 334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise DE-GAULLE Flight Data.

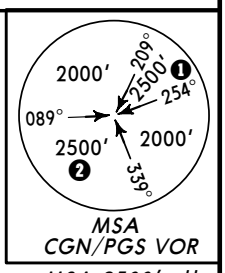
OMNIDIRECTIONAL DEPARTURES
PROP AIRCRAFT ONLY

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

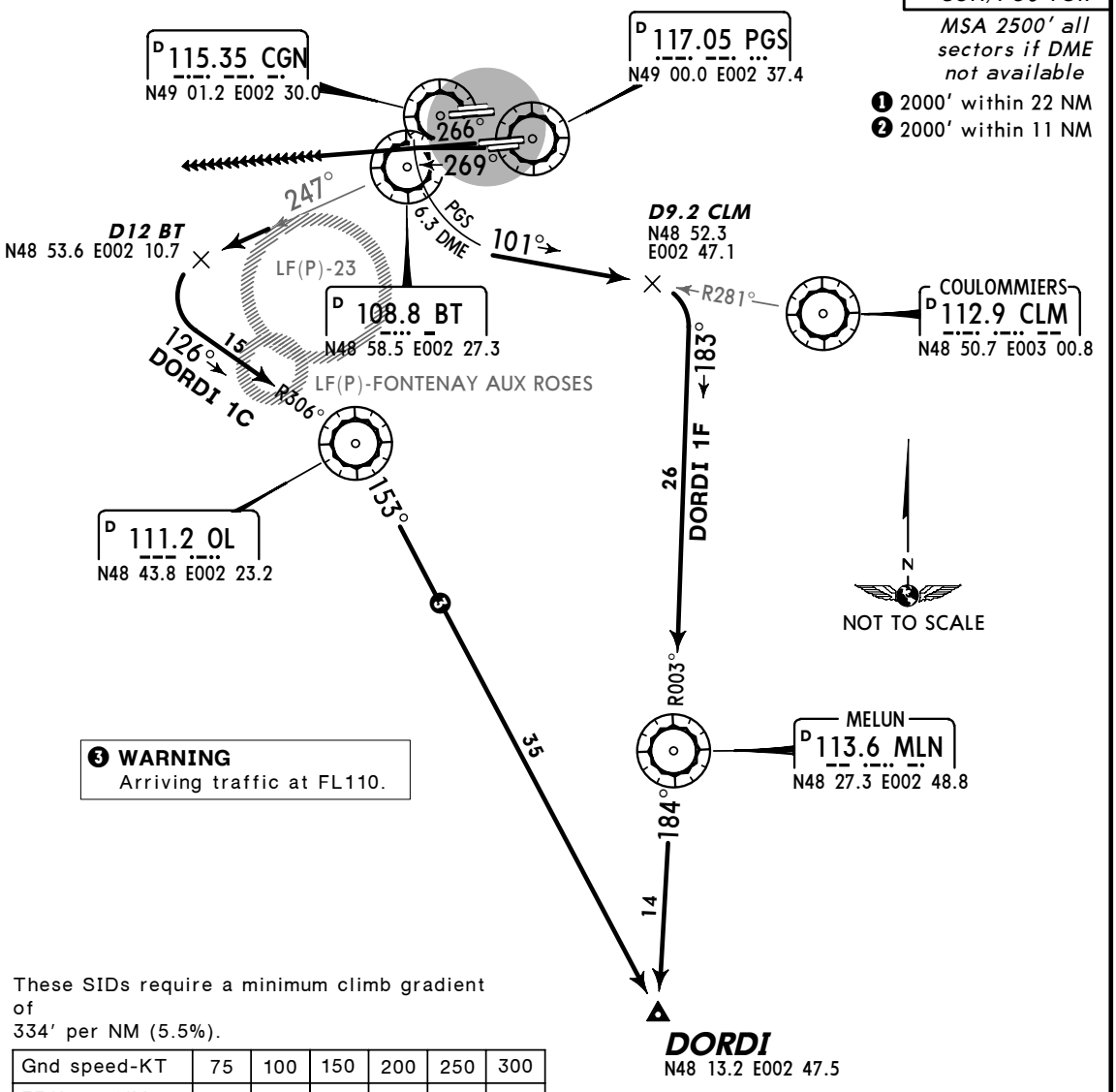
CHANGES: Tracks/radials updated.

Apt Elev 392′	Trans level: By ATC Trans alt: 4000′ **1.** SIDs are also minimum noise routings (refer to 20-4C). **2.** Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI
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



MSA 2500′ all sectors if DME not available
❶ 2000′ within 22 NM
❷ 2000′ within 11 NM



❸ **WARNING**
Arriving traffic at FL110.

These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000′**

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north).
26R	Intercept PGS R-266, intercept with radar guidance Le Bourget DORDI 1C, 1F SIDs.

DORDI 1C: Initial climb clearance **4000′**
DORDI 1F: Initial climb clearance **3000′**

SID	ROUTING for SIDs Paris Le Bourget
DORDI 1C *[DORD1C]*	Intercept BT R-247 to D12 BT, turn LEFT, intercept OL R-306 inbound to OL, turn RIGHT, OL R-153 to DORDI.
DORDI 1F *[DORD1F]*	Intercept CLM R-281 inbound to D9.2 CLM, turn RIGHT, intercept MLN R-003 inbound to MLN, MLN R-184 to DORDI.

CHANGES: Climb gradient.

NOISE ABATEMENT

SUMMER	: LT minus 2 HOURS	= UTC (Z)
WINTER	: LT minus 1 HOUR	= UTC (Z)

RUNWAY USAGE

Within the two configurations for use of the airport (direction East and West) runways 08R/26L and 09L/27R are mainly used for landings, runways 08L/26R and 09R/27L are mainly used for take-offs. Landings are carried out in a simultaneous and independent manner, the same applies to take-offs.

Except for complete or partial closure of runway 27L, runway 26R may only be used by aircraft for take-off belonging to chapter 3 which proceed outbound westward or turning LEFT after the initial climb.

ARRIVAL AND DEPARTURE RECOMMENDATIONS

ARRIVALS

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

DEPARTURES

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 runway can only be used by aircraft belonging to chapter 3 and must adopt a minimum climb gradient of 6.5%.

Between 2315-0600LT of departure from parking area

'The noisy and the most noisy aircraft of Chapter 3 and aircraft 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 ATC during first radio contact;
- follow "1Y" 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.

NIGHTTIME RESTRICTIONS

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

- Take-off between 0000-0459LT off-blocks is prohibited unless subjected to allocation of departure slot within given time segment.
- Aircraft for which the certified noise level at the point called "flying over point", according to ICAO Annex 16, is more than 99 EPNdB are not permitted to take-off between 0000-0459LT off-blocks.
- Aircraft for which the certified noise level at the point called 'approach point', according to ICAO Annex 16, is more than 104.5 EPNdB are not permitted to land between 0030-0529LT of arrival on the parking area.
- The authorization to operate movements during these time slots may be granted by the minister in charge of Civil Aviation, if a reproducible operating method provides an equivalent environmental impact.

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

cont'd

NOISE ABATEMENT

NIGHTTIME RESTRICTIONS (cont'd)

Aircraft not licensed according to ICAO Annex 16, Volume I, Part II, Chapter 3 are not permitted to
- take off between 2315-0600LT of departure from parking area;
- land between 2330-0615LT of arrival on parking area.

These restrictions do not apply to
- scheduled aircraft from or to Paris airports outside above mentioned times which have been delayed for purely technical reasons outside the companies' control;
- aircraft substituted at the last moment for purely technical reasons for aircraft not mentioned above;
- sanitary flights;

Derogations can be granted under exceptional circumstances by the minister in charge of Civil Aviation (send the request to DGAC - Direction des Transports Aeriens, 50, rue Henry Farman 75720 PARIS Cedex 15).
Captains may only derogate from the above mentioned rules if they consider it absolutely necessary for safety reasons.
In addition, ATC can, for safety reasons, give clearances derogating from above mentioned rules.
In accordance with the provisions of article R 221-3 from Civil Aviation Code and in order to reduce the noise pollution in the vicinity of Paris (Charles de Gaulle) airport, French State Authority defined the following aircraft categories:
- 'The most noisy aircraft of Chapter 3' - turbojet aircraft whose noise certification is according to ICAO Annex 16, Volume I, Part II, Chapter 3 and which have an accumulated margin of the certified noise levels, with respect to permissible noise limits defined in this Chapter, being less than 5 EPNdB;
- 'Noisy aircraft of Chapter 3' - turbojet aircraft whose noise certification is according to ICAO Annex 16, Volume I, Part II, Chapter 3 and which have an accumulated margin of the certified noise levels, with respect to permissible noise limits defined in this Chapter, being more or equal to 5 EPNdB and less than 8 EPNdB;

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

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

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

DAYTIME RESTRICTIONS

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

cont'd

NOISE ABATEMENT

DAYTIME RESTRICTIONS (cont'd)

Temporarily, the landing and take-off restrictions are not applied to aircraft which have been operated at this aerodrome for less than 5 years before the enforcement date of the Ministerial Order, as far as the landing/take-off is not exceeding, during the affected year, the respective maximum value of the night indicator for 'the most noisy aircraft' of the appropriate operator:
- value 60 from 01. OCT 2005 - 30. SEP 2006;
- value 40 from 01. OCT 2006 - 30. SEP 2007;
- value 20 from 01. OCT 2007 - 30. SEP 2008.

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

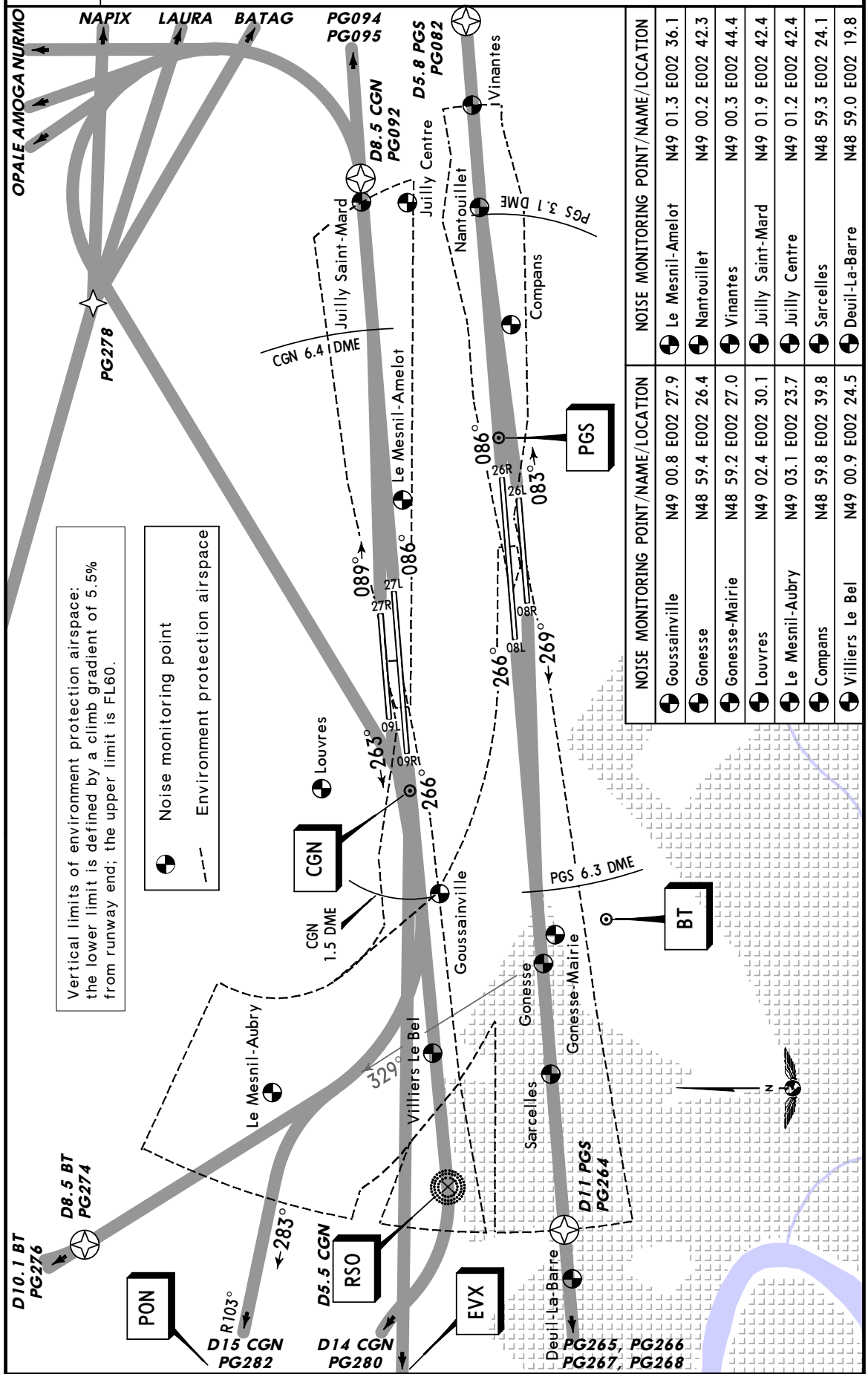
RUN-UP TESTS

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

(graphic on page 20-4C)

Apt Elev 392'

NOISE ABATEMENT



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

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

CHANGES: Tracks/radials updated.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
3 FEB 06 (21-1)

PARIS, FRANCE
ILS Rwy 08L

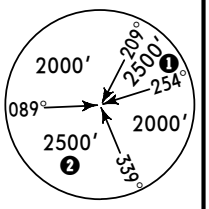
BRIEFING STRIP ™

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

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

LOC GLE	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 392′
108.7	086°	1850′ (1512′)	538′ (200′)	RWY 338′

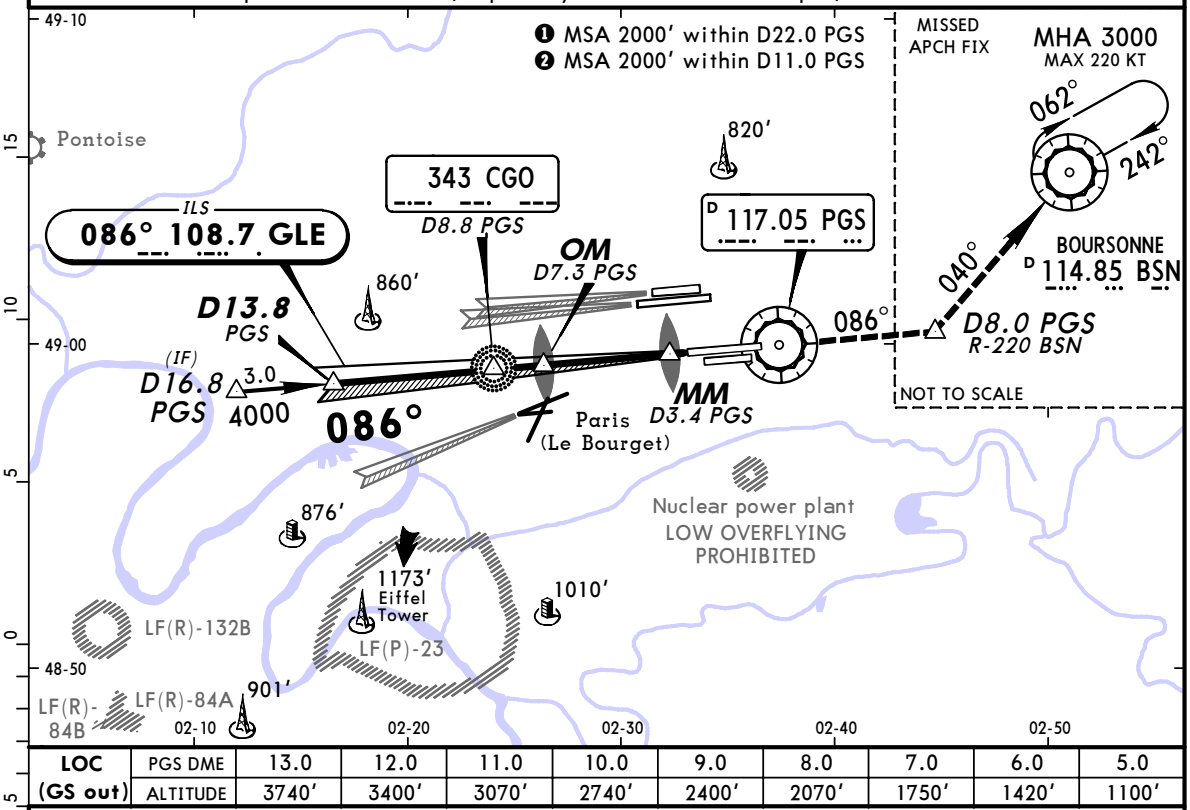
MISSED APCH: Climb STRAIGHT AHEAD to 4000′ and follow R-086 PGS. At D8.0 PGS follow R-220 inbound to BSN VOR, or as directed. Climb to 1200′ prior to level acceleration.



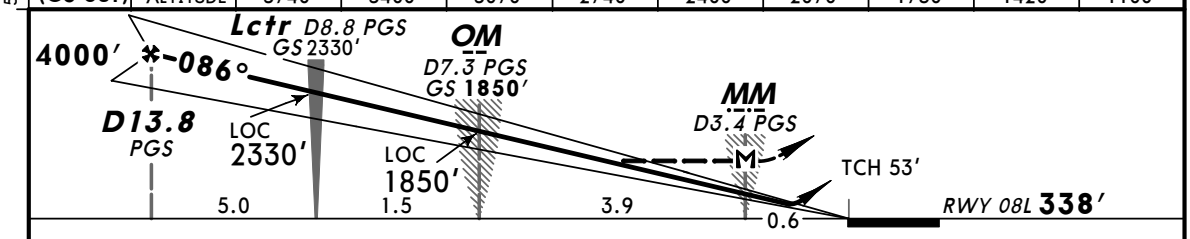
MSA
PGS VOR

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 4000′

1. When cleared by RADAR: FAP/FAF at 3000′/D10.8 PGS or 2000′/D7.6 PGS.
2. Simultaneous approaches with rwys 09L and 09R PARIS Charles-De-Gaulle and rwy 07 PARIS Le Bourget.
3. For additional important information, especially about simultaneous apch, refer to 21-0.



LOC (GS out)	PGS DME	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0
	ALTITUDE	3740′	3400′	3070′	2740′	2400′	2070′	1750′	1420′	1100′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.3%	377	484	538	646	753	861
MAP at MM/D3.4 PGS						

HIALS-II
REIL
PAPI

4000′ via PGS 117.05 R-086

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 08L

	ILS DA(H) 538′ (200′) FULL	ILS DA(H) 538′ (200′) ALS out	LOC (GS out) with PGS DME MDA(H) 660′ (322′)	LOC (GS out) with PGS DME ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND [1]

08L to 08R

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

[1] Circling height based on rwy 08L thresh elev of 338′.

CHANGES: Comm. Apt elev. MSA. Bearings.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
3 FEB 06 (21-1A)

PARIS, FRANCE
CAT II ILS Rwy 08L

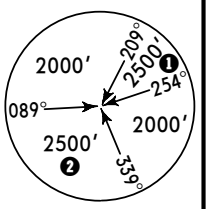
BRIEFING STRIP™

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

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

LOC	Final	GS	CAT II ILS	
GLE	Apch Crs	OM	RA 99′	Apt Elev 392′
108.7	086°	1850′ (1512′)	DA(H) 438′ (100′)	RWY 338′

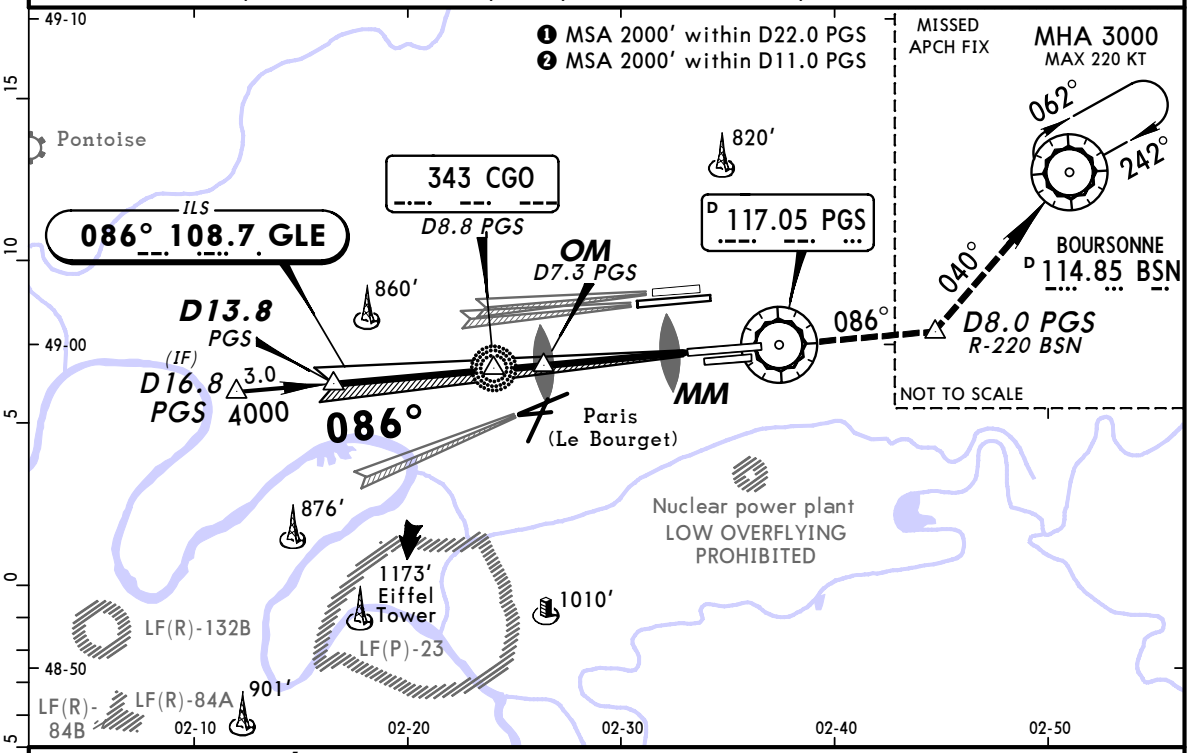
MISSED APCH: Climb STRAIGHT AHEAD to 4000′ and follow R-086 PGS. At D8.0 PGS follow R-220 inbound to BSN VOR, or as directed. Climb to 1200′ prior to level acceleration.

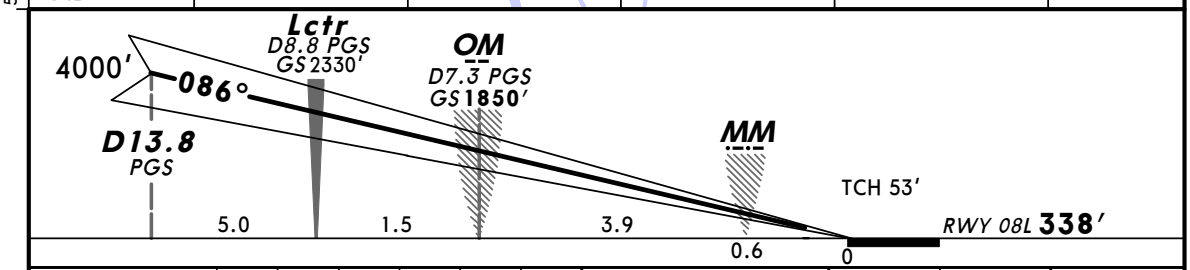


MSA
PGS VOR

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 4000′

1. Special aircrew and acft certification required.
2. When cleared by RADAR: FAP at 3000′/D10.8 PGS or 2000′/D7.6 PGS.
3. Simultaneous approaches with rwys 09L and 09R PARIS Charles-De-Gaulle and rwy 07 PARIS Le Bourget.
4. For additional important information, especially about simultaneous apch, refer to 21-0.





