Paris Charles-de-Gaulle (LFPG/CDG)

Pilot Briefing

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Version tracking

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1. General Overview

General information

Paris Charles-de-Gaulle is the busiest, and arguably the most complex platform in the French airspace. It is the largest international airport in France and the second busiest airport in Europe, after London Heathrow. It is located north-east of the capital city, Paris, and is named after a statesman of the 20th century.

Within VATSIM, Paris CDG is recognised as major airport too. This is due to multiple factors, notably its size, complexity, layout, runway count, complex departure and arrival routing systems, and more. These various elements will be covered in the brief below.

Charts

Flight charts are highly advised to any pilot flying in or out of Paris CDG. Up-to-date versions of the platform charts are available through multiple sources. We advised two sources as most reliable:

- The French eAIP (public, free): https://www.sia.aviation-civile.gouv.fr/
- Chartfox (SSO login, free): https://chartfox.org/LFPG

Sceneries

There exist many sceneries for Paris CDG, both free- and pay-ware. You may find below a list of available and/or recommended sceneries.

Simulator	Publisher	Cost	Link
P3Dv4	Taxi2Gate	€32.39	https://secure.simmarket.com/taxi2gate-paris-charles-de-gaulle-lfpg-p3dv4.phtml
P3Dv4	Robert Catherall	Free	https://library.avsim.net/esearch.php?DLID=204523
P3Dv3 & FSX	Taxi2Gate	€32.39	https://secure.simmarket.com/taxi2gate-paris-charles-de-gaulle-lfpg-fsx-p3d.phtml
XPlane 11	Skydiverbiker	Free	https://forums.x-plane.org/index.php?/files/file/62238-lfpg-charles-de-gaulle-airport-version-7/
FSX – FS9	Aerosoft	€25.16	https://www.aerosoft.com/en/flight-simulation/flight-simulator-2004/sceneries/55/mega-airport-paris-cdg
FSX	Ray Smith	Free	https://library.avsim.net/esearch.php?DLID=204195

2. ATS Positions

Visual ATS			
Designator	**Callsign**	**Frequency**	**Area of Responsibility**
LFPG_DEL	De Gaulle Delivery	126.650	Delivery, Northern area if *S_DEL* online
LFPG_S_DEL	De Gaulle Delivery	121.720	Delivery on Southern apron
LFPG_GND	De Gaulle Ground	121.600	Ground, Northern area if *S_GND* online
LFPG_S_GND	De Gaulle Ground	121.800	Ground on Southern manoeuvring area
LFPG_TWR	De Gaulle Tower	119.250	Tower, Northern RWY if *S_TWR* online
LFPG_S_TWR	De Gaulle Tower	120.900	Tower on Southern RWYs (26L/R, 08L/R)

Radar ATS			
Designator	**Callsign**	**Frequency**	**Area of Responsibility**
LFPG_APP	De Gaulle Approach	125.820	Approach, main if others offline
LFPG_S_APP	De Gaulle Approach	126.420	Approach on southern sector
LFPG_F_APP	De Gaulle Final	119.850	Final approach sector
LFPG_DEP	De Gaulle Departure	133.370	Departure, main if others offline
LFPG_N_DEP	De Gaulle Departure	124.500	Departure on northern sector

ATIS Frequencies		
Designator	**Frequency**	**Comment**
LFPG_ATIS	127.120	Both arrival and departure ATIS

3. Ground Layout & Configurations

General overview

Paris CDG can be split into two different “areas”:

- Northern area
- Southern area

If required (and especially in high traffic volume conditions), each area is able to operate entirely autonomously, with their own frequencies for delivery, ground manoeuvring and tower.

Taxiing

It is highly advised for all pilots to have ground layout charts onboard. These charts can be found for free, and up to date, on the official eAIP website of the French AIS (see chapter 1). Taxiing in Paris CDG can be complex, and therefore it is required you have a general understanding of the main taxiways (R, T, N, F, Q, B, D, A) as well as the various possible apron exit & entry points. If you have **any question, ask the controller**.

Stand allocation

Stands will be allocated with the highest realism possible, following **regular operations**, without considering special alterations due to real life events (except for long-term terminal closures). If you have a requested stand, let the APP, TWR or GND controller(s) know – necessary arrangements will be made.