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

HIALS-II
REIL
PAPI

4000′ via PGS 117.05 R-086

JAR-OPS

STRAIGHT-IN LANDING RWY **08L**

CAT II ILS
ABCD
RA 99′
DA(H) **438′** (100′)

RVR 300m ❶

PANS OPS 4

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

CHANGES: Comm. Apt elev. MSA. Bearings.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
3 FEB 06 (21-2)

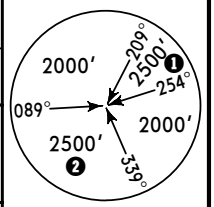
PARIS, FRANCE
ILS DME Rwy 08R

BRIEFING STRIP™

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

LOC DSE	*Final Apch Crs*	*GS*	*ILS DA(H)*	
108.55	**086°**	***D5.0 DSE*** **1950′** *(1614′)*	**536′** *(200′)*	*Apt Elev* 392′ *RWY* **336′**

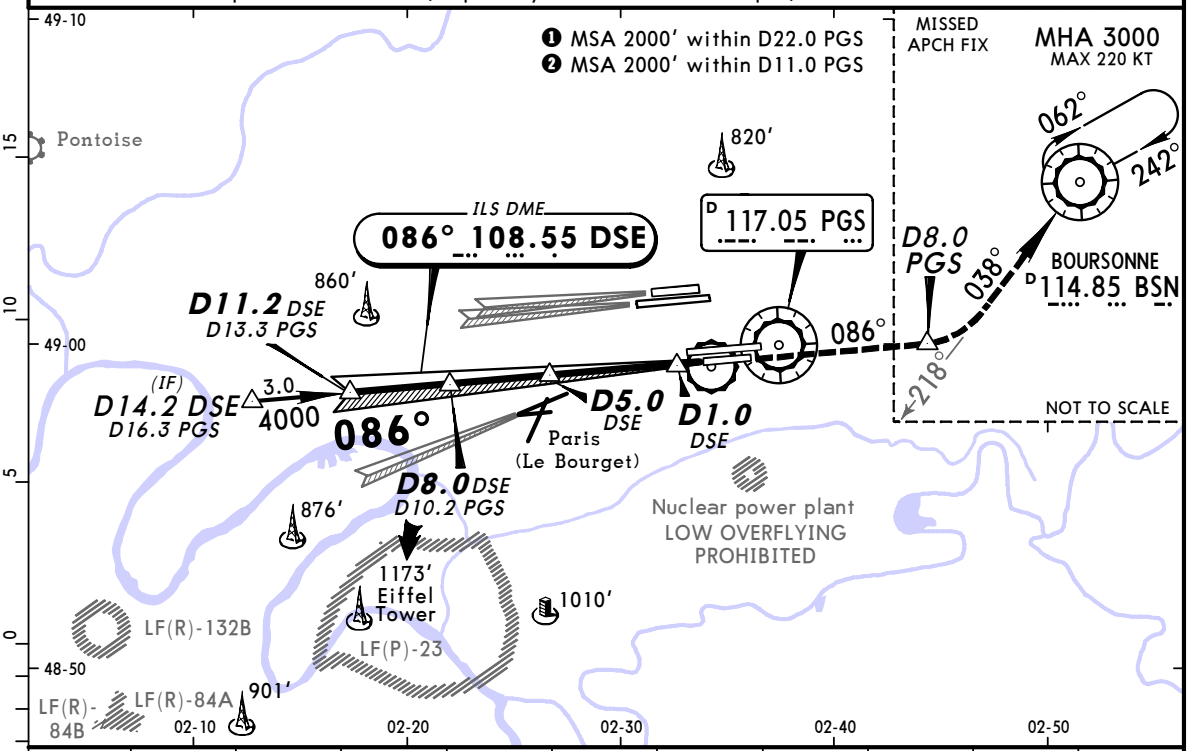
MISSED APCH: Climb STRAIGHT AHEAD to 4000′. At D8.0 PGS follow R-218 inbound to BSN VOR, or as directed.
Climb to 1200′ prior to level acceleration.



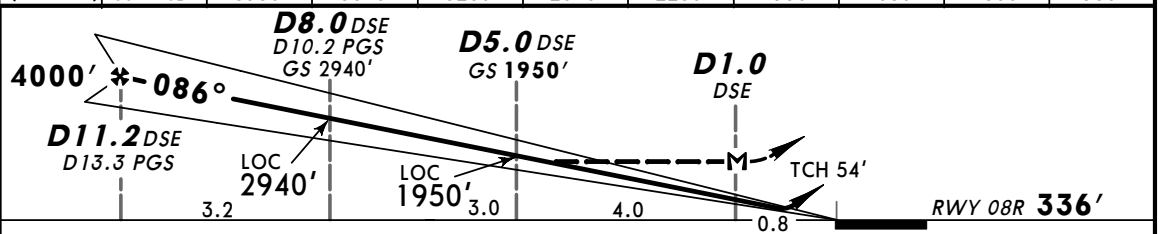
MSA
PGS VOR

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 4000′

1. WARNING: Ignore signals from OM and MM rwy 08L.
2. When cleared by RADAR: FAP/FAF at 3000′/D8.2 DSE or 2000′/D5.1 DSE.
3. Simultaneous approaches with rwys 09L and 09R PARIS Charles-De-Gaulle and rwy 07 PARIS Le Bourget.
4. For additional important information, especially about simultaneous apch, refer to 21-0.



LOC (GS out)	DSE DME	11.0	10.0	9.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3950′	3610′	3280′	2610′	2280′	1950′	1630′	1300′	980′



Gnd speed-Kts	*70*	*90*	*100*	*120*	*140*	*160*
ILS GS 3.00° *or LOC Descent Gradient* 5.2%	377	484	538	646	753	861
MAP at D1.0 DSE						

HIALS-II REIL PAPI

4000′

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY **08R**

	ILS DA(H) **536′** *(200′)*		**LOC (GS out)** with DSE DME MDA(H) **650′** *(314′)*	
	FULL	ALS out		ALS out
A	RVR *550m*	RVR *1000m*	RVR *900m*	RVR *1500m*
B			RVR *1000m*	
C				RVR *1800m*
D			RVR *1400m*	RVR *2000m*

CIRCLE-TO-LAND [1]

08R to 08L

Max Kts	MDA(H)	VIS
110	**1090′** *(754′)*	*3000m*
135		
180	**1140′** *(804′)*	*3500m*
205	**1240′** *(904′)*	*4000m*

[1] Circling height based on rwy 08R thresh elev of 336′.

CHANGES: Comm. Apt elev. MSA. Bearings.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 3 FEB 06 (21-2A)

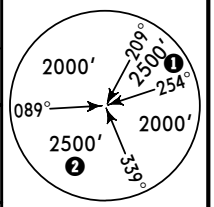
PARIS, FRANCE
CAT II ILS DME Rwy 08R

BRIEFING STRIP™

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

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

LOC	Final	GS	CAT II ILS	
DSE	Apch Crs	D5.0 DSE	RA 103′	Apt Elev 392′
108.55	086°	1950′ (1614′)	DA(H) 436′ (100′)	RWY 336′

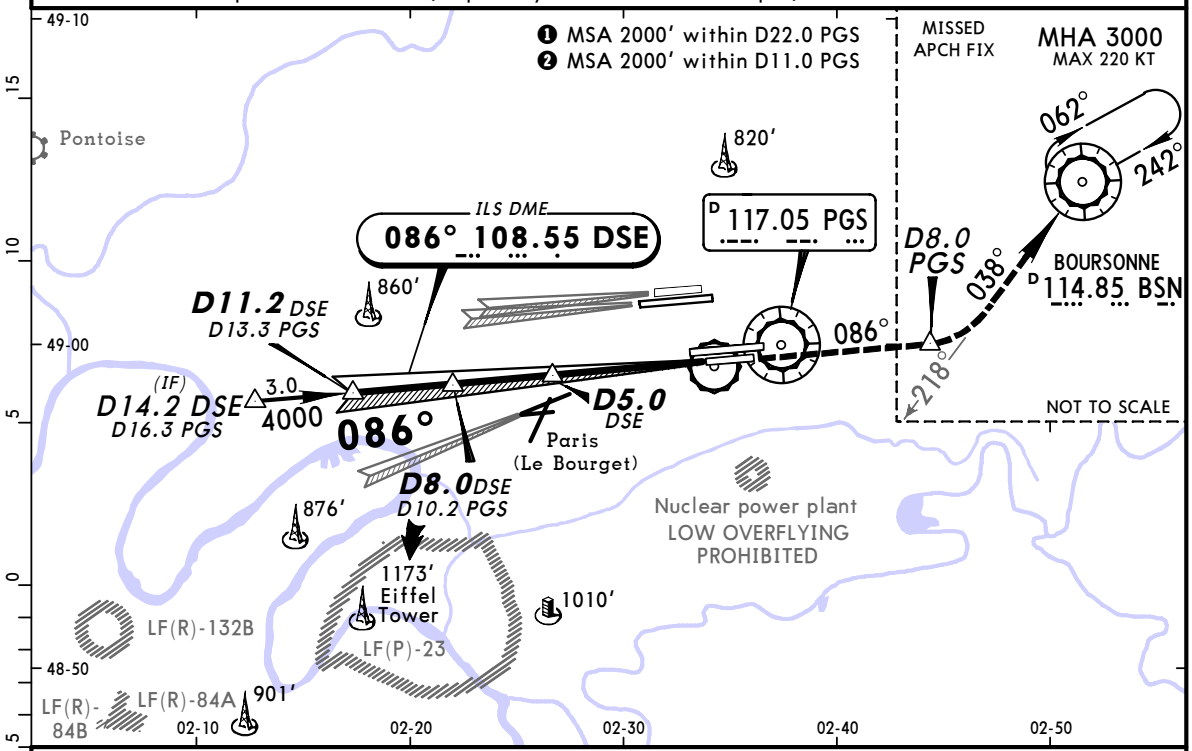


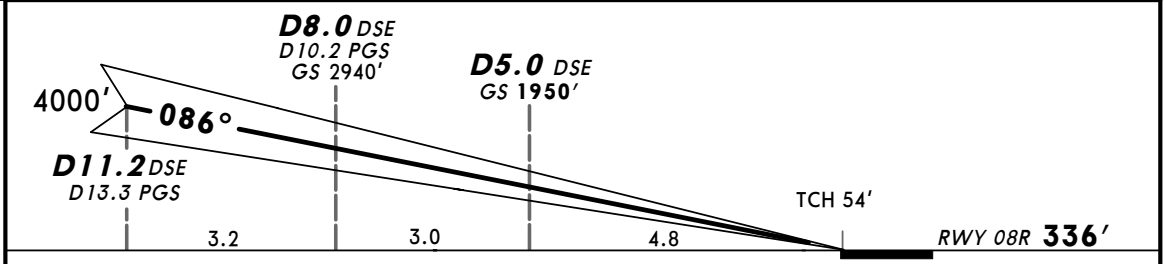
MSA
PGS VOR

MISSED APCH: Climb STRAIGHT AHEAD to 4000′. At D8.0 PGS follow R-218 inbound to BSN VOR, or as directed.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 4000′

1. WARNING: Ignore signals from OM and MM rwy 08L.
2. Special aircrew and acft certification required.
3. When cleared by RADAR: FAP at 3000′/D8.2 DSE or 2000′/D5.1 DSE.
4. Simultaneous approaches with rwys 09L and 09R PARIS Charles-De-Gaulle and rwy 07 PARIS Le Bourget.
5. For additional important information, especially about simultaneous apch, refer to 21-0.





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

HIALS-II
REIL PAPI
4000′

JAR-OPS

STRAIGHT-IN LANDING RWY **08R**

CAT II ILS
ABCD
RA 103′
DA(H) **436′** (100′)

RVR 300m 1

PANS OPS 4

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

CHANGES: Comm. Apt elev. MSA. Bearings.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
3 FEB 06 (21-3)

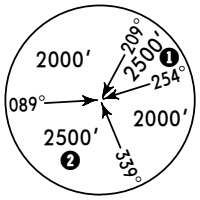
PARIS, FRANCE
ILS DME Rwy 09L

BRIEFING STRIP™

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

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

LOC	Final	GS	ILS	
PNE	Apch Crs	D5.0 PNE	DA(H)	Apt Elev 392′
109.35	086°	1990′ (1613′)	577′ (200′)	RWY 377′

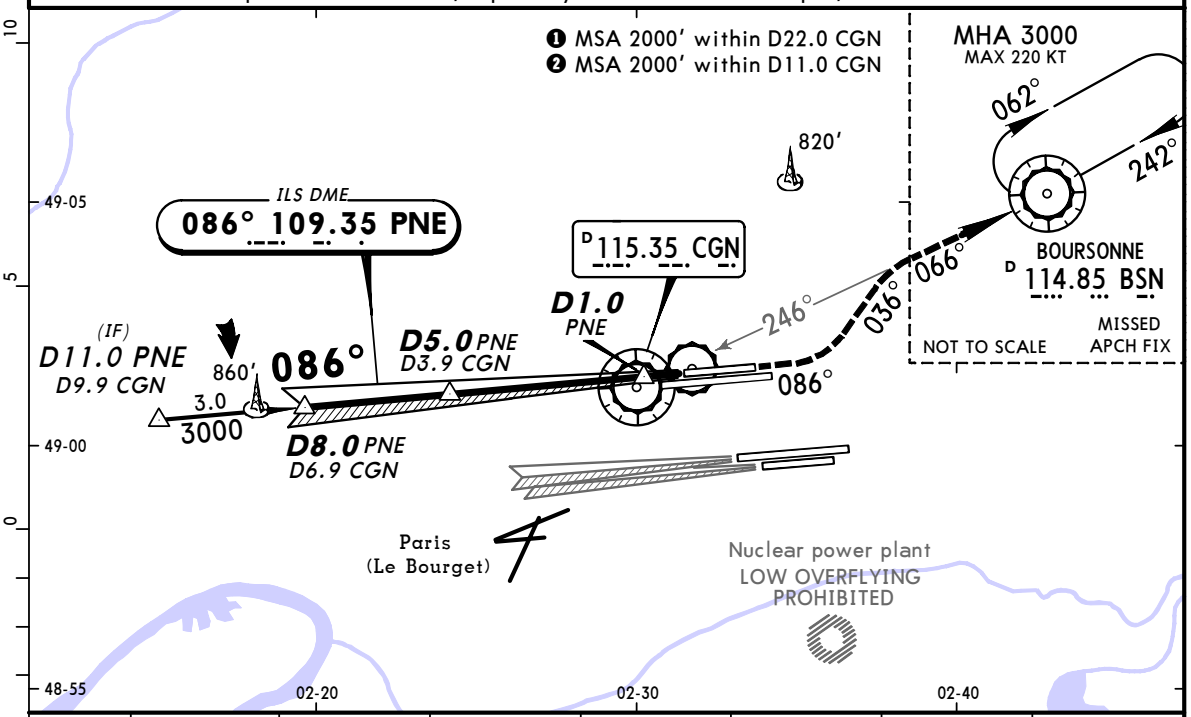


MSA
CGN VOR

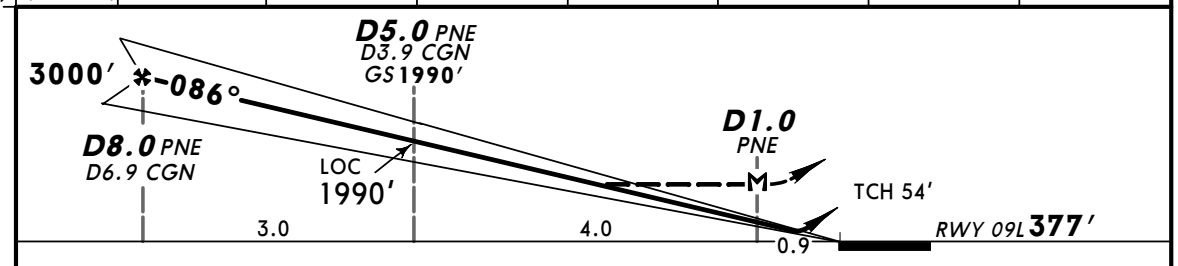
MISSED APCH: Climb STRAIGHT AHEAD to 1200′, then turn LEFT onto 036° to intercept and follow R-246 inbound BSN VOR climbing to 3000′ to BSN VOR. Do not turn before passing MAP, or as directed. Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 4000′

1. When cleared by RADAR: FAP/FAF at 2000′/D5.0 PNE.
2. Simultaneous approaches with rwys 08L and 08R.
3. For additional important information, especially about simultaneous apch, refer to 21-0.



LOC (GS out)	PNE DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2650′	2320′	1990′	1670′	1340′	1020′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at D1.0 PNE						

HIALS-II
REIL
PAPI

1200′ | 036° LT

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 09L

	ILS DA(H) 577′ (200′) FULL	ILS DA(H) 577′ (200′) ALS out	LOC (GS out) with PNE DME MDA(H) 720′ (343′)	LOC (GS out) with PNE DME MDA(H) 720′ (343′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND 1

09L to 09R

Max Kts	MDA(H)	VIS
110	1130′ (753′)	3000m
135		
180	1180′ (803′)	3500m
205	1280′ (903′)	4000m

1 Circling height based on rwy 09L thresh elev of 377′.

CHANGES: Comm. Apt elev. MSA. Bearings.

LFPG/CDG
CHARLES-DE-GAULLE

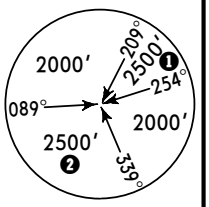
JEPPESEN
3 FEB 06 (21-3A)

PARIS, FRANCE
CAT II ILS DME Rwy 09L

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

LOC	Final	GS	CAT II ILS	
PNE	Apch Crs	D5.0 PNE	RA 104′	Apt Elev 392′
109.35	086°	1990′ (1613′)	DA(H) 477′ (100′)	RWY 377′

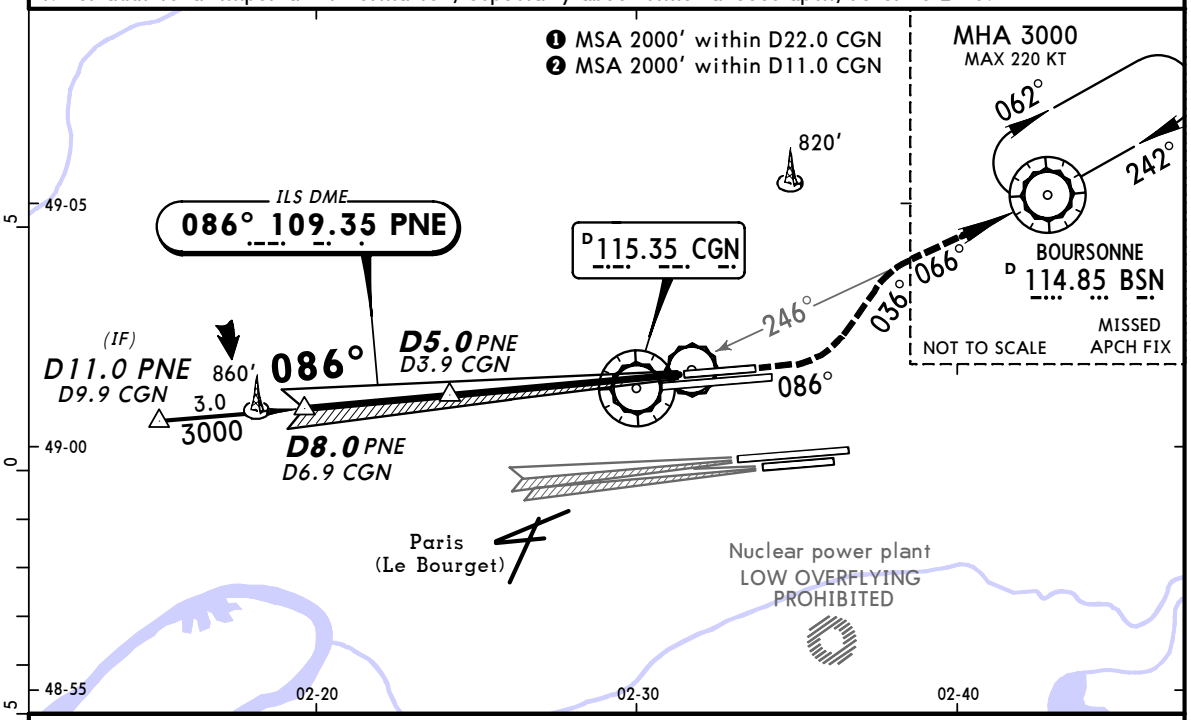
MISSED APCH: Climb STRAIGHT AHEAD to 1200′, then turn LEFT onto 036° to intercept and follow R-246 inbound BSN VOR climbing to 3000′ to BSN VOR. Climb to 1200′ prior to level acceleration.

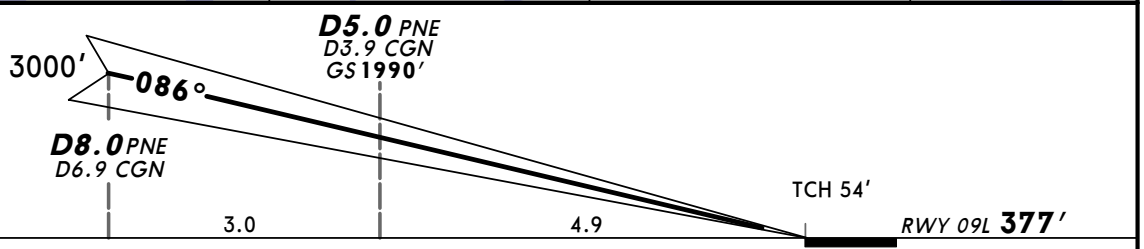


MSA
CGN VOR

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 4000′

1. Special aircrew and acft certification required.
2. When cleared by RADAR: FAP at 2000′/D5.0 PNE.
3. Simultaneous approaches with rwys 08L and 08R.
4. For additional important information, especially about simultaneous apch, refer to 21-0.





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

HIALS-II
REIL
PAPI

1200′

036°
LT

JAR-OPS

STRAIGHT-IN LANDING RWY **09L**

CAT II ILS
ABCD
RA 104′
DA(H) **477′** (100′)

RVR 300m 1

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

PANS OPS 4

CHANGES: Comm. Apt elev. MSA. Bearings. Minimums.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
3 FEB 06 (21-4)

PARIS, FRANCE
ILS DME Rwy 09R

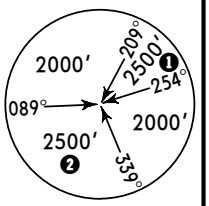
BRIEFING STRIP™

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

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

LOC CGE	Final Apch Crs	GS	ILS DA(H)	Apt Elev 392′
110.1	086°	D5.0 CGE 1980′ (1610′)	570′ (200′)	RWY 370′

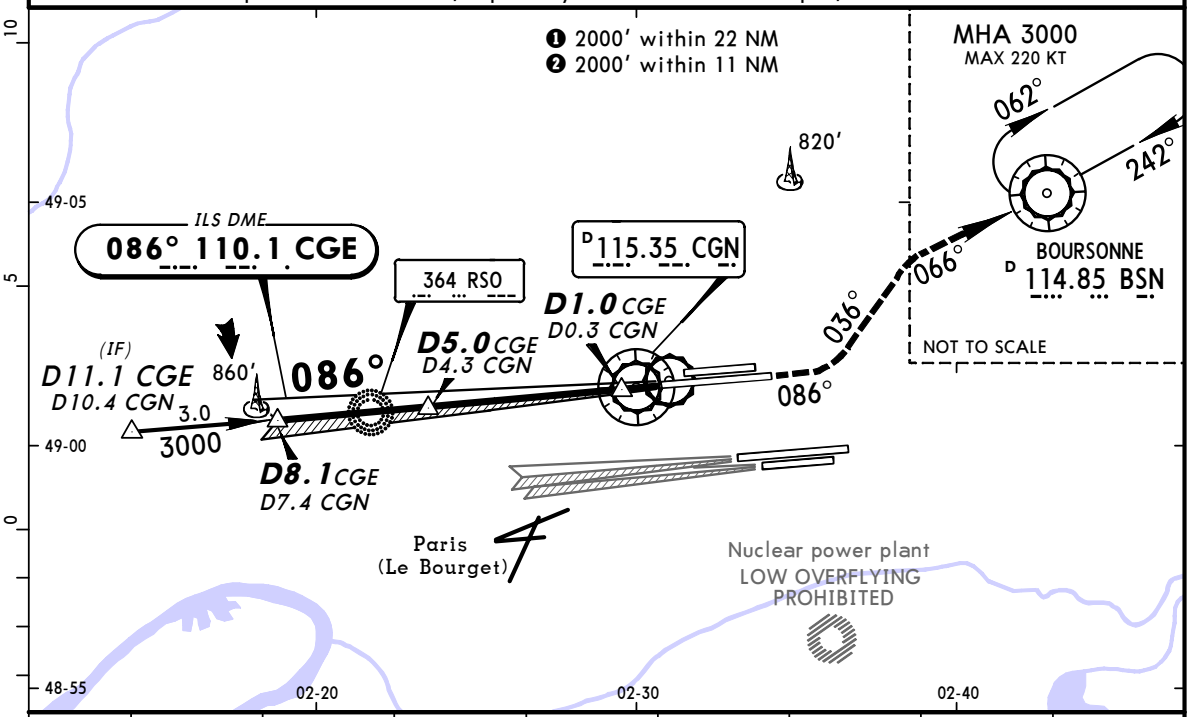
MISSED APCH: Climb STRAIGHT AHEAD to 1200′, then turn LEFT onto 036° to intercept and follow R-246 inbound BSN VOR climbing to 3000′ to BSN VOR. Do not turn before passing MAP, or as directed. Climb to 1200′ prior to level acceleration.



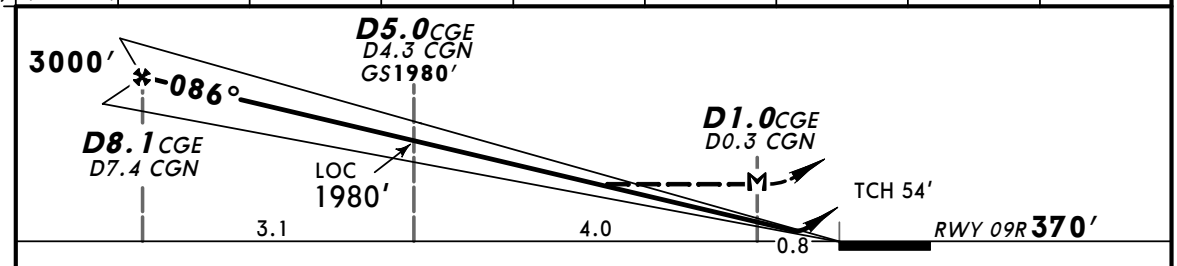
MSA
CGN VOR

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 4000′

1. When cleared by RADAR: FAP/FAF at 2000′/D5.1 CGE.
2. Simultaneous approaches with rwys 08L and 08R.
3. For additional important information, especially about simultaneous apch, refer to 21-0.



LOC (GS out)	CGE DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2970′	2640′	2310′	1980′	1660′	1330′	1010′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at D1.0 CGE/D0.3 CGN						

HIALS-II
REIL
PAPI

1200′ ↑

036° LT

JAR-OPS STRAIGHT-IN LANDING RWY 09R

	ILS DA(H) 570′ (200′) FULL	ILS DA(H) 570′ (200′) ALS out	LOC (GS out) with CGE DME MDA(H) 770′ (400′)	LOC (GS out) with CGE DME MDA(H) 770′ (400′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶

09R to 09L

Max Kts	MDA(H)	VIS
110	1020′ (650′)	3000m
135		
180	1120′ (750′)	3500m
205	1120′ (750′)	4000m

❶ Circling height based on rwy 09R thresh elev of 370′.

PANS OPS 4

CHANGES: Communications. MSA. Bearings.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
3 FEB 06 (21-4A)

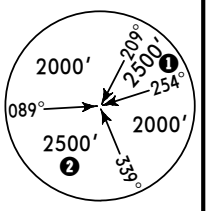
PARIS, FRANCE
CAT II ILS DME Rwy 09R

BRIEFING STRIP™

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

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

LOC	Final	GS	CAT II ILS	
CGE	Apch Crs	D5.0 CGE	RA 105′	Apt Elev 392′
110.1	086°	1980′ (1610′)	DA(H) 470′ (100′)	RWY 370′

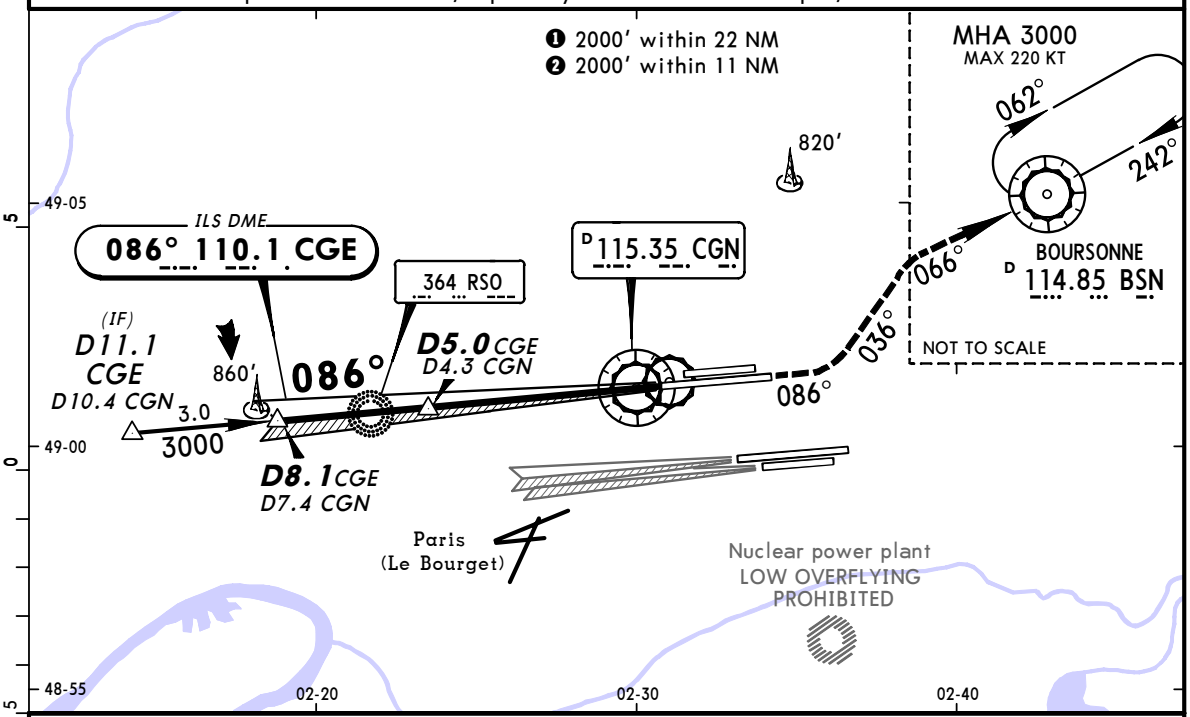


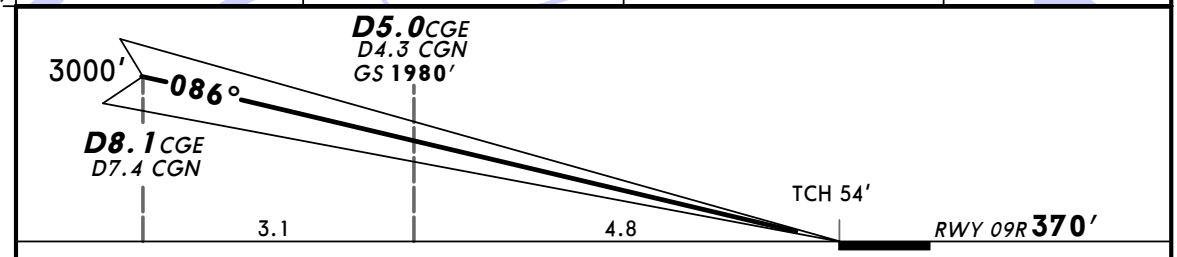
MSA
CGN VOR

MISSED APCH: Climb STRAIGHT AHEAD to 1200′, then turn LEFT onto 036° to intercept and follow R-246 inbound BSN VOR climbing to 3000′ to BSN VOR. Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 4000′

1. Special aircrew and acft certification required.
2. When cleared by RADAR: FAP at 2000′/D5.1 CGE.
3. Simultaneous approaches with rwys 08L and 08R.
4. For additional important information, especially about simultaneous apch, refer to 21-0.





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

HIALS-II
REIL
PAPI

1200′

036°
LT

JAR-OPS

STRAIGHT-IN LANDING RWY **09R**

CAT II ILS
ABCD
RA 105′
DA(H) **470′** (100′)

RVR 300m 1

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

PANS OPS 4

CHANGES: Communications. MSA. Bearings.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
3 FEB 06 (21-5)

PARIS, FRANCE
ILS DME Rwy 26L

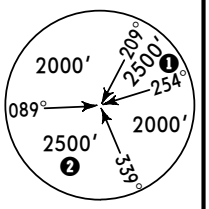
BRIEFING STRIP ™

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

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

LOC DSU	Final Apch Crs	GS	ILS DA(H)	Apt Elev 392′
108.35	**266°**	***D5.0 DSU*** **1930′** *(1614′)*	**516′** *(200′)*	*RWY* **316′**

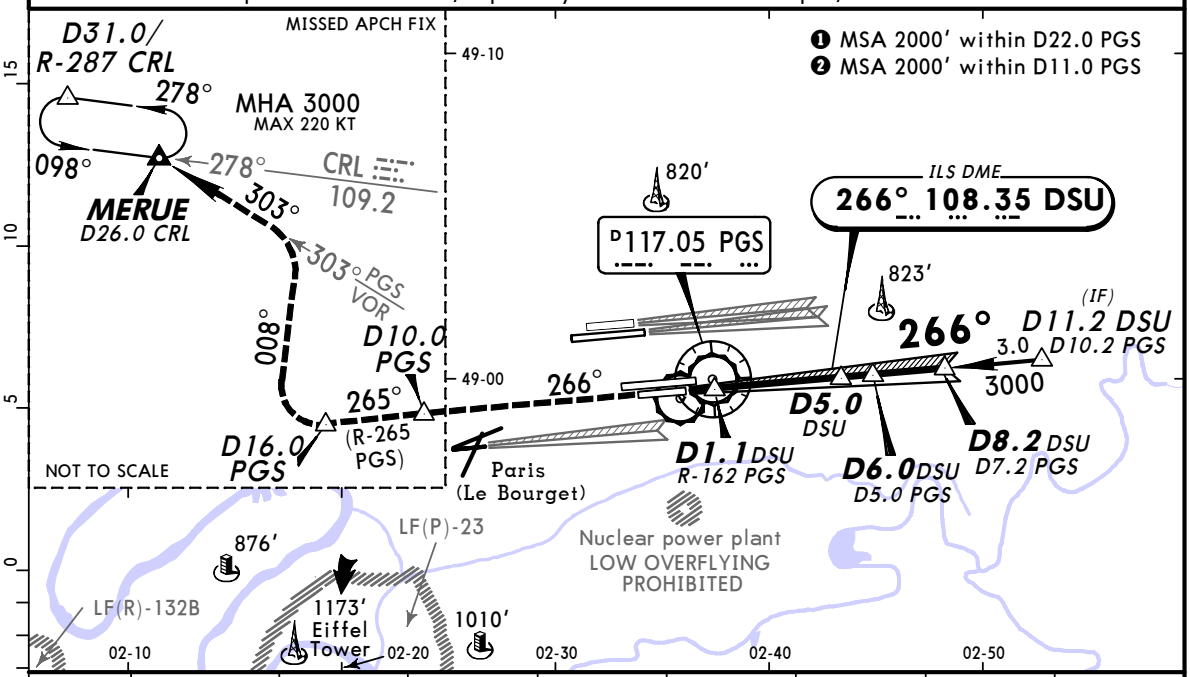
MISSED APCH: Climb STRAIGHT AHEAD to 4000′. At D10.0 PGS follow R-265 PGS. At D16.0 PGS turn RIGHT onto 008° to intercept and follow R-303 PGS to MERUE, or as directed.
Climb to 1200′ prior to level acceleration.



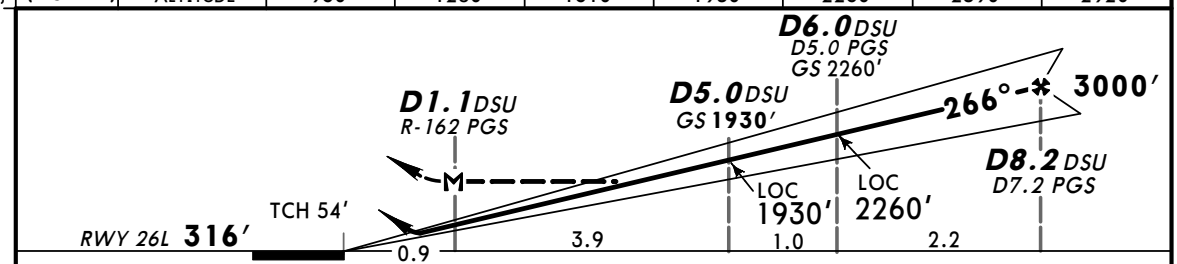
MSA
PGS VOR

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 4000′

1. WARNING: Ignore signals from OM and MM rwy 26R.
2. When cleared by RADAR: FAP/FAF at 2000′/D5.2 DSU.
3. Simultaneous approaches with rwys 27L and 27R PARIS Charles-De-Gaulle and rwy 27 PARIS Le Bourget.
4. For additional important information, especially about simultaneous apch, refer to 21-0.



LOC (GS out)	DSU DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	960′	1280′	1610′	1930′	2260′	2590′	2920′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° *or LOC Descent Gradient* 5.2%	377	484	538	646	753	861
MAP at D1.1 DSU/R-162 PGS						

HIALS-II
REIL
PAPI

4000′

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY**26L**

	ILS DA(H) 516′ (200′) FULL	ILS DA(H) 516′ (200′) ALS out	LOC (GS out) with DSU DME MDA(H) 670′ (354′)	LOC (GS out) with DSU DME ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND [1]

26L to 26R

Max Kts	MDA(H)	VIS
110	920′ (604′)	3000m
135		
180	1020′ (704′)	3500m
205	1100′ (784′)	4000m

[1] Circling height based on rwy 26L thresh elev of 316′.

CHANGES: Comm. Apt elev. MSA. Bearings.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 3 FEB 06 (21-5A)

PARIS, FRANCE
CAT II ILS DME Rwy 26L

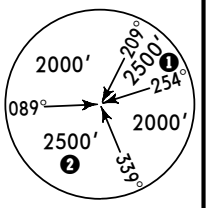
BRIEFING STRIP™

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

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

LOC	Final	GS	CAT II ILS	
DSU	Apch Crs	D5.0 DSU	RA 104′	Apt Elev 392′
108.35	266°	1930′ (1614′)	DA(H) 416′ (100′)	RWY 316′

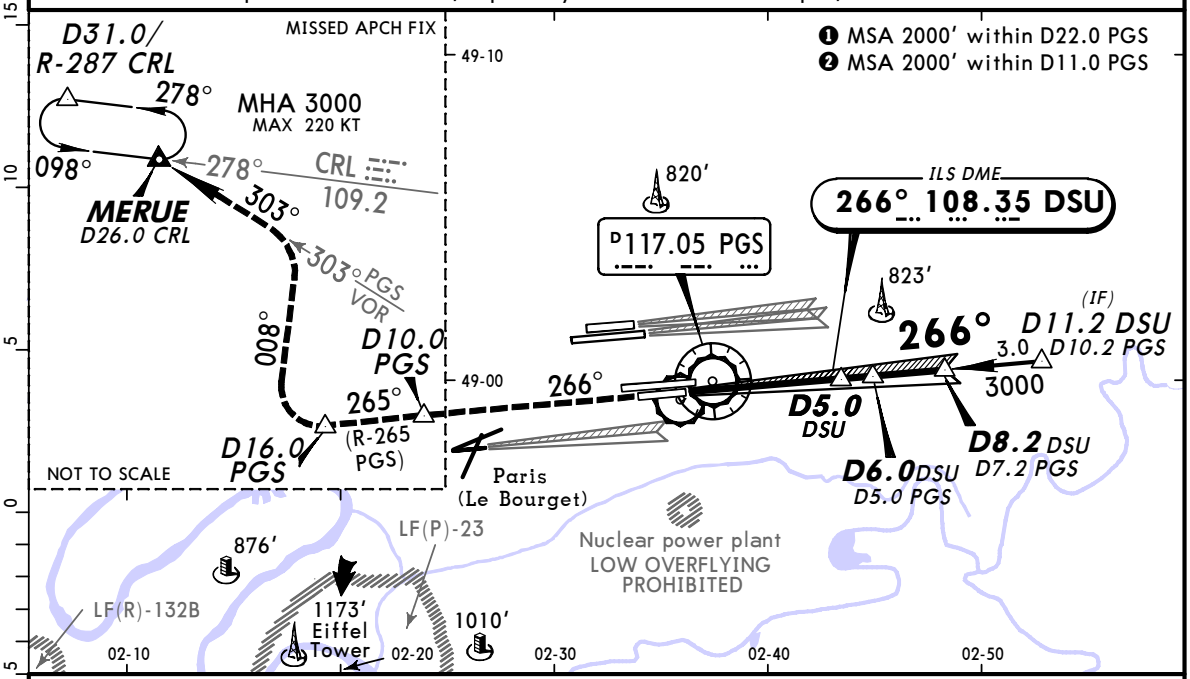
MISSED APCH: Climb STRAIGHT AHEAD to 4000′. At D10.0 PGS follow R-265 PGS. At D16.0 PGS turn RIGHT onto 008° to intercept and follow R-303 PGS to MERUE, or as directed.
Climb to 1200′ prior to level acceleration.

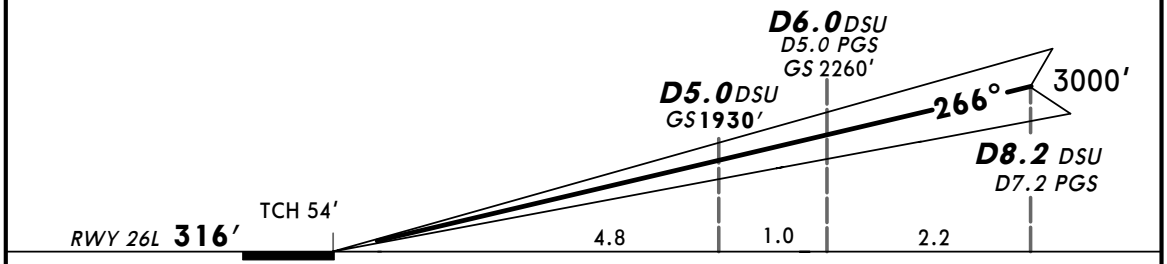


MSA
PGS VOR

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 4000′

1. WARNING: Ignore signals from OM and MM rwy 26R.
2. Special aircrew and acft certification required.
3. When cleared by RADAR: FAP at 2000′/D5.2 DSU.
4. Simultaneous approaches with rwys 27L and 27R PARIS Charles-De-Gaulle and rwy 27 PARIS Le Bourget.
5. For additional important information, especially about simultaneous apch, refer to 21-0.





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

HIALS-II
REIL
PAPI

4000′

JAR-OPS

STRAIGHT-IN LANDING RWY **26L**

CAT II ILS
ABCD
RA 104′
DA(H) **416′** (100′)

RVR 300m ❶

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

PANS OPS 4

CHANGES: Comm. Apt elev. MSA. Bearings. Minimums.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
3 FEB 06 (21-6)

PARIS, FRANCE
ILS Rwy 26R

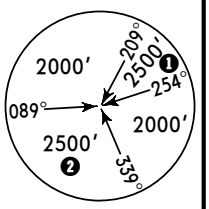
BRIEFING STRIP™

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

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

LOC GAU	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 392′
109.1	266°	1680′ (1362′)	518′ (200′)	RWY 318′

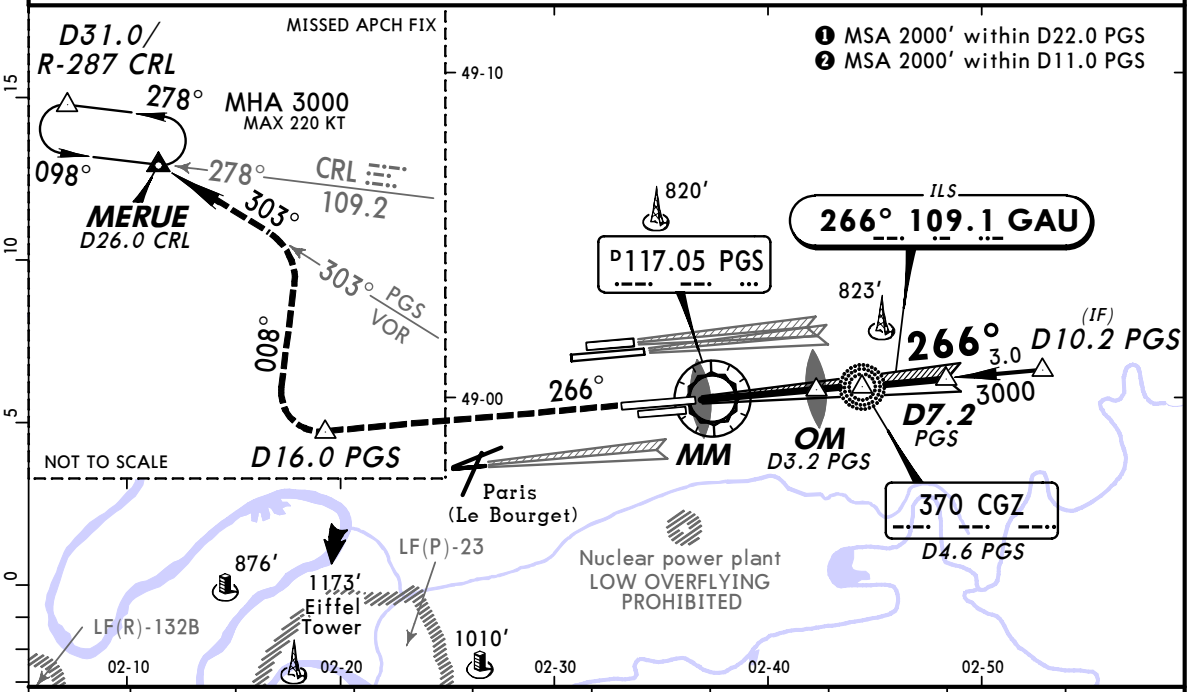
MISSED APCH: Climb STRAIGHT AHEAD to 4000′ and follow R-266 PGS.
At D16.0 PGS turn RIGHT onto 008° to intercept and follow R-303 PGS to MERUE, or as directed.
Climb to 1200′ prior to level acceleration.