Manoeuvring area strategies

Paris CDG operates with different runway use strategies, based on the traffic at hand and the available ATS positions.

The first strategy 'level' determines the runways in use, and subsequently the departure and arrival routes to be used:

- **West operations**
  - Linked
    - In this case, both Paris CDG and Paris Orly operate their runways facing the West (26/27 pairs for CDG, 24/25 for Orly)
    - Departure routes are: **4A** for 27L, and **4B** for 26R
    - Arrival routes are predominantly **9W** and transitions are **6W**
  - Inverted
    - In this case, Paris CDG operates its runways facing the West, while Paris Orly operates facing East (26/27 pairs for CDG, 06/07 for Orly)
    - Departure routes are: **4D** for 27L, **4E** for 26R
    - Arrival routes are predominantly **9W** and transitions are **6W**

- **East operations**
  - Linked
    - In this case, both Paris CDG and Paris Orly operate their runways facing the East (08/09 pairs for CDG, 06/07 for Orly)
    - Departure routes are: **4G** for 09R, and **4H** for 08L
    - Arrival routes are predominantly **9E** and transitions are **6E**
  - Inverted
    - In this case, Paris CDG operates its runways facing the East, while Paris Orly operates facing West (08/09 pairs for CDG, 24/25 for Orly)
    - Departure routes are: **4K** for 09R, **4L** for 08L
    - Arrival routes are predominantly **9E** and transitions are **6E**

The second strategy 'level' considers the traffic on the ground, and decides between two options:

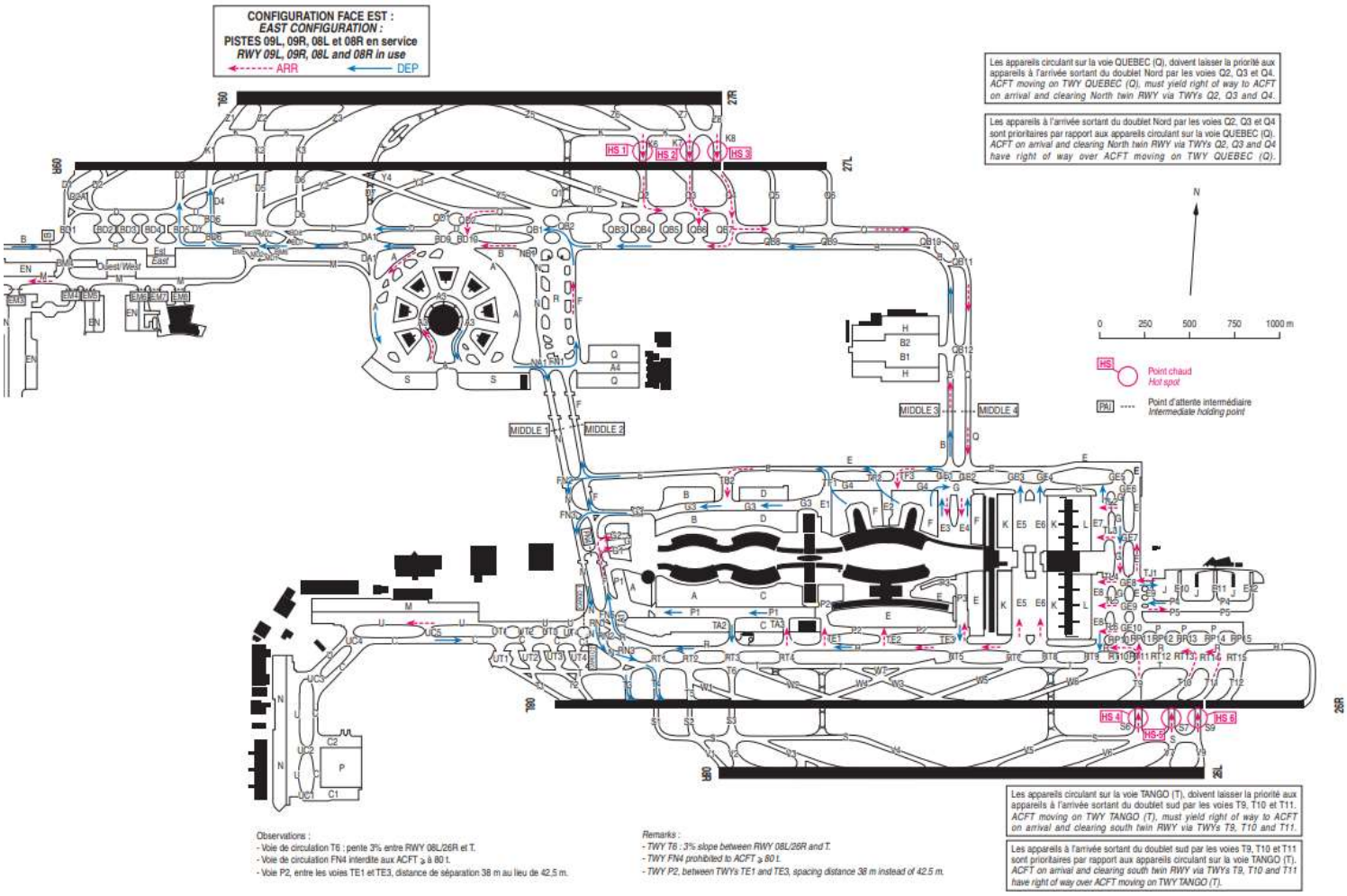
- **"Roulage mini / croisements"** (minimum taxi / crossings)
    - This strategy is used in low traffic levels
    - The runway nearest to the departing traffic will be assigned, so as to reduce taxi time and increase the efficiency of the platform
    - However, this strategy increases in-air crossings after departure for most routes, and is therefore abandoned when traffic levels increase