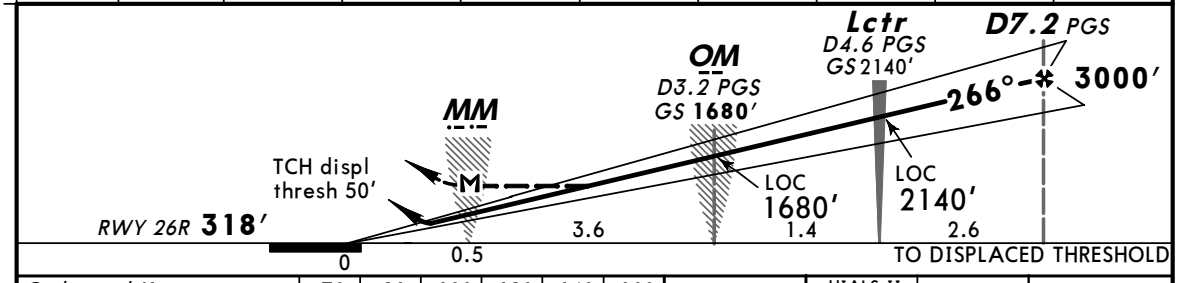
MSA
PGS VOR

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 4000′

1. When cleared by RADAR: FAP/FAF at 2000′/D4.1 PGS.
2. Simultaneous approaches with rwys 27L and 27R PARIS Charles-De-Gaulle and rwy 27 PARIS Le Bourget.
3. For additional important information, especially about simultaneous apch, refer to 21-0.



LOC (GS out)	PGS DME	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	650′	970′	1300′	1620′	1940′	2270′	2600′	2930′



Gnd speed-Kts		70	90	100	120	140	160	
ILS GS 3.00° or LOC Descent Gradient	5.3%	377	484	538	646	753	861	
OM to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21	or MAP at MM

HIALS-II
REIL
PAPI

4000′ PGS on 117.05 R-266

JAR-OPS STRAIGHT-IN LANDING RWY **26R**

	ILS DA(H) 518′ (200′) FULL	ILS DA(H) 518′ (200′) ALS out	LOC (GS out) with PGS DME MDA(H) 640′ (322′)	LOC (GS out) with PGS DME MDA(H) 640′ (322′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶

26R to 26L

Max Kts	MDA(H)	VIS
110	920′ (602′)	3000m
135		
180	1020′ (702′)	3500m
205	1100′ (782′)	4000m

❶ Circling height based on rwy 26R displ thresh elev of 318′.

PANS OPS 4

CHANGES: Comm. Apt elev. MSA. Bearings.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
3 FEB 06 (21-6A)

PARIS, FRANCE
CAT II ILS Rwy 26R

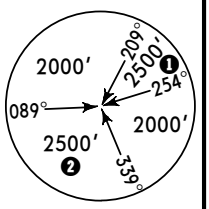
BRIEFING STRIP ™

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

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

LOC	Final	GS	CAT II ILS	Apt Elev 392′
GAU	Apch Crs	OM	RA 102′	
109.1	266°	1680′ (1362′)	DA(H) 418′ (100′)	RWY 318′

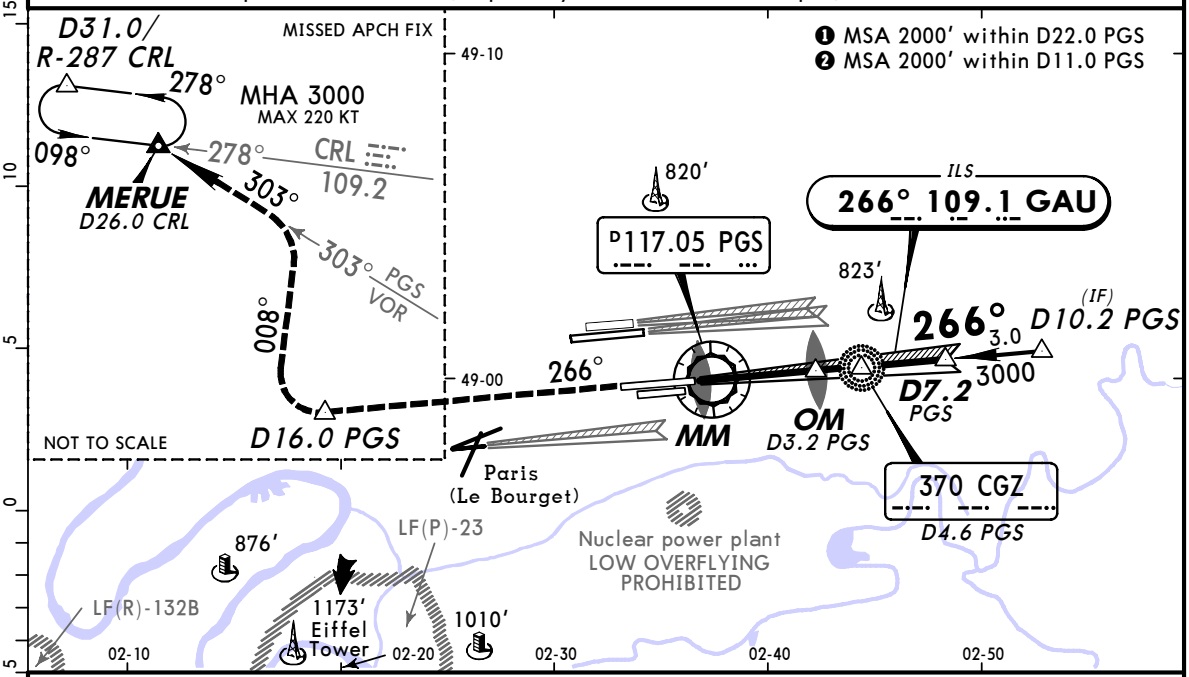
MISSED APCH: Climb STRAIGHT AHEAD to 4000′ and follow R-266 PGS.
At D16.0 PGS turn RIGHT onto 008° to intercept and follow R-303 PGS to MERUE, or as directed.
Climb to 1200′ prior to level acceleration.

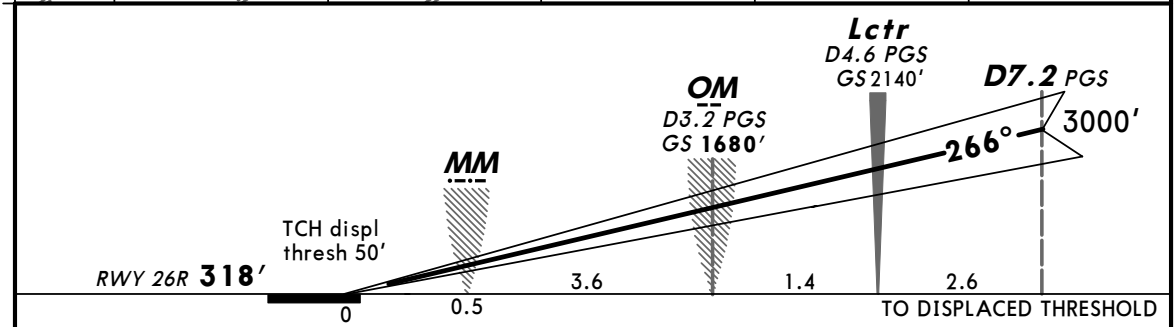


MSA
PGS VOR

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 4000′

1. Special aircrew and acft certification required.
2. When cleared by RADAR: FAP at 2000′/D4.1 PGS.
3. Simultaneous approaches with rwys 27L and 27R PARIS Charles-De-Gaulle and rwy 27 PARIS Le Bourget.
4. For additional important information, especially about simultaneous apch, refer to 21-0.





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

HIALS-II
REIL
PAPI

4000′ on PGS 117.05 R-266

JAR-OPS

STRAIGHT-IN LANDING RWY **26R**

CAT II ILS
ABCD
RA 102′
DA(H) **418′** (100′)

RVR 300m 1

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

PANS OPS 4

CHANGES: Comm. Apt elev. MSA. Bearings. Minimums.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
3 FEB 06 (21-7)

PARIS, FRANCE
ILS DME Rwy 27L

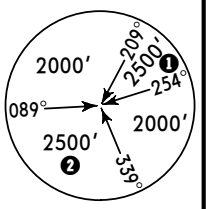
BRIEFING STRIP ™

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

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

LOC CGW	Final Apch Crs	GS D3.7 CGW	ILS DA(H)	Apt Elev 392′
110.7	266°	1580′ (1193′)	587′ (200′)	RWY 387′

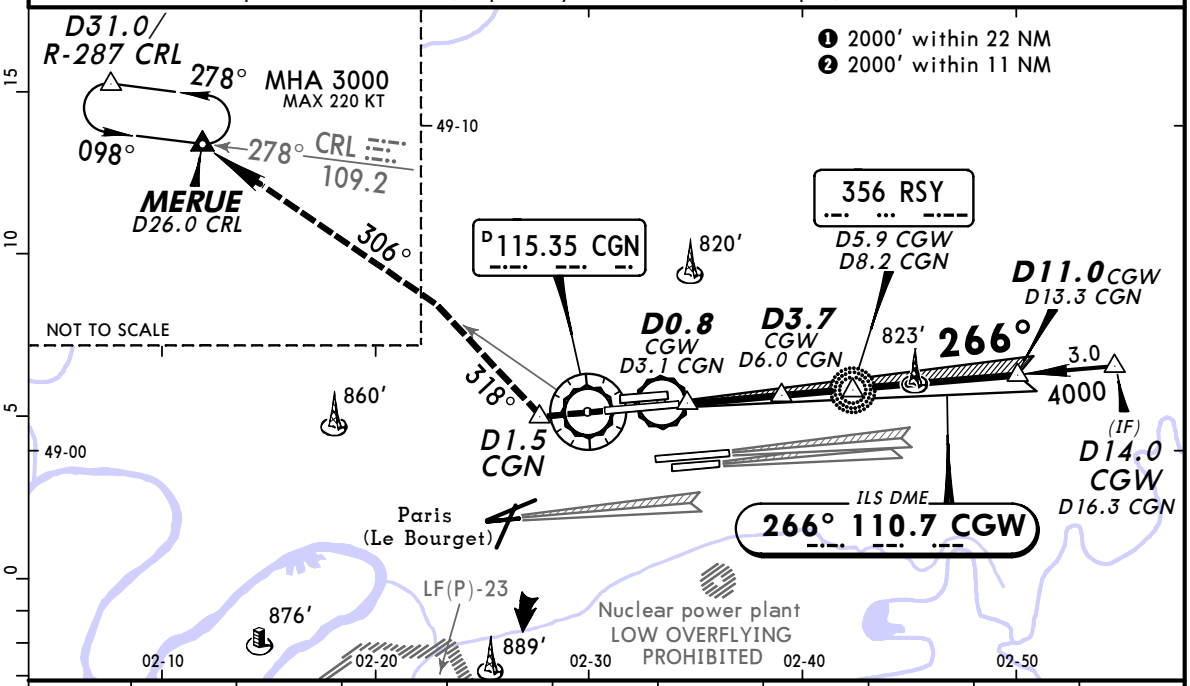
MISSED APCH: Climb STRAIGHT AHEAD towards 3000′. At D1.5 after CGN turn RIGHT onto 318° to intercept and follow R-306 CGN to MERUE, or as directed.
Climb to 1200′ prior to level acceleration.



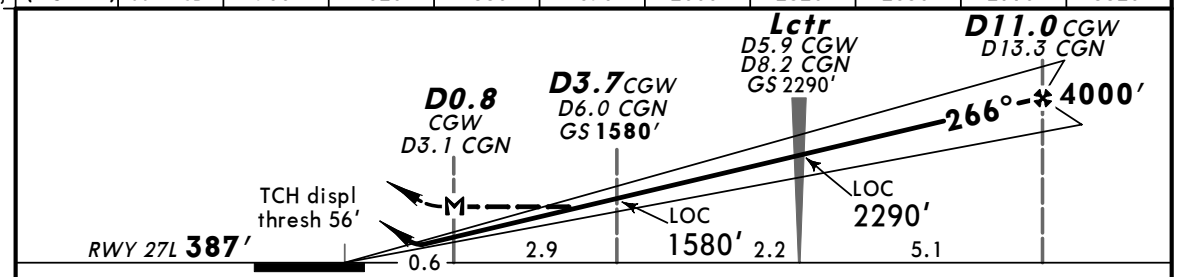
MSA
CGN VOR

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 4000′

1. When cleared by RADAR: FAP/FAF at 3000′/D8.0 CGW or 2000′/D5.0 CGW.
2. Simultaneous approaches with rwys 26L and 26R PARIS Charles-De-Gaulle and rwy 27 PARIS Le Bourget.
3. For additional important information, especially about simultaneous apch, refer to 21-0.



LOC (GS out)	CGW DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	700′	1020′	1350′	1670′	2000′	2320′	2650′	2990′	3320′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at D0.8 CGW/D3.1 CGN						

HIALS-II
REIL
PAPI

3000′

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY**27L**

	ILS DA(H) 587′ (200′) FULL	ILS DA(H) 587′ (200′) ALS out	LOC (GS out) with CGW or CGN DME MDA(H) 750′ (363′)	LOC (GS out) with CGW or CGN DME ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶ 27L to 27R

Max Kts	MDA(H)	VIS
110	1000′ (613′)	3000m
135		
180	1100′ (713′)	3500m
205	1150′ (763′)	4000m

❶ Circling height based on rwy 27L displ thresh elev of 387′.

CHANGES: Communications. MSA. Bearings.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 3 FEB 06 (21-7A)

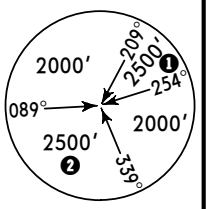
PARIS, FRANCE
CAT II ILS DME Rwy 27L

BRIEFING STRIP ™

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

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

LOC	Final	GS	CAT II ILS	
CGW	Apch Crs	D3.7 CGW	RA 100′	Apt Elev 392′
110.7	266°	1580′ (1193′)	DA(H) 487′ (100′)	RWY 387′

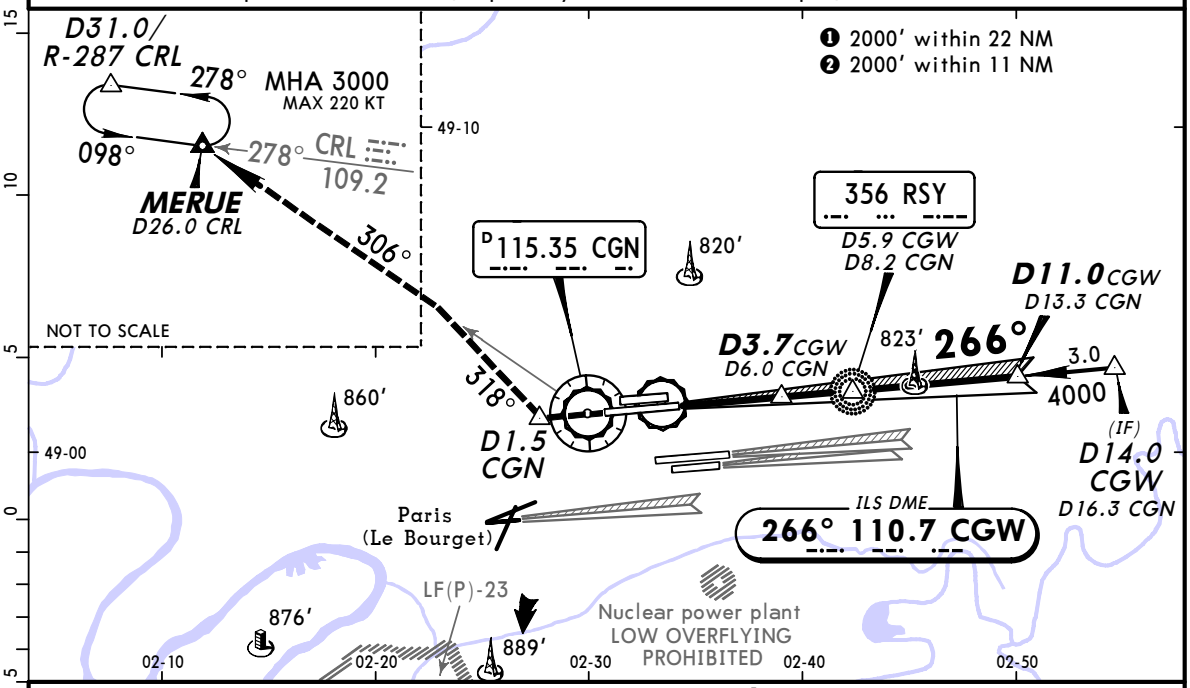


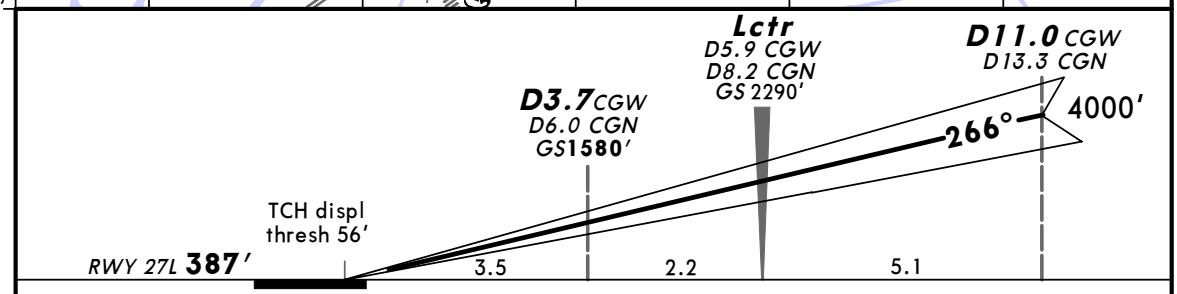
MSA
CGN VOR

MISSED APCH: Climb STRAIGHT AHEAD towards 3000′. At D1.5 after CGN turn RIGHT onto 318° to intercept and follow R-306 CGN to MERUE, or as directed.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 4000′

1. Special aircrew and acft certification required.
2. When cleared by RADAR: FAP at 3000′/D8.0 CGW or 2000′/D5.0 CGW.
3. Simultaneous approaches with rwys 26L and 26R PARIS Charles-De-Gaulle and rwy 27 PARIS Le Bourget.
4. For additional important information, especially about simultaneous apch, refer to 21-0.





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

HIALS-II
REIL
PAPI

3000′

JAR-OPS

STRAIGHT-IN LANDING RWY **27L**

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

RVR 300m ❶

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

PANS OPS 4

CHANGES: Communications. MSA. Bearings.

LFPG/CDG
CHARLES-DE-GAULLE

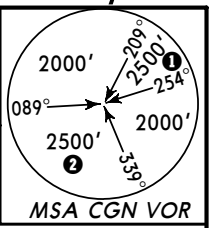
JEPPESEN
3 FEB 06 (21-8)

PARIS, FRANCE
ILS DME Rwy 27R

BRIEFING STRIP ™

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

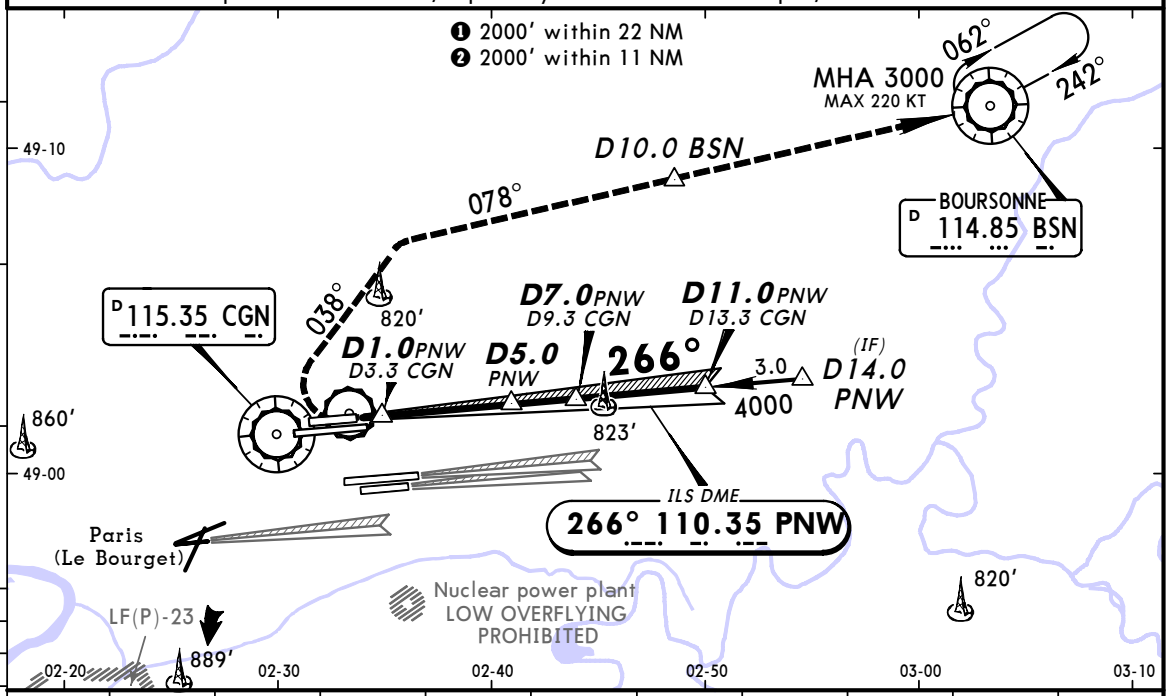
LOC PNW	Final Apch Crs	GS D5.0 PNW	ILS DA(H)	Apt Elev 392′
110.35	**266°**	**2000′** (1608′)	**592′** (200′)	RWY **392′**



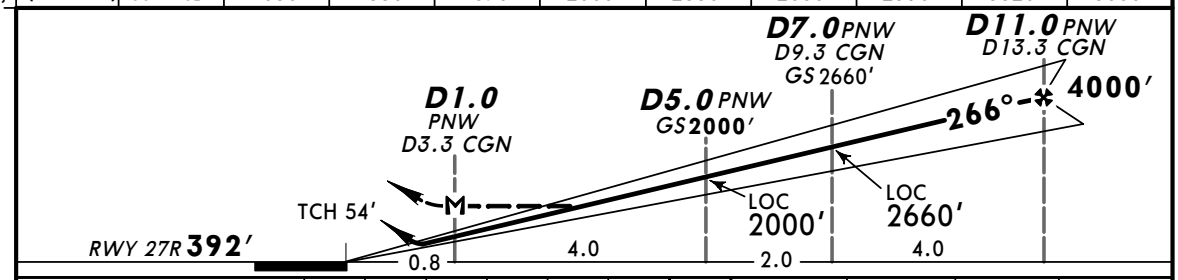
MISSED APCH: Climb STRAIGHT AHEAD to 800′, then turn RIGHT (MAX 205 KT) onto 038° to intercept and follow R-258 inbound BSN VOR climbing to 2000′. At D10.0 BSN climb to 3000′.
Do not turn before passing MAP, or as directed. Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 4000′

1. When cleared by RADAR: FAP/FAF at 3000′/D8.0 PNW or 2000′/D5.0 PNW.
2. Simultaneous approaches with rwys 26L and 26R PARIS Charles-De-Gaulle and rwy 27 PARIS Le Bourget.
3. For additional important information, especially about simultaneous apch, refer to 21-0.



LOC (GS out)	PNW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
	ALTITUDE	1030′	1350′	1670′	2000′	2330′	2660′	2990′	3320′	3660′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at D1.0 PNW/D3.3 CGN						

HIALS-II
REIL
PAPI

800′ | 038° RT | 205 KT MAX

JAR-OPS STRAIGHT-IN LANDING RWY**27R**

	ILS DA(H) 592′ (200′) FULL	ILS DA(H) 592′ (200′) ALS out	LOC (GS out) with PNW DME MDA(H) 770′ (378′)	LOC (GS out) with PNW DME ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND
27R to 27L

Max Kts	MDA(H)	VIS
110	1000′ (608′)	3000m
135		
180	1100′ (708′)	3500m
205	1140′ (748′)	4000m

PANS OPS 4

CHANGES: Communications. MSA. Bearings.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
3 FEB 06 (21-8A)

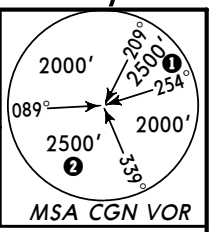
PARIS, FRANCE
CAT II ILS DME Rwy 27R

BRIEFING STRIP ™

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

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

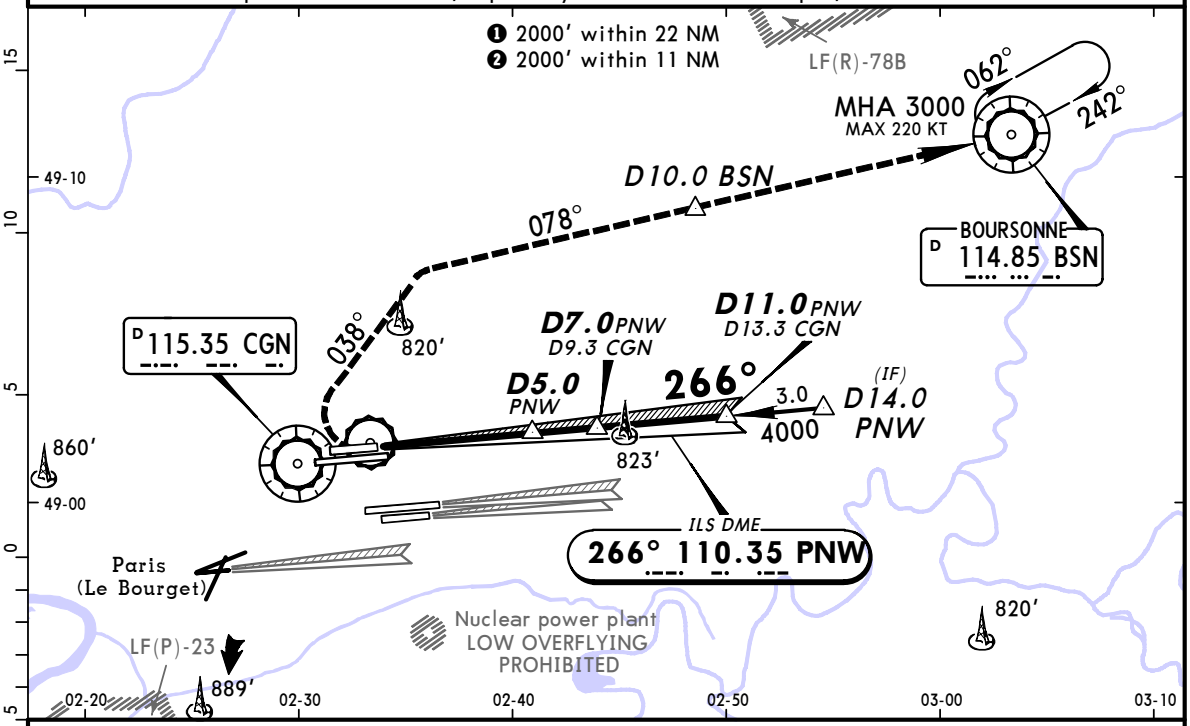
LOC	Final	GS	CAT II ILS	Apt Elev 392′
PNW	Apch Crs	D5.0 PNW	RA 103′ DA(H)	RWY 392′
110.35	266°	2000′ (1608′)	492′ (100′)	

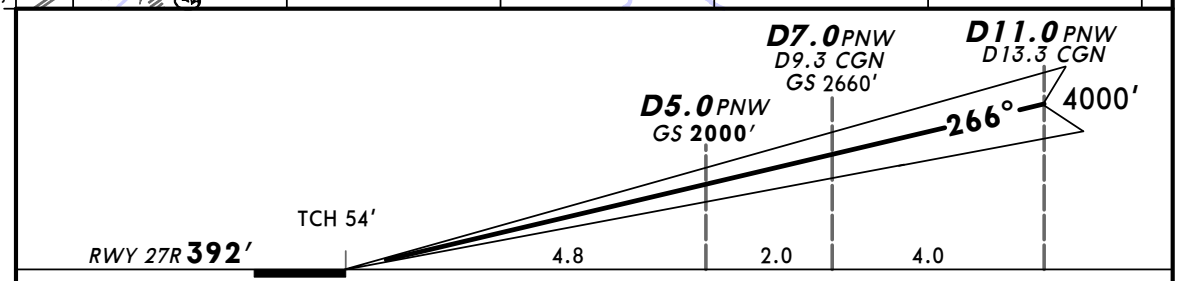


MISSED APCH: Climb STRAIGHT AHEAD to 800′, then turn RIGHT (MAX 205 KT) onto 038° to intercept and follow R-258 inbound BSN VOR climbing to 2000′. At D10.0 BSN climb to 3000′.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 4000′

1. Special aircrew and acft certification required.
2. When cleared by RADAR: FAP at 3000′/D8.0 PNW or 2000′/D5.0 PNW.
3. Simultaneous approaches with rwys 26L and 26R PARIS Charles-De-Gaulle and rwy 27 PARIS Le Bourget.
4. For additional important information, especially about simultaneous apch, refer to 21-0.





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

HIALS-II
REIL
PAPI

800′ | 038° RT | 205 KT MAX

JAR-OPS

STRAIGHT-IN LANDING RWY **27R**

CAT II ILS
ABCD
RA 103′
DA(H) **492′** (100′)

RVR 300m ❶

PANS OPS 4

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

CHANGES: Communications. MSA. Bearings.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 3 FEB 06 (23-1)

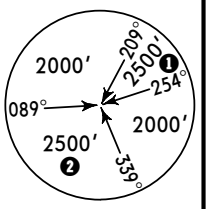
PARIS, FRANCE
VOR DME or VOR Rwy 08L

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

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

VOR PGS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 392′
117.05	086°	D14.2 PGS/169° BGW Lctr 4000′ (3662′)	800′ (462′)	RWY 338′

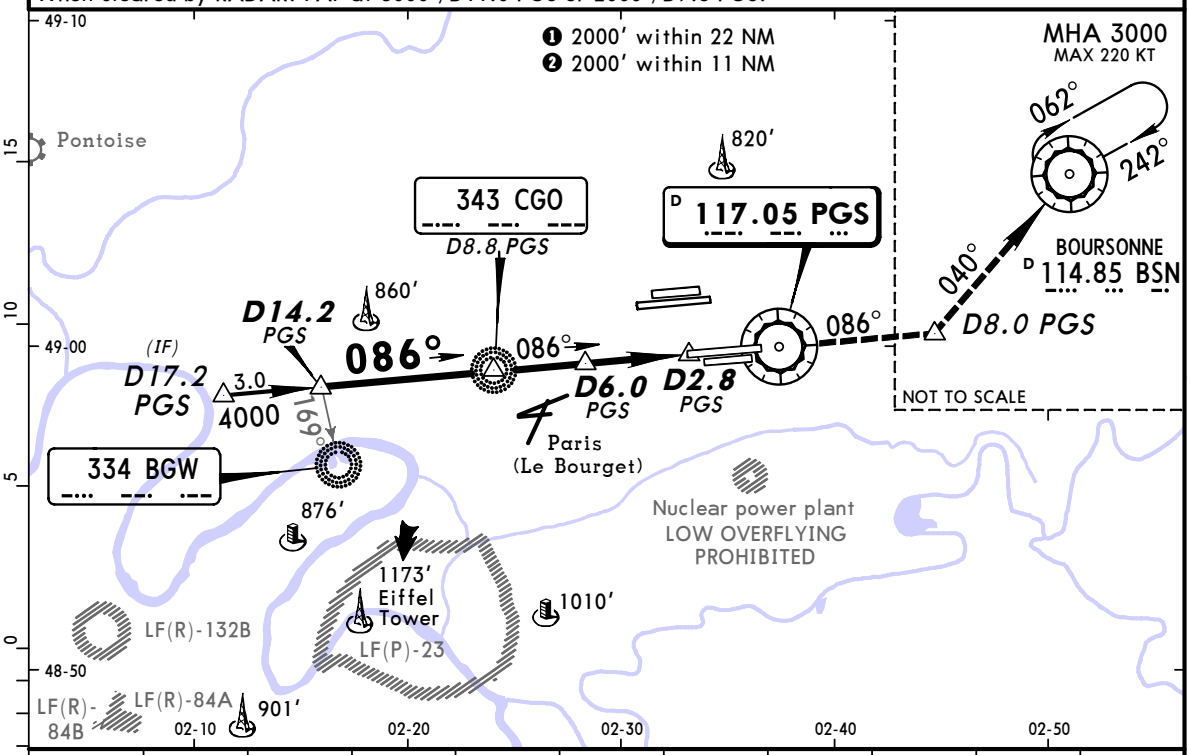
MISSED APCH: Climb via R-086 PGS to 4000′. At D8.0 PGS turn LEFT to intercept and follow R-220 inbound to BSN VOR, or as directed. Climb to 1200′ prior to level acceleration.



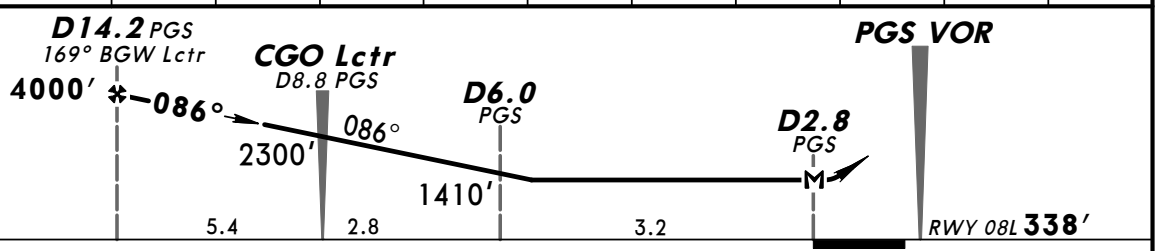
MSA
PGS VOR

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000′

When cleared by RADAR: FAF at 3000′/D11.0 PGS or 2000′/D7.8 PGS.



VOR DME	PGS DME	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0
	ALTITUDE	3620′	3320′	3000′	2680′	2360′	2040′	1720′	1410′	1090′



Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	5.3%	376	483	537	644	751	859
VOR DME: MAP at D2.8 PGS							
VOR: CGO Lctr to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

HIALS-II
REIL
PAPI

4000′ via PGS 117.05 R-086

JAR-OPS STRAIGHT-IN LANDING RWY**08L**

MDA(H) **800′** (462′)

	ALS out	ALS in
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND ❶

08L to 08R

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

❶ Circling height based on rwy 08L thresh elev of 338′.

PANS OPS 4

CHANGES: Communications. MSA. Bearings.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 3 FEB 06 (23-2)

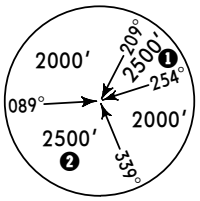
PARIS, FRANCE
VOR DME or VOR Rwy 09R

BRIEFING STRIP™

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

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

VOR CGN 115.35	Final Apch Crs 086°	Minimum Alt D7.6 CGN/197° BGW Lctr 3000′ (2630′)	VOR DME MDA(H) 730′ (360′)	VOR MDA(H) 890′ (520′)	Apt Elev 392′ RWY 370′

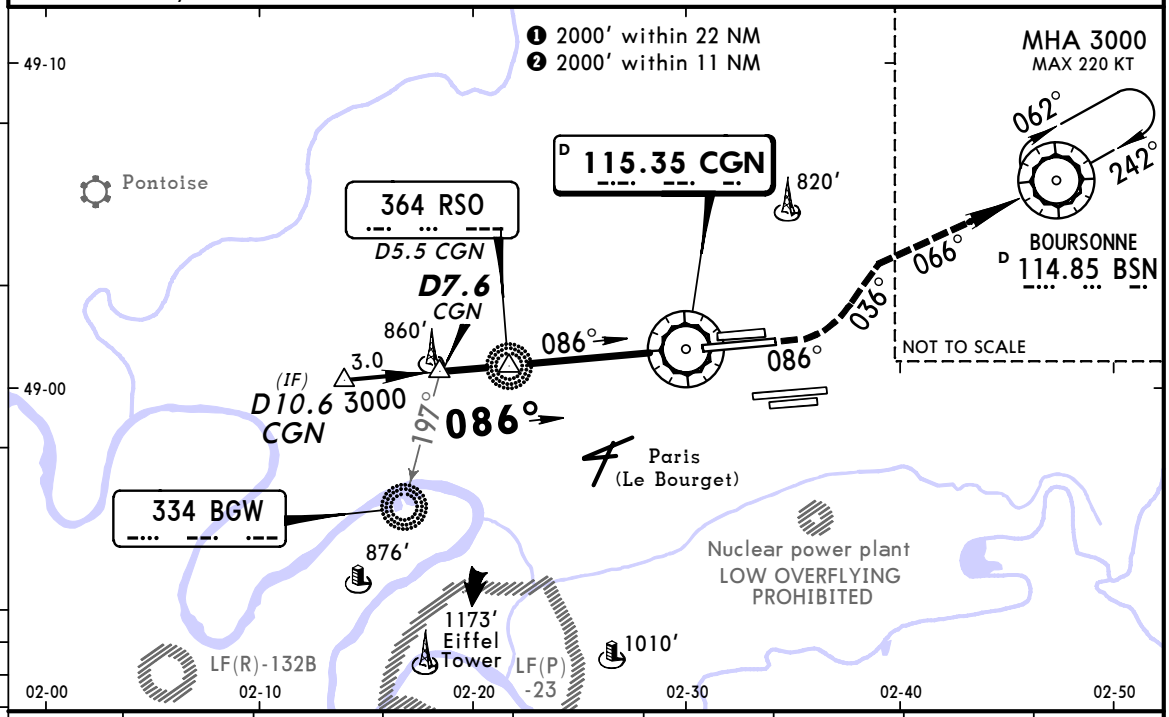


MSA CGN VOR

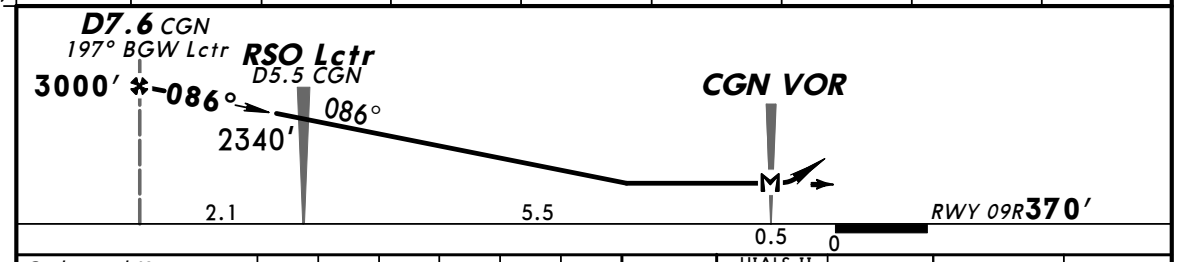
MISSED APCH: Climb on R-086 CGN to 1200′, then turn LEFT onto 036° to intercept and follow R-246 inbound BSN VOR climbing to 3000′ to BSN VOR. Do not turn before passing MAP, or as directed. Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 4000′

When cleared by RADAR: FAF at 2000′/D4.4 CGN.



VOR DME	CGN DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2810′	2490′	2170′	1850′	1530′	1220′	900′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.3%	376	483	537	644	751	859
MAP at CGN VOR						

HIALS-II
REIL
PAPI

1200′ on CGN 115.35 R-086

036° LT

JAR-OPS STRAIGHT-IN LANDING RWY 09R

	VOR DME MDA(H) 730′ (360′)		VOR MDA(H) 890′ (520′)	
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1000m		RVR 1200m	
C		RVR 1800m		RVR 2000m
D	RVR 1400m	RVR 2000m	RVR 1600m	

CIRCLE-TO-LAND 1

09R to 09L

Max Kts	MDA(H)	VIS
110	1020′ (650′)	3000m
135		
180	1120′ (750′)	3500m
205	1120′ (750′)	4000m

PANS OPS 4

1 Circling height based on rwy 09R thresh elev of 370′.

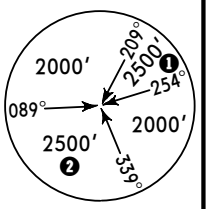
CHANGES: Communications. MSA. Bearings.

BRIEFING STRIP™

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

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

VOR PGS	Final Apch Crs	Minimum Alt	VOR DME MDA(H)	Apt Elev
117.05	266°	D7.4 PGS/R-322 CLM 3000′ (2682′)	640′ (322′)	392′
			VOR MDA(H) 660′ (342′)	RWY 318′

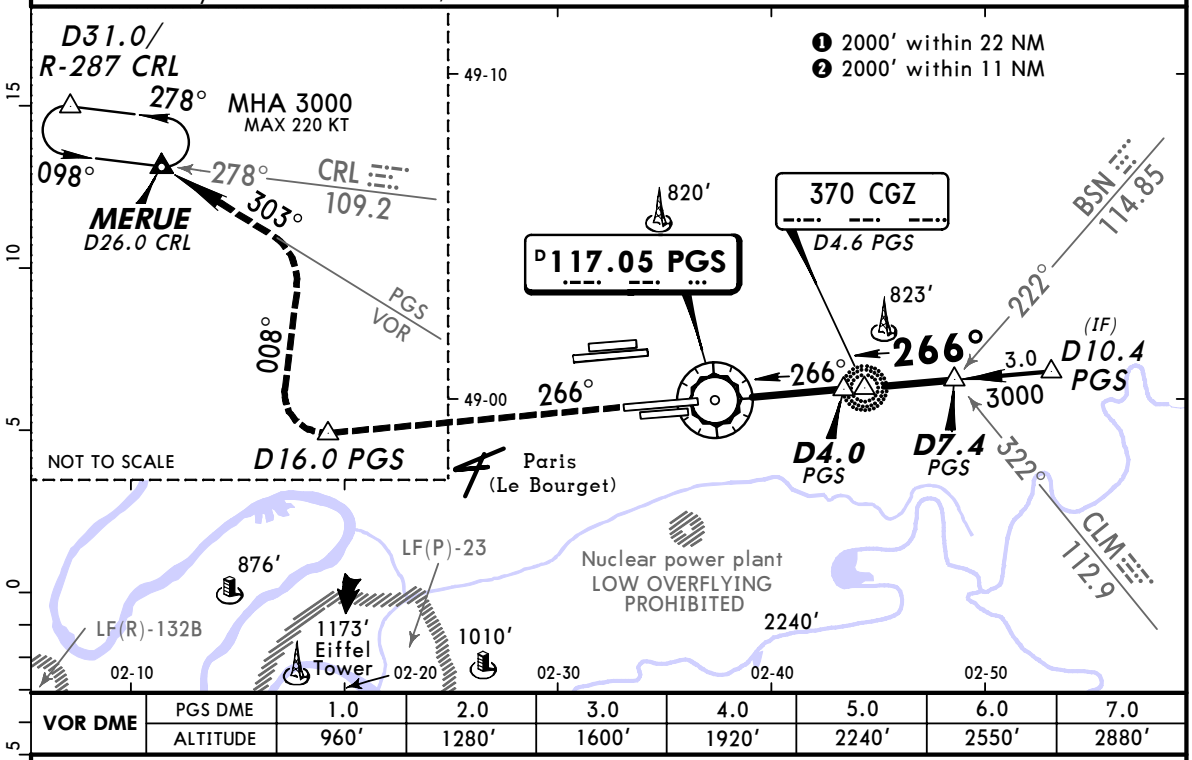


MSA
PGS VOR

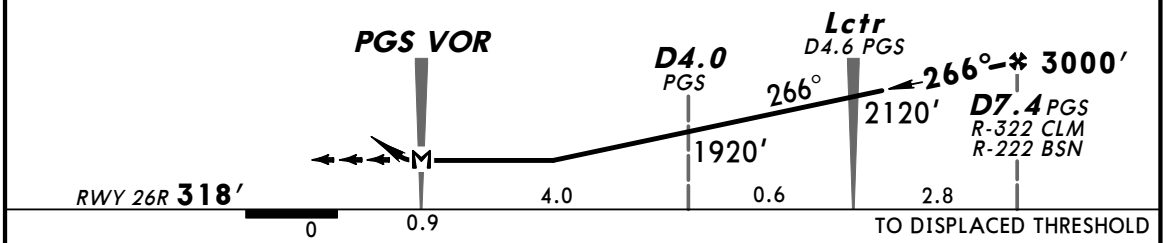
MISSED APCH: Climb on R-266 PGS to 4000′. At D16.0 PGS turn RIGHT onto 008° to intercept and follow R-303 PGS to MERUE, or as directed. Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 4000′

When cleared by RADAR: FAF at 2000′/D4.3 PGS.



VOR DME	PGS DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	960′	1280′	1600′	1920′	2240′	2550′	2880′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.3%	376	483	537	644	751	859
MAP at PGS VOR						

HIALS-II
REIL
PAPI

4000′ on PGS 117.05 R-266

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY**26R**

	VOR DME MDA(H) 640′ (322′)		VOR MDA(H) 660′ (342′)		CIRCLE-TO-LAND 1 26R to 26L		
		ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 900m	RVR 1500m	RVR 900m	RVR 1500m	110	920′ (602′)	3000m
B	RVR 1000m		RVR 1000m		135		
C		RVR 1800m		RVR 1800m	180	1020′ (702′)	3500m
D	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	205	1100′ (782′)	4000m

1 Circling height based on rwy 26R displ thresh elev of 318′.

CHANGES: Communications. MSA. Bearings.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
3 FEB 06 (23-4)

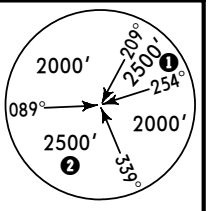
PARIS, FRANCE
VOR DME or Lctr VOR Rwy 27L

BRIEFING STRIP™

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

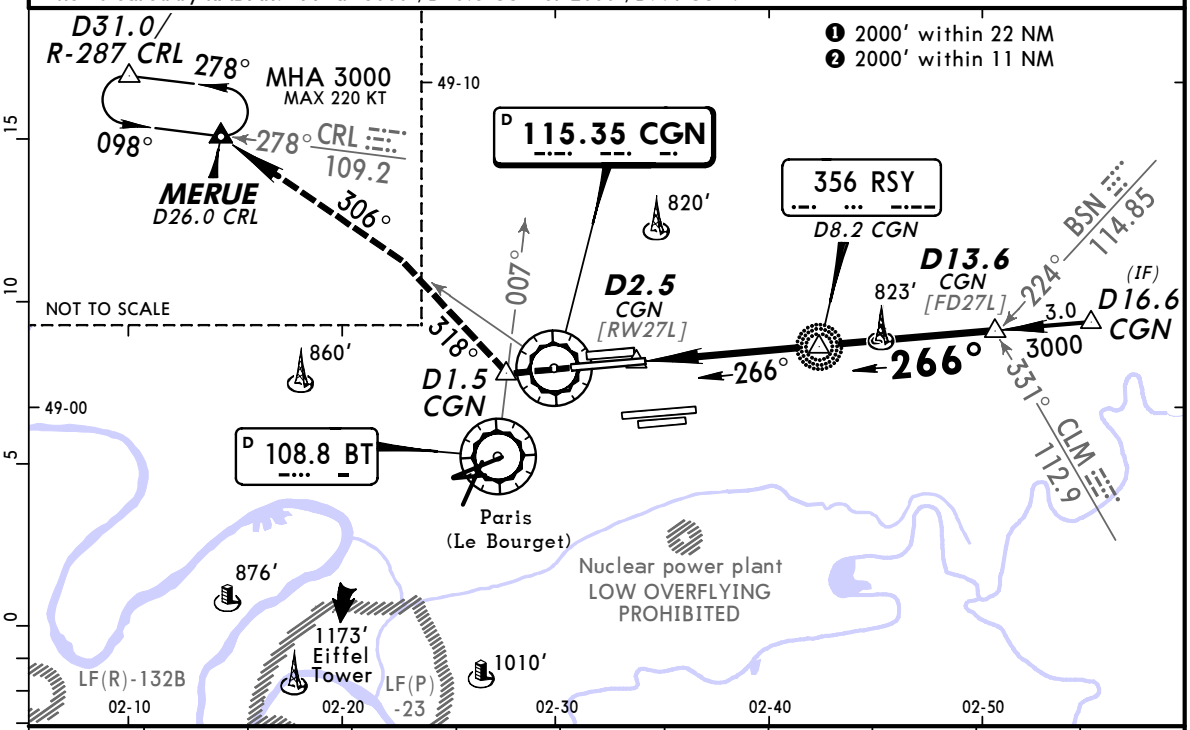
DE GAULLE Tower				Ground			
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97

VOR	Final	Minimum Alt	VOR DME MDA(H)	Apt Elev	MSA
CGN	Apch Crs	D13.6 CGN/R-331 CLM	780′ (393′)	392′	CGN VOR
115.35	266°	4000′ (3613′)	VOR MDA(H) 980′ (593′)	RWY 387′	

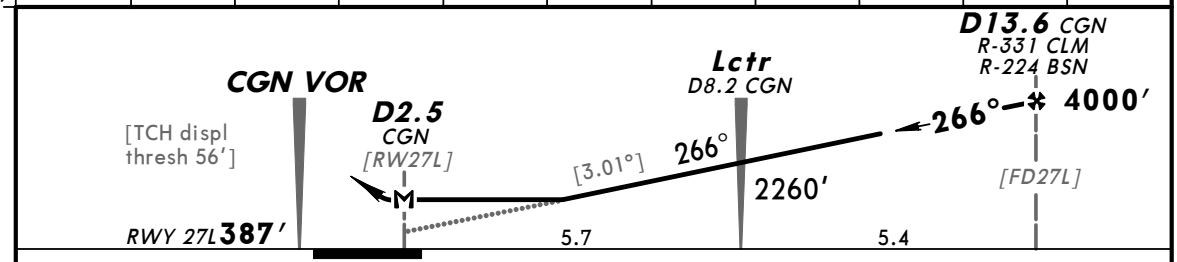


MISSED APCH: Climb via R-266 CGN towards 3000′. At D1.5 CGN/R-007 BT turn RIGHT onto 318° to intercept and follow R-306 CGN to MERUE, or as directed.
Climb to 1200′ prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 4000′
When cleared by RADAR: FAF at 3000′/D10.5 CGN or 2000′/D7.4 CGN.



VOR DME	CGN DME	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	13.0
	ALTITUDE	930′	1250′	1570′	1890′	2200′	2520′	2840′	3160′	3800′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.25% or Descent angle [3.01°]	373	479	532	639	745	852
VOR: Lctr to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08

VOR DME: MAP at D2.5

HIALS-II
REIL
PAPI

3000′ via CGN 115.35 R-266

JAR-OPS STRAIGHT-IN LANDING RWY 27L

	VOR DME MDA(H) 780′ (393′)		VOR MDA(H) 980′ (593′)	
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1000m		RVR 1200m	
C		RVR 1800m		RVR 2000m
D	RVR 1400m	RVR 2000m	RVR 1600m	

CIRCLE-TO-LAND ❶

27L to 27R

Max Kts	MDA(H)	VIS
110	1000′ (613′)	3000m
135		
180	1100′ (713′)	3500m
205	1150′ (763′)	4000m

❶ Circling height based on rwy 27L displ thresh elev of 387′.

PANS OPS 4

CHANGES: Communications. MSA. Bearings. Desc angle.

LFPG/CDG

Apt Elev 392′
N49 00.6 E002 32.9

JEPPESEN
20-9 11 AUG 06

PARIS, FRANCE
CHARLES-DE-GAULLE

D-ATIS	ACARS	DE GAULLE Flight Data (Cpt)	*DE GAULLE Traffic (GND) ❶	DE GAULLE Ground	Tower	DE GAULLE Departure
127.12 (French 128.22)	DCL	126.65 121.72	118.1 119.55 121.67 121.87 121.92	121.6 121.77 121.8 121.97	119.25 123.6 120.9 118.65	124.35 133.37 131.2

❶ Ground service available for area North, Northeast and South of TERMINAL 2.

Only taxiways used for intersection take-off are designated (except twys B, BQ3, BQ4 & Q). For complete designation and runway incursion hotspots refer to 20-9B/20-9C.

CAUTION:
Extreme caution when cleared for rwy crossing. Read back of all holding position instructions before rwy crossing required.

Landing clearance on first radio contact with TWR, except in LVP conditions. It is essential that arriving acft waiting to cross the inner rwy should remain on TWR freq. Contact GND only after the inner rwy has been vacated.

10° W

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

DE-ICING AREAS BM1 & BM2
DE-ICING AREAS NW1 THRU NW4
FIRE-STATION 1
MET
DE-ICING AREA ROMEO NORTH
TERMINAL 1
TERMINAL 2
TERMINAL 3
DE-ICING AREAS NE3 & NE4
Q North
FOR PARKING POSITIONS SEE 20-9C
FOR PARKING POSITIONS SEE 20-9G
FOR PARKING POSITIONS SEE 20-9J
FOR PARKING POSITIONS SEE 20-9H
FOR PARKING POSITIONS SEE 20-9F
FOR PARKING POSITIONS SEE 20-9B
Control Tower North 617′
Control Tower South 614′
ARP
BOMB ALERT AREA 32 MIKE
DE-ICING AREAS SE1 thru SE4
DE-ICING AREAS SW1 & SW2

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

CHANGES: Apron. Communications.

SIMULTANEOUS PARALLEL DEPARTURE PROCEDURES

1. Simultaneous parallel departure procedures are conducted from all rwys. Pilots must adhere strictly to the published initial climb segments.
2. They shall be conducted under following condition:
   - cross wind less than 25 KT.
3. RNAV systems used shall be of the FMS or multisensor type.

LOW VISIBILITY PROCEDURES

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

START-UP PROCEDURE

Call DE GAULLE Flight Data 126.65 or 121.72 ten minutes prior to estimated start-up time indicating:

- call sign;
- destination;
- parking position;
- "ready to start in ten minutes".

Push-back clearance is valid for 1 minute.

GENERAL

All Rwys approved for CAT II/III operations, special aircrew and aircraft certification required.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
08L 26R	HIRL(60m) CL(15m) HIALS-II SFL TDZ REIL PAPI-L(angle 3.0°) HST	RVR		12,782′3896m	❶ ❸	148′ 45m
			11,860′3615m	10,804′3293m	❷ ❹	

❶ TORA RWY 08L: From rwy head 13,829′ (4215m)
twy WB int 13,353′ (4070m)
twy S1 int 12,024′ (3665m)
twy S2 int 11,417′ (3480m)
twy S3 int 10,597′ (3230m)

❷ TORA RWY 26R: From rwy head 13,829′ (4215m)
twy W11 int 12,254′ (3735m)
twy W10 int 11,860′ (3615m)
twy W9 int 11,352′ (3460m)
twy S6 int 10,630′ (3240m)

❸ RWY 08L: Full length of 13,829′ (4215m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 12,024′ (3665m), or when cleared by ATC.
❹ RWY 26R: Full length of 13,829′ (4215m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 12,254′ (3735m), or when cleared by ATC.

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

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

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

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

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

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

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

09R 27L	HIRL(60m) CL(15m) HIALS-II SFL TDZ REIL PAPI-L(angle 3.0°) HST	RVR		12,697′3870m	❿ ⓬	148′ 45m
			11,811′3600m	10,681′3256m	⓫ ⓭	

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

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

⓬ RWY 09R: Full length of 13,780′ (4200m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 11,909′ (3630m), or when cleared by ATC.
⓭ RWY 27L: Full length of 13,780′ (4200m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 12,730′ (3880m), or when cleared by ATC.

JAR-OPS TAKE-OFF [1]

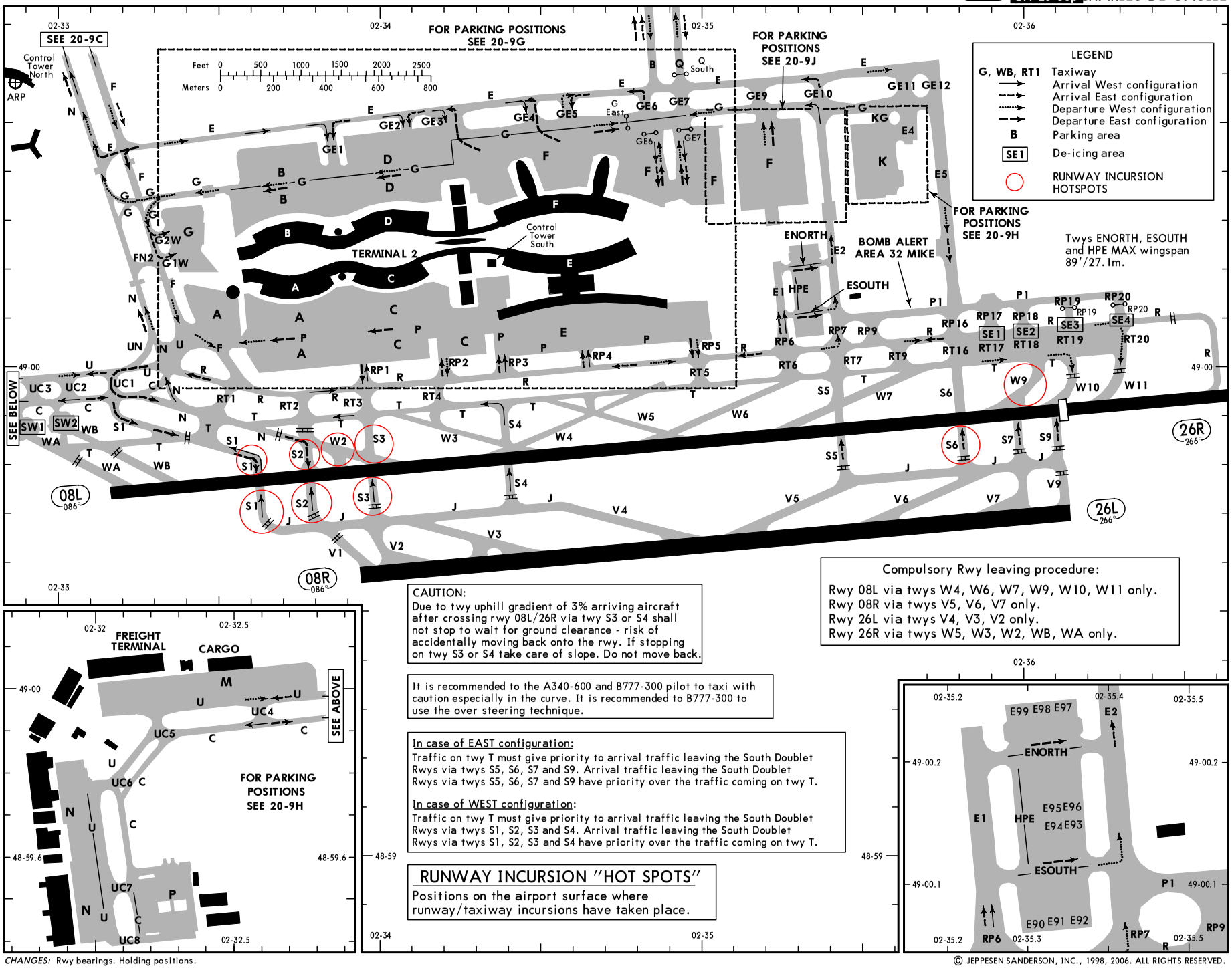
All Rwys

LVP must be in Force

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

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

CHANGES: None.



Compulsory Rwy leaving procedure:
Rwy 08L via twys W4, W6, W7, W9, W10, W11 only.
Rwy 08R via twys V5, V6, V7 only.
Rwy 26L via twys V4, V3, V2 only.
Rwy 26R via twys W5, W3, W2, WB, WA only.

CAUTION:
Due to twy uphill gradient of 3% arriving aircraft after crossing rwy 08L/26R via twy S3 or S4 shall not stop to wait for ground clearance - risk of accidentally moving back onto the rwy. If stopping on twy S3 or S4 take care of slope. Do not move back.

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

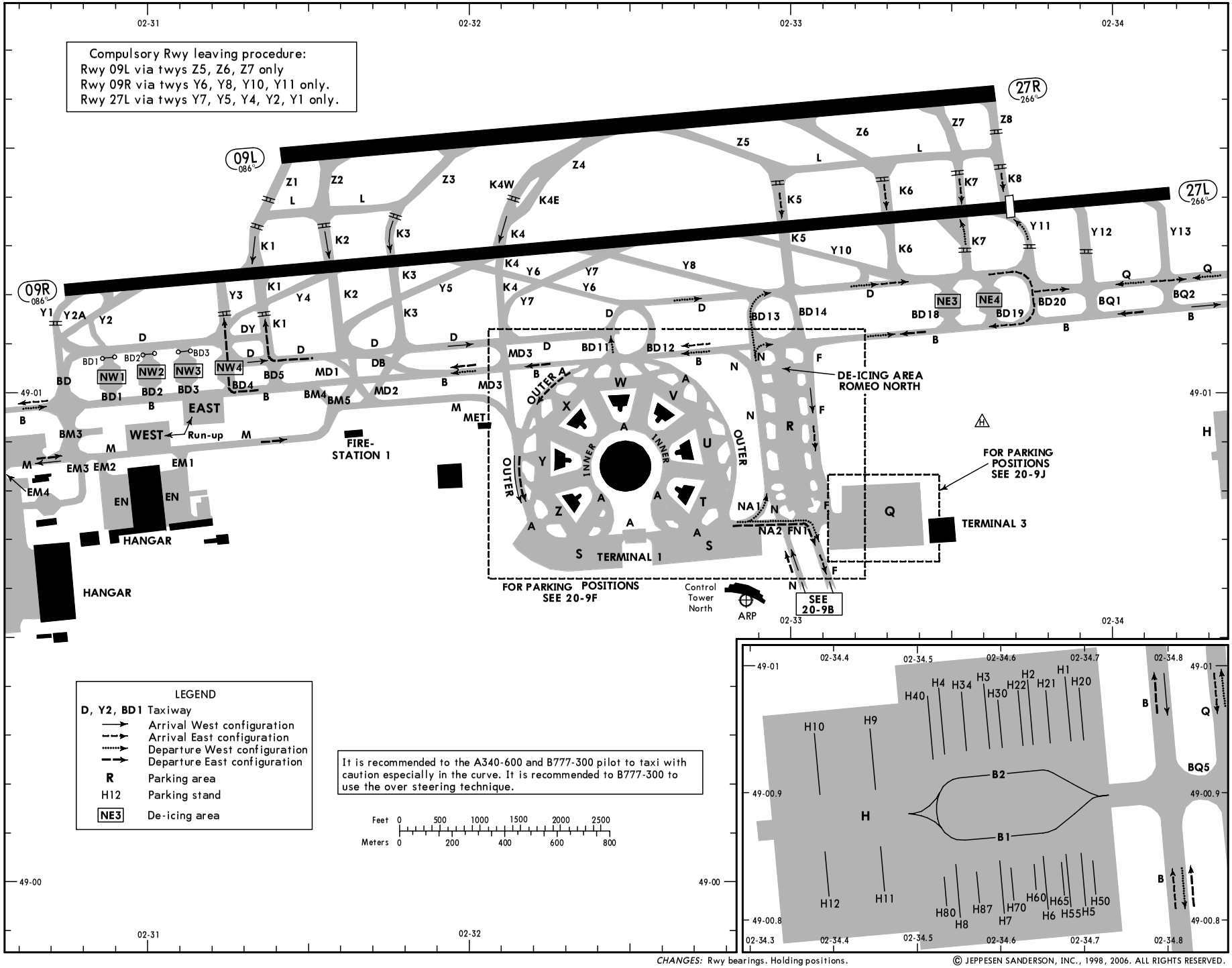
In case of EAST configuration:
Traffic on twy T must give priority to arrival traffic leaving the South Doublet Rwys via twys S5, S6, S7 and S9. Arrival traffic leaving the South Doublet Rwys via twys S5, S6, S7 and S9 have priority over the traffic coming on twy T.

In case of WEST configuration:
Traffic on twy T must give priority to arrival traffic leaving the South Doublet Rwys via twys S1, S2, S3 and S4. Arrival traffic leaving the South Doublet Rwys via twys S1, S2, S3 and S4 have priority over the traffic coming on twy T.

RUNWAY INCURSION "HOT SPOTS"

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

CHANGES: Rwy bearings. Holding positions.

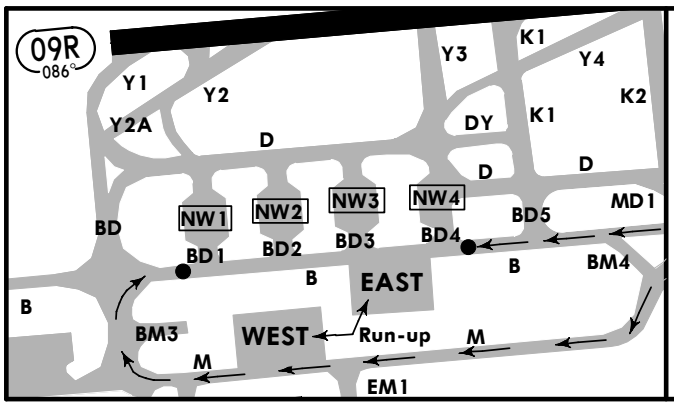


CHANGES: Rwy bearings. Holding positions.

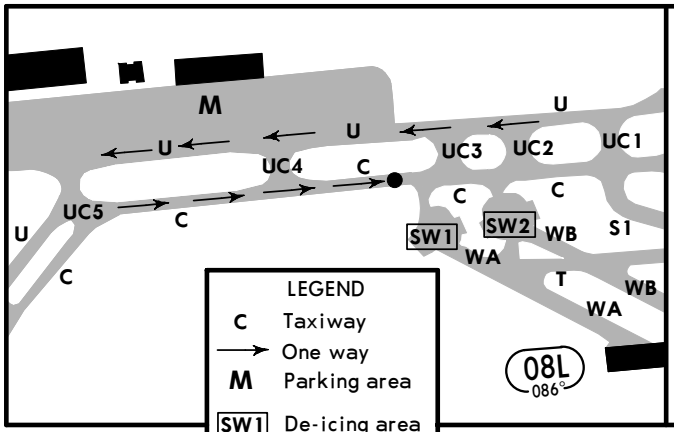
DE-ICING PROCEDURES

DE GAULLE De-icing

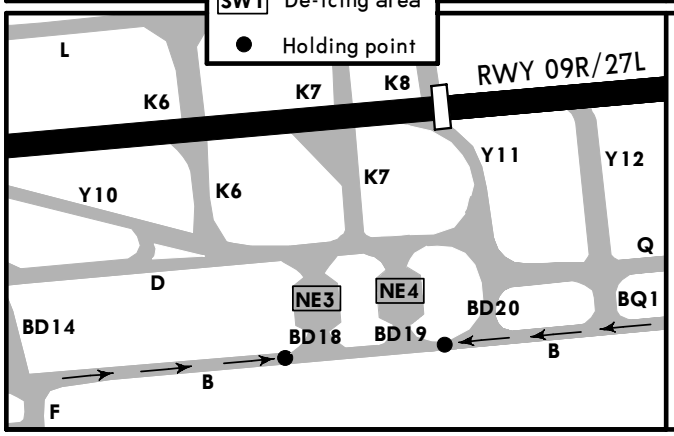
NE3	NE4	NW1	NW2	NW3	NW4	SE1	SE2	SE3	SE4	SW1	SW2
135.7	121.31	129.48	135.71	121.3	129.49	129.48	135.71	121.3	129.49	135.7	121.31



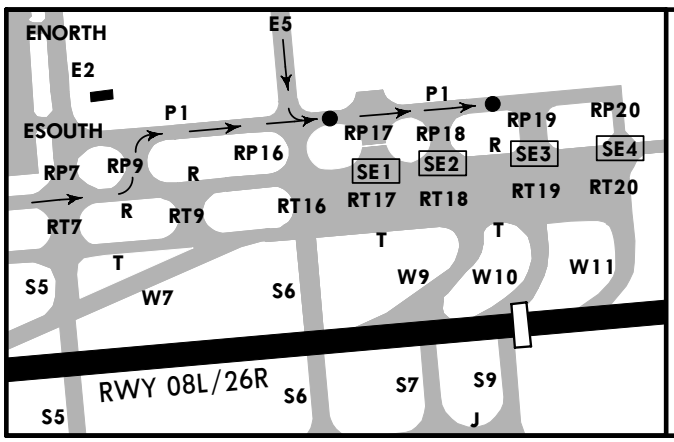
DE-ICING AREAS
NW1 THRU NW4



DE-ICING AREAS
SW1 & SW2



DE-ICING AREAS
NE3 & NE4

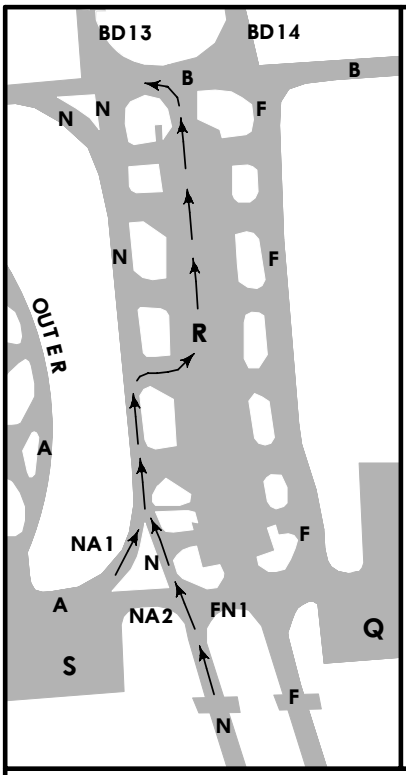


DE-ICING AREAS
SE1 THRU SE4

CHANGES: Rwy bearings.

DE-ICING PROCEDURES

DE GAULLE De-icing
ROMEO NORTH
122.52



LEGEND

B, NA2	Taxiway
→	One way
R	Parking area

ACCESS TO DE-ICING AREAS

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

VISUAL AIDS

De-icing area entry

Line of red flush lights for limited operation area:
ILLUMINATED: Access prohibited.
EXTINGUISHED: Access permitted.

Aircraft parking on the de-icing area

Information relating to positioning of aircraft shall be announced on frequency by de-icing operator (taxiing, slow down, stopping).

De-icing area exit

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

SPECIAL INSTRUCTIONS

"After de-icing" checklist

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

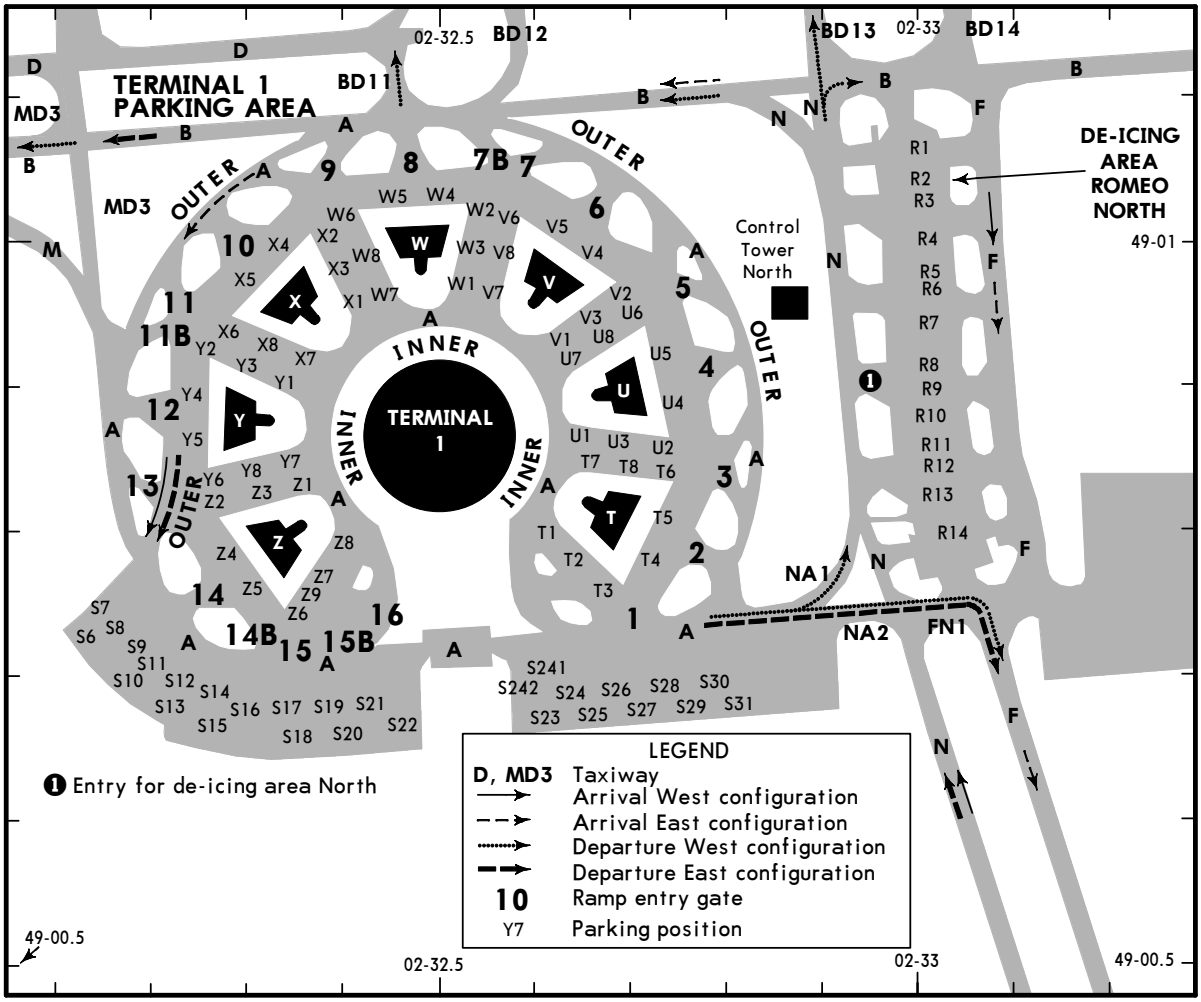
Area ROMEO NORTH

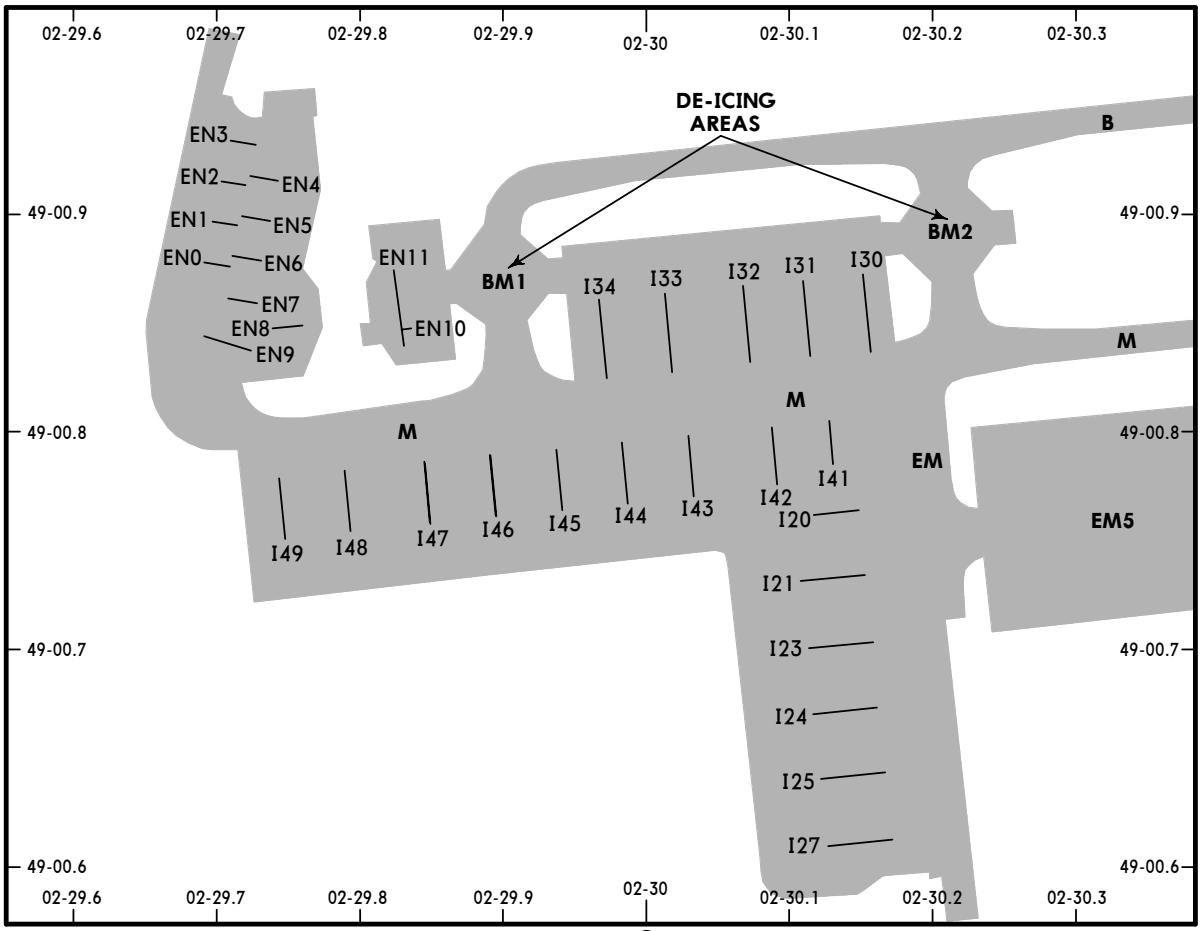
Entry: From Twy N, follow the orange center line
Exit: LEFT turn only.

Area 26R

De-icing areas access: 2 de-icing holding points on Twy P1, eastern of Twy E5. The de-icing holding point in service is the holding point that lighting is illuminated (3 yellow build in lights). The aircraft going to de-icing area must stop at the illuminated de-icing holding point.

CHANGES: None.

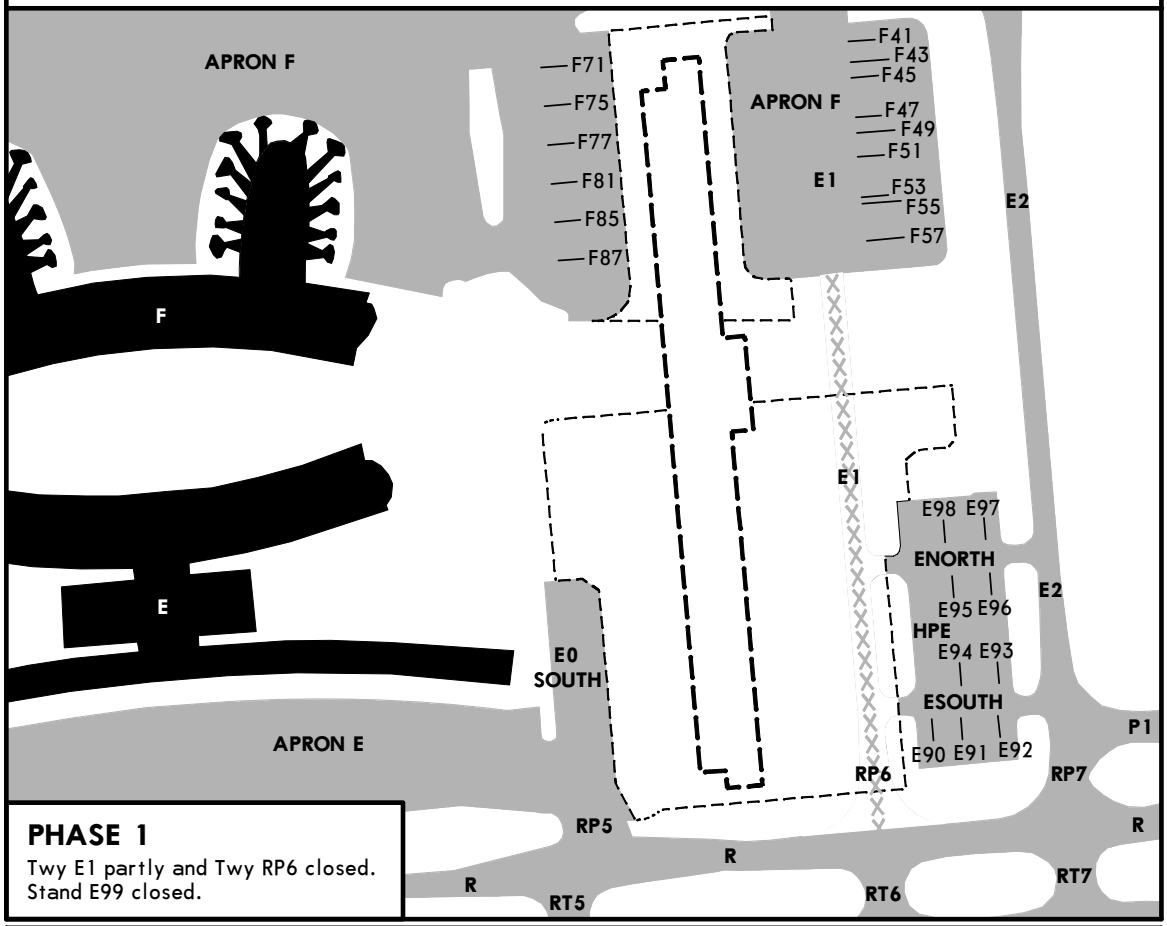




CHANGES: Apron. Stands.

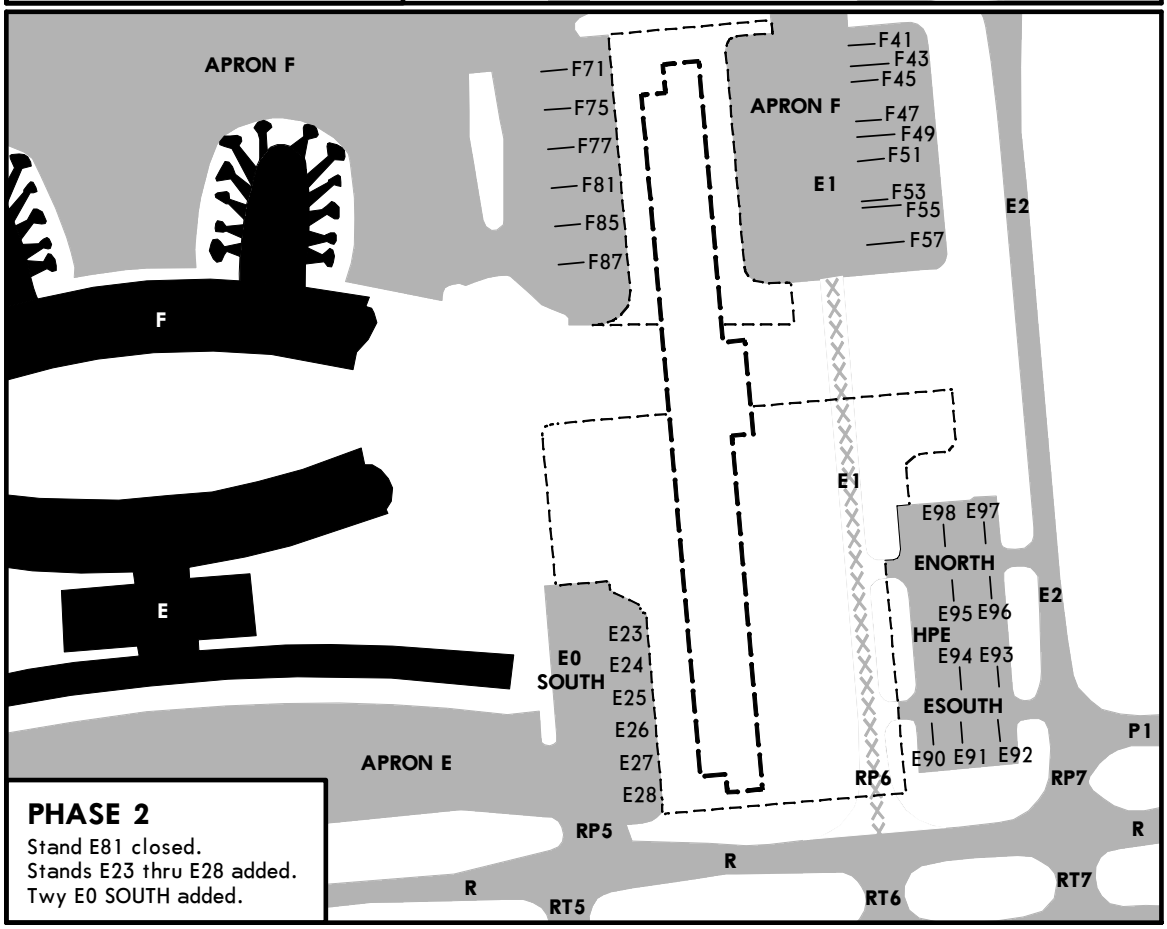
WORK IN PROGRESS IN THE SOUTH-EAST PART OF THE AIRPORT

REFER ALSO TO LATEST NOTAMS



PHASE 1

Twy E1 partly and Twy RP6 closed.
Stand E99 closed.



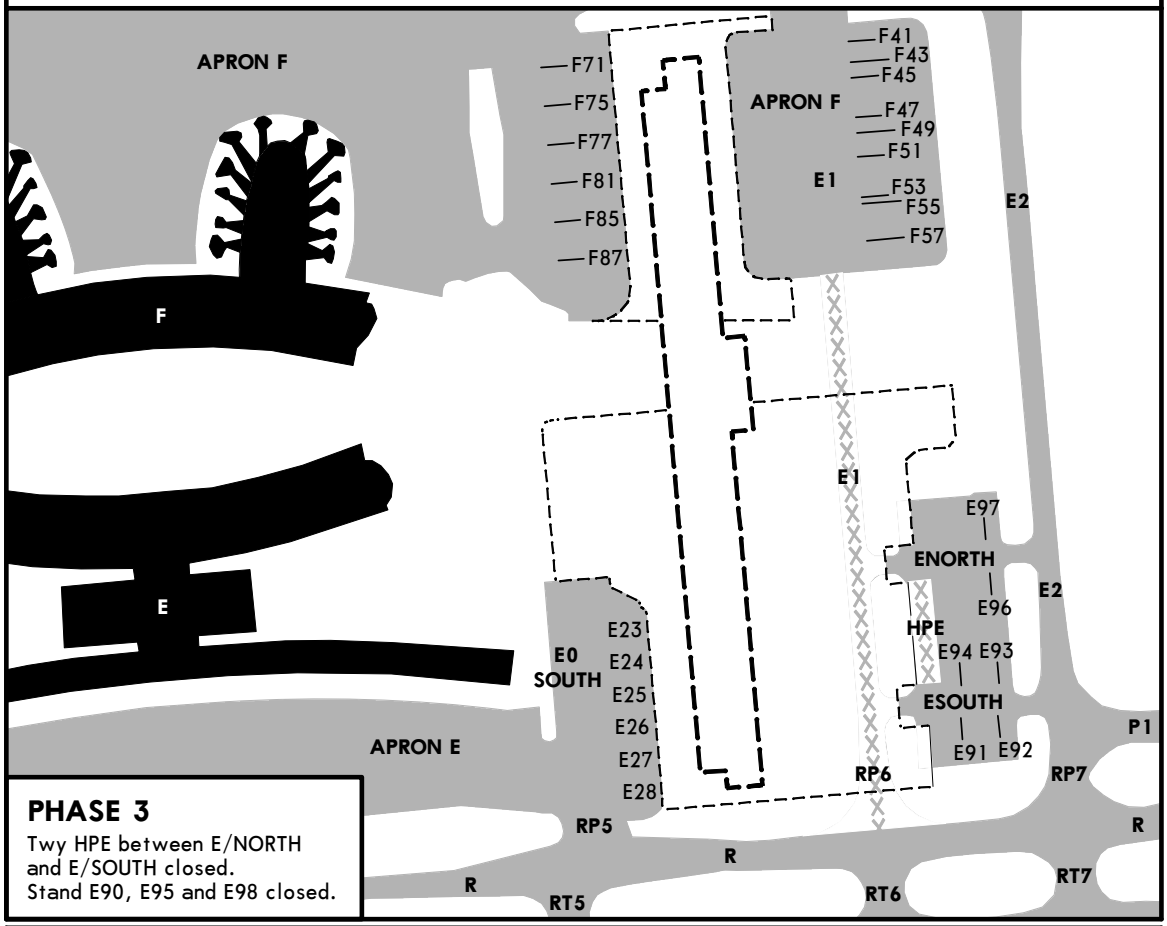
PHASE 2

Stand E81 closed.
Stands E23 thru E28 added.
Twy E0 SOUTH added.

CHANGES: New temporary chart.

WORK IN PROGRESS IN THE SOUTH-EAST PART OF THE AIRPORT

REFER ALSO TO LATEST NOTAMS



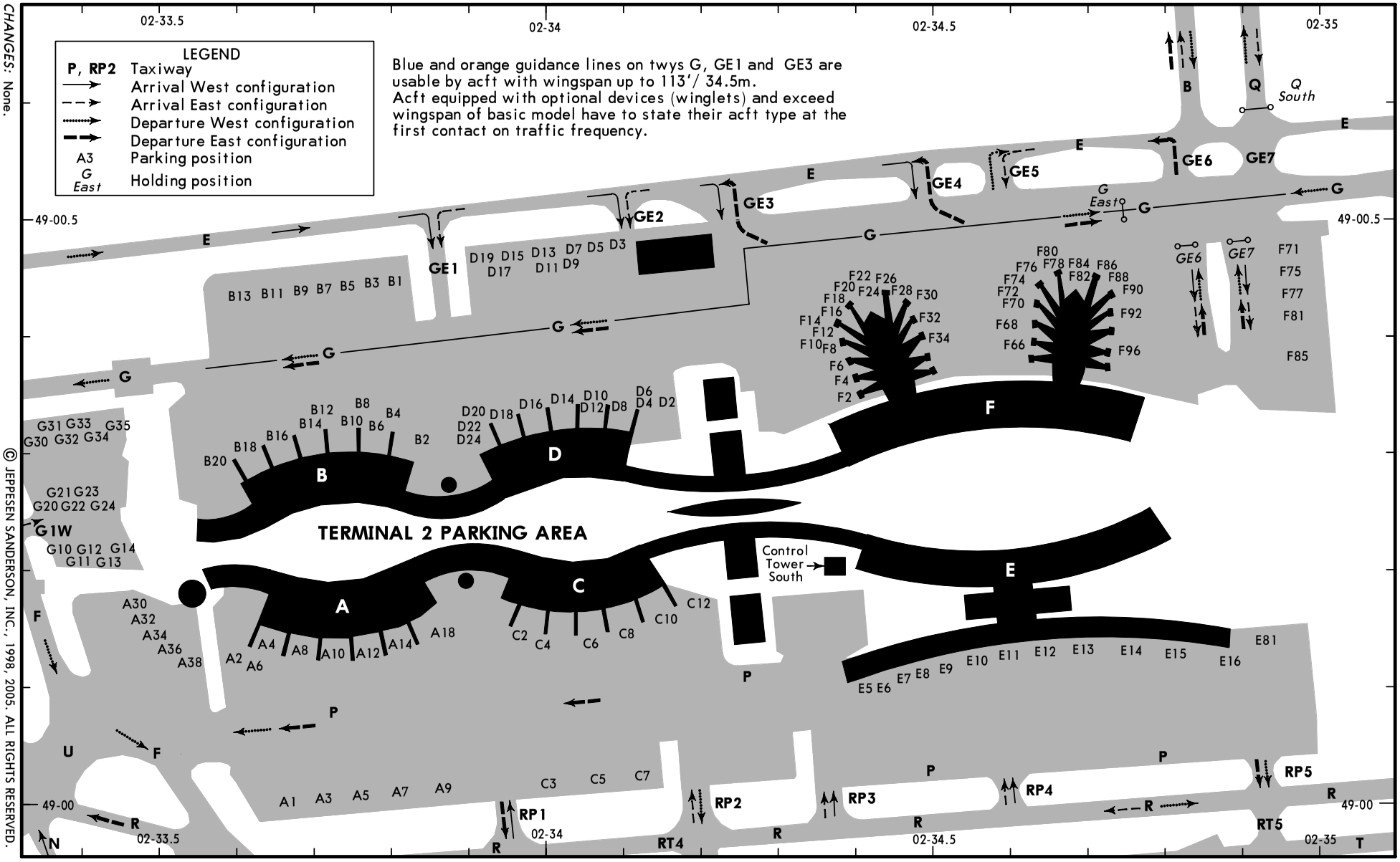
PHASE 3

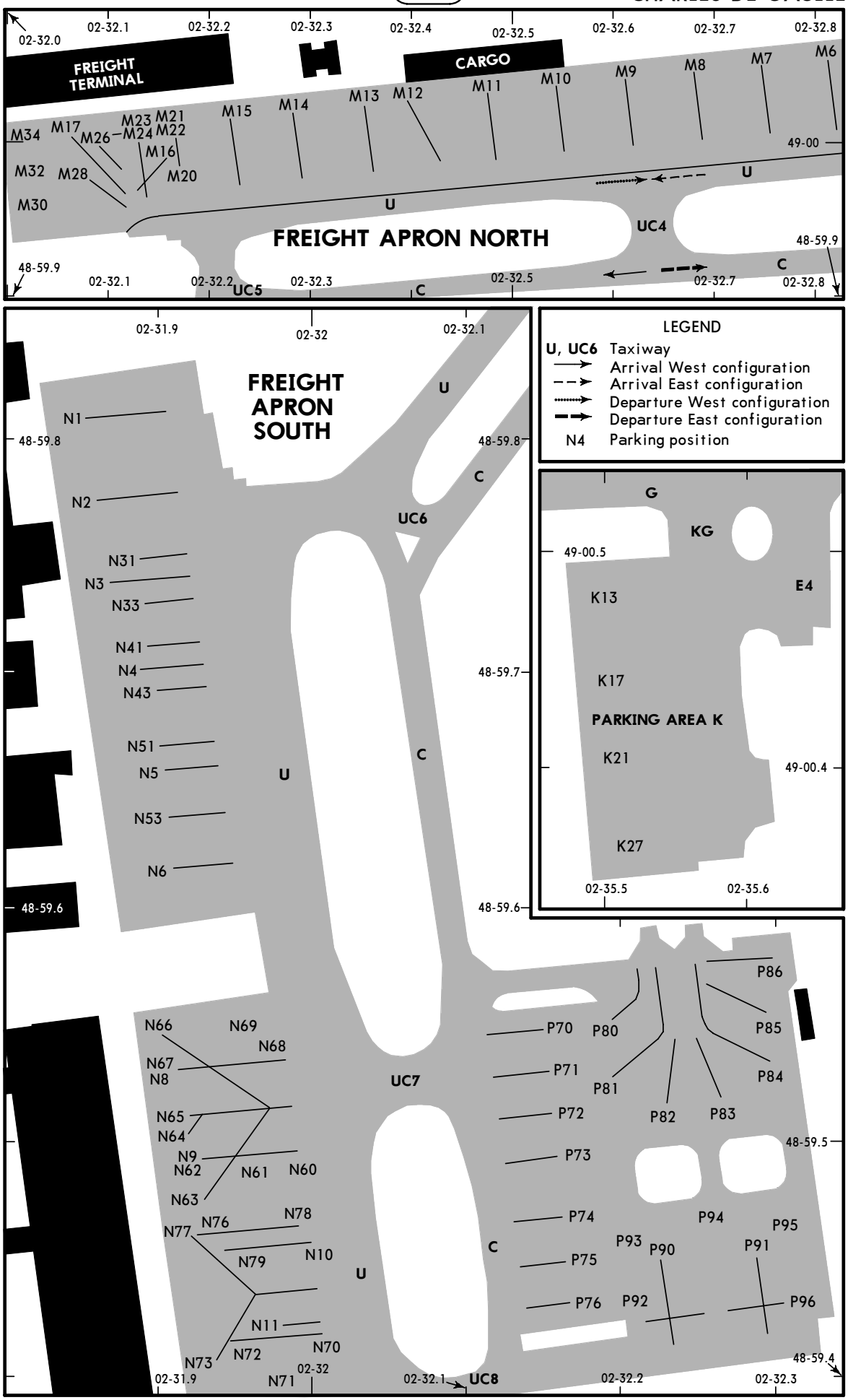
Twy HPE between E/NORTH and E/SOUTH closed.
Stand E90, E95 and E98 closed.

CHANGES: New temporary chart.

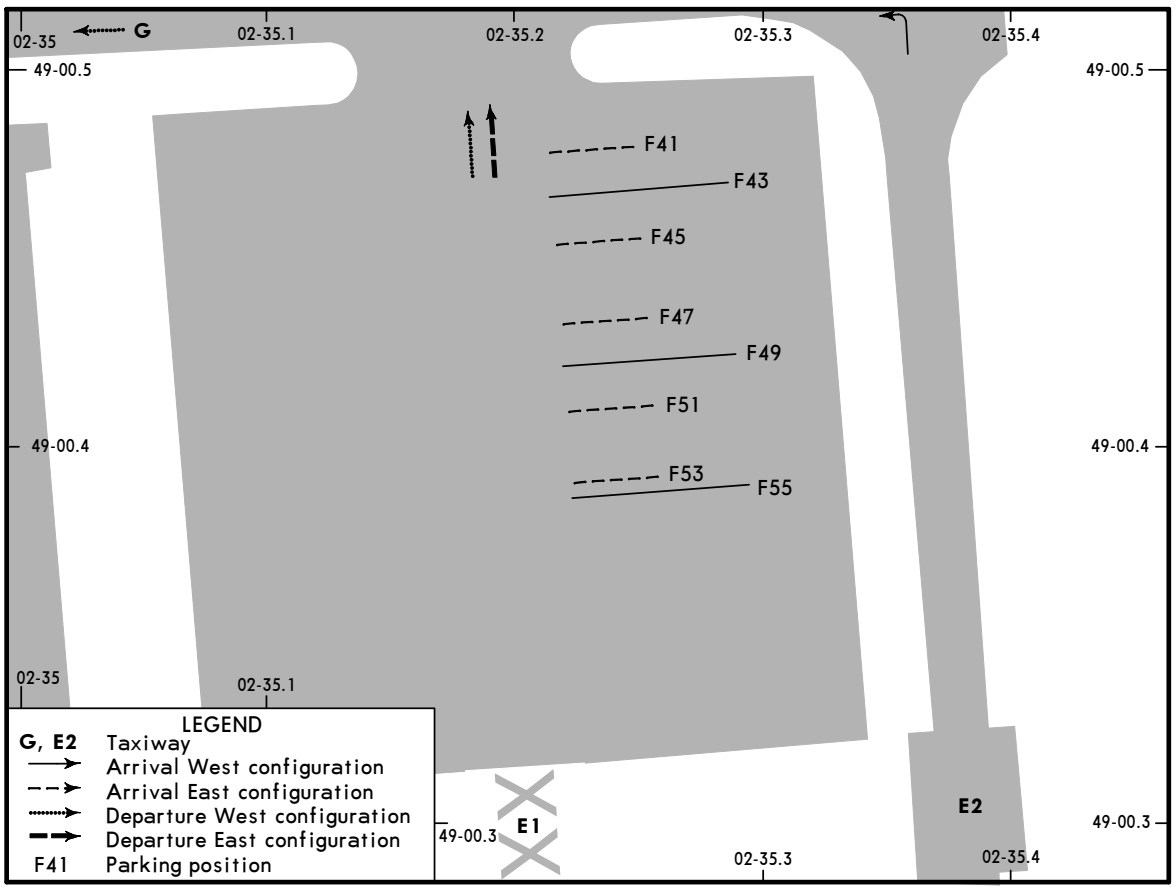
JEPPESEN
11 AUG 06
20-9G

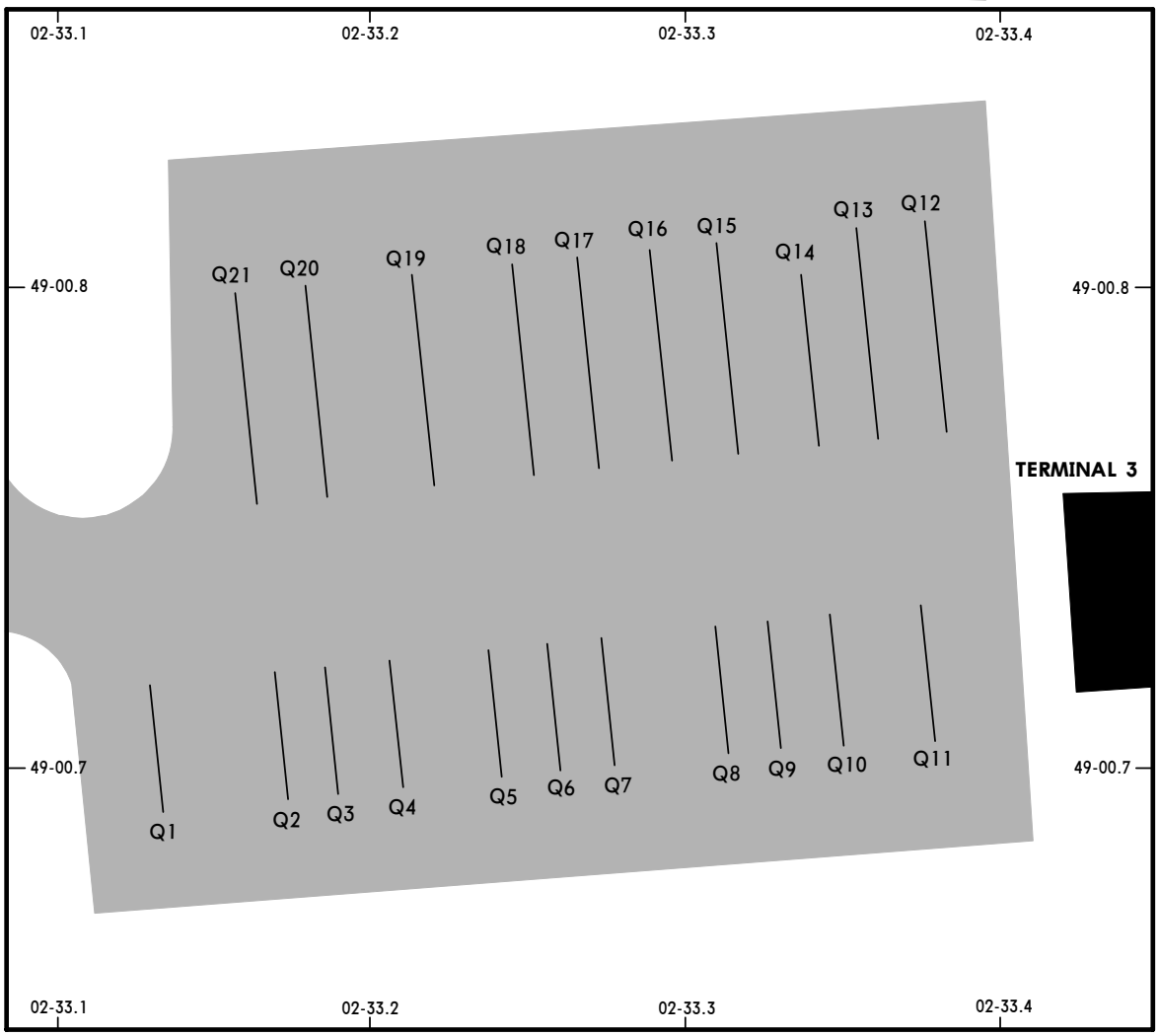
CHANGES: None.





CHANGES: None.





CHANGES: Stands withdrawn.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N49 00.0 E002 33.7	E5, E6	N49 00.1 E002 34.4
A2	N49 00.1 E002 33.6	E7 thru E9	N49 00.1 E002 34.5
A3	N49 00.0 E002 33.7	E10 thru E12	N49 00.1 E002 34.6
A4	N49 00.1 E002 33.6	E13	N49 00.1 E002 34.7
A5	N49 00.0 E002 33.8	E14, E15	N49 00.1 E002 34.8
A6	N49 00.1 E002 33.6	E16, E81	N49 00.1 E002 34.9
A7	N49 00.0 E002 33.8	E90, E91	N49 00.1 E002 35.3
A8	N49 00.1 E002 33.7	E92	N49 00.1 E002 35.4
A9	N49 00.0 E002 33.9	E93	N49 00.2 E002 35.4
A10	N49 00.1 E002 33.7	E94	N49 00.1 E002 35.3
A12, A14	N49 00.1 E002 33.8	E95	N49 00.2 E002 35.3
A18	N49 00.1 E002 33.9	E96	N49 00.2 E002 35.4
A30	N49 00.1 E002 33.5	E97 thru E99	N49 00.2 E002 35.3
A32	N49 00.2 E002 33.5	EN0 thru EN7	N49 00.9 E002 29.7
A34, A36, A38	N49 00.1 E002 33.5	EN 8, EN9	N49 00.8 E002 29.7
B1	N49 00.4 E002 33.8	EN10	N49 00.8 E002 29.8
B2	N49 00.3 E002 33.8	EN11	N49 00.9 E002 29.8
B3	N49 00.4 E002 33.8	F2, F4	N49 00.3 E002 34.4
B4	N49 00.3 E002 33.8	F6 thru F20	N49 00.4 E002 34.4
B5	N49 00.4 E002 33.7	F22	N49 00.4 E002 34.4
B6	N49 00.3 E002 33.8	F24	N49 00.4 E002 34.5
B7	N49 00.4 E002 33.7	F26	N49 00.4 E002 34.5
B8	N49 00.3 E002 33.8	F28, F30	N49 00.4 E002 34.5
B9	N49 00.4 E002 33.7	F32	N49 00.4 E002 34.5
B10	N49 00.3 E002 33.7	F34	N49 00.4 E002 34.6
B11	N49 00.4 E002 33.7	F41, F43, F45	N49 00.5 E002 35.3
B12	N49 00.3 E002 33.7	F47, F49	N49 00.4 E002 35.3
B13	N49 00.4 E002 33.6	F51, F53, F55	N49 00.4 E002 35.4
B14, B16	N49 00.3 E002 33.7	F66	N49 00.4 E002 34.7
B18, B20	N49 00.3 E002 33.6	F68	N49 00.4 E002 34.6
C2	N49 00.1 E002 33.9	F70	N49 00.4 E002 34.7
C3	N49 00.0 E002 34.0	F71	N49 00.5 E002 35.0
C4	N49 00.1 E002 34.0	F72	N49 00.4 E002 34.6
C5	N49 00.0 E002 34.0	F74	N49 00.4 E002 34.6
C6	N49 00.1 E002 34.0	F75	N49 00.5 E002 35.0
C7	N49 00.0 E002 34.1	F76	N49 00.5 E002 34.6
C8, C10	N49 00.1 E002 34.1	F77	N49 00.4 E002 35.0
C12	N49 00.2 E002 34.2	F78	N49 00.4 E002 34.7
D2	N49 00.3 E002 34.2	F80	N49 00.5 E002 34.7
D3	N49 00.5 E002 34.1	F81	N49 00.4 E002 35.0
D4	N49 00.3 E002 34.1	F82, F84, F86	N49 00.5 E002 34.7
D5	N49 00.4 E002 34.1	F85	N49 00.4 E002 35.0
D6	N49 00.3 E002 34.1	F88	N49 00.5 E002 34.7
D7	N49 00.5 E002 34.0	F90, F92	N49 00.4 E002 34.7
D8	N49 00.3 E002 34.1	F96	N49 00.4 E002 34.8
D9	N49 00.5 E002 34.0		
D10	N49 00.3 E002 34.1		
D11	N49 00.5 E002 34.0		
D12	N49 00.3 E002 34.1		
D13	N49 00.5 E002 34.0		
D14	N49 00.3 E002 34.0		
D15	N49 00.5 E002 34.0		
D16	N49 00.3 E002 34.0		
D17	N49 00.4 E002 34.0		
D18	N49 00.3 E002 34.0		
D19	N49 00.5 E002 33.9		
D20, D22, D24	N49 00.3 E002 33.9		

CHANGES: Stands.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
G10 thru G13	N49 00.2 E002 33.4	N79	N48 59.4 E002 32.0
G14	N49 00.2 E002 33.5	P70 thru P75	N48 59.5 E002 32.2
G20 thru G35	N49 00.3 E002 33.4	P76	N48 59.4 E002 32.2
H1, H2	N49 01.0 E002 34.7	P80 thru P82	N48 59.5 E002 32.2
H3	N49 01.0 E002 34.6	P83 thru P85	N48 59.5 E002 32.3
H4	N49 01.0 E002 34.5	P86	N48 59.6 E002 32.3
H5 ,H6	N49 00.8 E002 34.7	P90	N48 59.5 E002 32.2
H7, H8	N49 00.8 E002 34.6	P91	N48 59.5 E002 32.3
H9, H10	N49 00.9 E002 34.4	P92	N48 59.4 E002 32.2
H11	N49 00.8 E002 34.5	P93	N48 59.5 E002 32.2
H12	N49 00.8 E002 34.4	P94, P95	N48 59.5 E002 32.3
H20, H21	N49 01.0 E002 34.7	P96	N48 59.4 E002 32.3
H22, H30, H34	N49 01.0 E002 34.6	Q1 thru Q3	N49 00.7 E002 33.2
H40	N49 01.0 E002 34.5	Q4 thru Q7	N49 00.7 E002 33.3
H50	N49 00.8 E002 34.7	Q8 thru Q11	N49 00.7 E002 33.4
H60	N49 00.8 E002 34.6	Q12 thru Q14	N49 00.8 E002 33.4
H65	N49 00.8 E002 34.7	Q15 thru Q18	N49 00.8 E002 33.3
H70	N49 00.8 E002 34.6	Q20, Q21	N49 00.8 E002 33.2
H80	N49 00.8 E002 34.5	R1	N49 01.1 E002 33.0
H87	N49 00.8 E002 34.6	R2 thru R6	N49 01.0 E002 33.0
I20	N49 00.8 E002 30.1	R7 thru R11	N49 00.9 E002 33.0
I21, I23, I24	N49 00.7 E002 30.1	R12 thru R14	N49 00.8 E002 33.0
I25, I27	N49 00.6 E002 30.1	S6 thru S8	N49 00.7 E002 32.1
I30	N49 00.9 E002 30.2	S9 thru S13	N49 00.7 E002 32.2
I31, I32	N49 00.9 E002 30.1	S14 thru S17	N49 00.7 E002 32.3
I33, I34	N49 00.9 E002 30.0	S18	N49 00.6 E002 32.4
I41,142	N49 00.8 E002 30.1	S19 thru S21	N49 00.7 E002 32.4
I43, I44	N49 00.8 E002 30.0	S22	N49 00.7 E002 32.5
I45, I46	N49 00.8 E002 29.9	S23, S24	N49 00.7 E002 32.6
147, I48	N49 00.8 E002 29.8	S25 thru S28	N49 00.7 E002 32.7
I49	N49 00.7 E002 29.7	S29 thru S31	N49 00.7 E002 32.8
K13	N49 00.5 E002 35.5	S241, S242	N49 00.7 E002 32.6
K17, K21, K27	N49 00.4 E002 35.5	T1	N49 00.8 E002 32.6
M6	N49 00.0 E002 32.8	T2 thru T8	N49 00.8 E002 32.7
M7	N49 00.0 E002 32.7	U1 thru U3	N49 00.9 E002 32.7
M8, M9	N49 00.0 E002 32.6	U4	N49 00.9 E002 32.8
M10, M11	N49 00.0 E002 32.5	U5	N49 00.9 E002 32.7
M12	N49 00.0 E002 32.4	U6	N49 01.0 E002 32.7
M13, M14	N49 00.0 E002 32.3	U7	N49 00.9 E002 32.6
M15, M16	N49 00.0 E002 32.2	U8	N49 00.9 E002 32.7
M17	N49 00.0 E002 32.1	V1	N49 00.9 E002 32.6
M20 thru M22	N49 00.0 E002 32.2	V2 thru V4	N49 01.0 E002 32.7
M23 thru M28	N49 00.0 E002 32.1	V5 thru V8	N49 01.0 E002 32.6
M30, M32, M34	N49 00.0 E002 32.0	W1 thru W5	N49 01.0 E002 32.5
N1, N2	N48 59.8 E002 31.9	W6 thru W8	N49 01.0 E002 32.4
N3 thru N5	N48 59.7 E002 31.9	X1 thru X3	N49 01.0 E002 32.4
N6	N48 59.6 E002 31.9	X4, X5	N49 01.0 E002 32.3
N8 thru N10	N48 59.5 E002 31.9	X6	N49 00.9 E002 32.3
N11	N48 59.4 E002 31.9	X7	N49 00.9 E002 32.4
N31 thru N51	N48 59.7 E002 31.9	X8	N49 00.9 E002 32.3
N53	N48 59.6 E002 31.9	Y1 thru Y5	N49 00.9 E002 32.3
N60, N61	N48 59.5 E002 32.0	Y6 thru Y8	N49 00.8 E002 32.3
N62 thru N67	N48 59.5 E002 31.9	Z1	N49 00.8 E002 32.4
N68, N69	N48 59.5 E002 32.0	Z2 thru Z5	N49 00.8 E002 32.3
N70 thru N72	N48 59.4 E002 32.0	Z6	N49 00.7 E002 32.4
N73	N48 59.4 E002 31.9	Z7 thru Z9	N49 00.8 E002 32.4
N76, N77	N48 59.5 E002 31.9		
N78	N48 59.5 E002 32.0		

CHANGES: Stands.

PARTICULAR INSTRUCTIONS FOR APPROACH PROCEDURES

1. RWY USE

1.1 In order to optimize arrival and departure rates, rwys are operated as follows:
- outer rwy (08R/26L and 09L/27R) preferential use for arrivals.
- inner rwy (08L/26R and 09R/27L) preferential use for departures.

1.2 Readback
Be alert to rwy allocation and rwy holding instructions before crossing rwy 08L/26R or rwy 09R/27L and rwy crossing clearances.

1.3 Specific measures for the use close parallel runways
To minimize the risk of confusion between runways during final approach:
- the inner runway ILS is "off" most of the time (except when RVR less than 400m, for the need of LVP departures),
- the inner runway approach lighting system and TDZ are switched off.

2. SIMULTANEOUS APPROACHES

2.1 Simultaneous 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.
From 800' onwards all ATC instructions are radar controlled.

2.2 Information to be provided
Runway allocation will be confirmed when intercepting the ILS.

2.3 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.

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

After being issued a radar vector which intercepts the assigned runway 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 previously received a request from ATC to cross runway centerline.

4. REDUCED RADAR SEPARATION ON FINAL APPROACH

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

a) The leading aircraft's weight category according to the wake turbulence classification is the same or less than the category of the acft following it.

b) Reduced separation does not apply, when following heavy acft or B-757.

5. VISUAL APPROACH

A visual approach may be proposed by ATC with following MET conditions:
VIS greater and equal 5 km
Ceiling greater and equal 2000 ft

6. USE OF TAXI HOLDING POINTS LOCATED AT 90 M FROM THE RWY AXIS

Some taxi holding points located at 90m from rwy axis are marked on way in and crossing taxiways. Except in LVP conditions, pilots shall taxi up to the 90m holding point without any request on ATC frequencies.

7. RWY OCCUPANCY AND CROSSING

a) Crew co-operation
Landing clearance on first radio contact with the TWR controller, except in LVP conditions.
Systematic read back of the allocated rwy.

b) Pilots are requested to vacate the rwys 08R/26L or 09L/27R in the shortest possible time, vacating rwy after landing is only auth on turn off having an angle of less than 45° to the centerline of rwy, except in LVP conditions, by using the earliest high speed turn off available, in compliance with safety. They should remain on the crossing twy allocated by the TWR, in all cases before crossing the inner rwys (08L/26R or 09R/27L). It is essential that arriving acft waiting to cross the inner rwy should remain on the TWR frequency.
Systematic read back of the clearance to maintain before crossing the inner rwy.

c) 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 vacated.

8. TAXI PROCEDURES WITH MODE S TRANSPONDER

When moving onto the movement area:
Check the aircraft Mode S transponder for correct operation.

h) For outbound taxiing aircraft, before requesting the push-back or taxiing clearance from an aircraft stand:
- Enter 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 aircraft registration.
- Select AUTO mode if the function is available.
- Do not select the OFF or STANDBY functions.
- Set the Mode A code assigned by the controller.

b) For inbound taxiing aircraft, after landing until stopping at the aircraft stand:
- Select AUTO mode if the function is available.
- Do not select the OFF and STANDBY functions.
- Maintain the Mode A code assigned by the controller.

c) Other cases of aircraft moving onto the movement area:
- Select AUTO mode if the function is available.
- Do not select the OFF and STANDBY functions.
- Set Mode A code to 1000.

Aircraft without or Mode S transponder unserviceable
- For outbound taxiing aircraft: Maintain the Mode A and C transponder to OFF until lining up.
- For inbound taxiing aircraft: Set the Mode A and C transponder to OFF as soon as the runway is vacated.
- Other cases of aircraft moving onto the movement area: Maintain the Mode A and C transponder to OFF for all the duration of the displacement.

9. CIRCLING ON CLOSE PARALLEL RUNWAYS

The published circling minimums are to be considered only for axis changes between close parallel runways (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.

10. TRAINING OF CATEGORY III PRECISION APPROACHES AND AUTOMATIC LANDINGS OUTSIDE THE LVP PROTECTION SCOPE

a) This training is authorized at Paris-Charles de Gaulle airport.

b) The pilot 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.

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

d) Training is possible only when the following meteorological conditions are met:
- horizontal visibility greater and equal 5 km,
- ceiling greater and equal 600 ft.

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