- **"Roulage maxi / 0 croisements**" (maximum taxi / no crossings)
    - This strategy is used in medium-high traffic levels
    - The runway on the side of the traffic's departure route will be assigned, to reduce in-air crossings on departure. This means that if you are departing via a northern departure route (e.g. OPALE or ATREX) you will be assigned the northern runway, while if you depart on a southern departure route (e.g. LATRA) you will be assigned the southern runway in use.
    - However, this strategy increases taxi time and is therefore only used when it is more efficient to avoid departure crossings and reduce departure sequence waiting times.

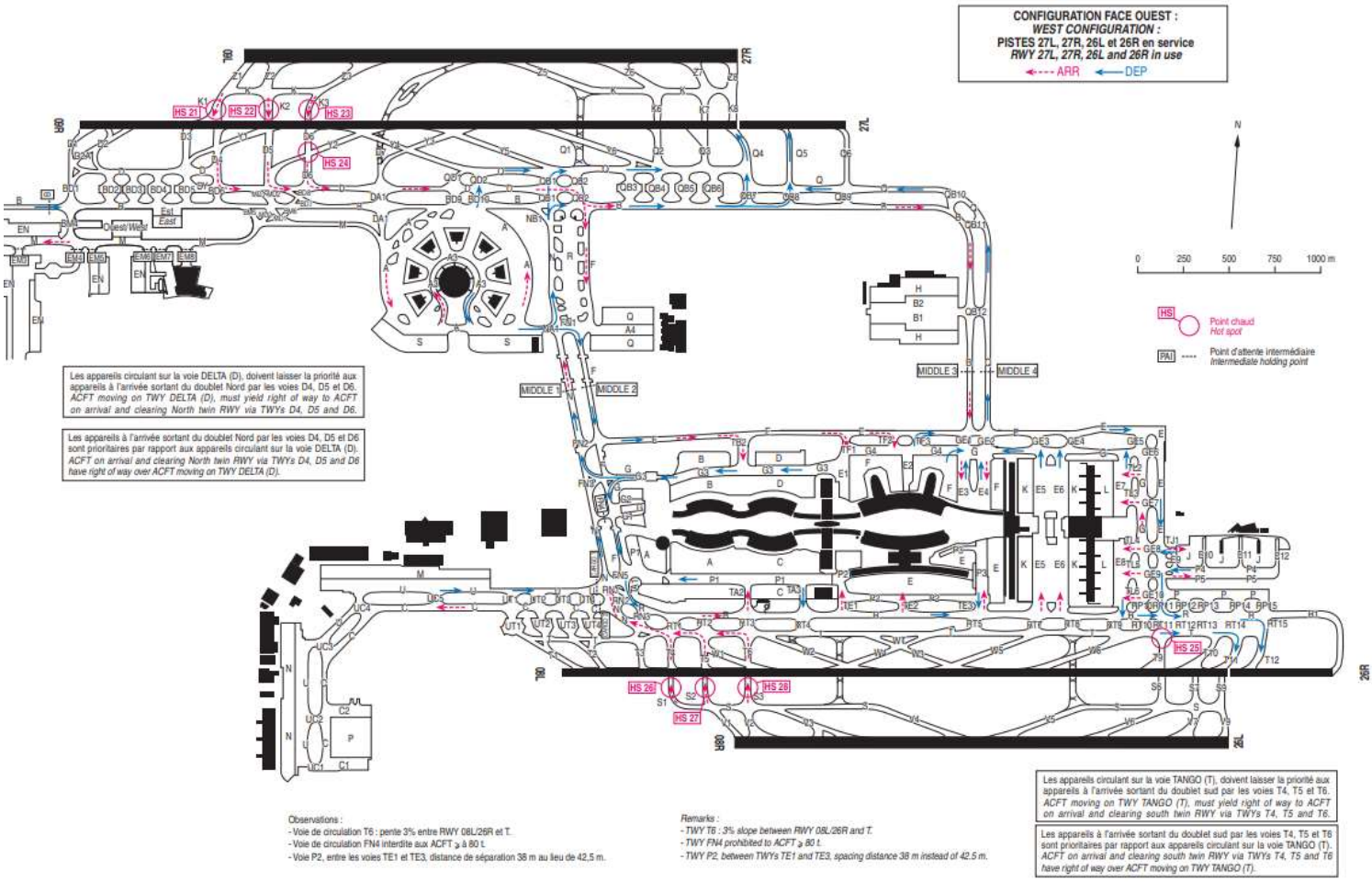
Taxi directions

It is important that you observe the designated taxiing directions based on the current configuration (East / West). Two charts may be found in the eAIP and in most flight chart distributors.

East configuration (credits: SIA eAIP 2011)



West configuration (credits: SIA eAIP 2011)



4. Runway use

Paris Charles-de-Gaulle has four runways, in a two-pair setup. The runways are sufficiently spaced out to allow for simultaneous independent parallel approach procedures. The procedures surrounding the use of these runways is rather complex, but the main take-away points to remember will be detailed below.

General usage – departing traffic

Departing traffic will be advised a runway based on the current procedures & configurations in use (see chapter 3). Full runway length will rarely be used, and traffic will instead be redirected to intersection departures, with a TODA of at least 3000m. These intersections are usually the following:

- RWY 26R
  - T9 → T12
- RWY 08L
  - T3 → T6
- RWY 27L
  - Q2 → Q5
- RWY 09R
  - D3 → D6

General usage – arriving traffic

Arriving traffic **must hold short of the inner runway after vacating the outer runway**.

Runway choice

The general rule is the following: **outer runways for arrival, inner runways for departure**.

This essentially means that runways 08R/26L and 09L/27R will ***always*** be used for arrivals (yes, even A380s are able to land on such "short" runways), while runways 08L/26R and 09R/27L will ***always*** be used for departures. One exception to this rule are Concorde operations – these supersonic aircraft are allowed to depart and land on the inner runways.

Runway use strategy

In most cases, all four runways will be used simultaneously, two for departures and two for arrivals, with parallel approaches. In this case, runways will be allocated to departing and arriving traffic based on the overall traffic volume (see chapter 3 p.7).

However, in some conditions and at the discretion of the TWR & APP controller(s), runway sets may be prioritised for different use-cases, as is the case in real life as well. For example, the southern arrival runway could be used solely for arrivals, while the northern departure runway could be used solely for departures. This procedure is notably used due to noise abatement procedures but can also be used to prioritise traffic flows strategically. Please refer to the ATIS and the specified controller(s) in case of doubt.

5. Departure Information

Direction	SID	RNAV	Initial FL Jet / Prop
North	OPALE	Yes	FL100 / 5000ft
	ATREX	Yes	FL100 / 5000ft
	NURMO	Yes	FL100 / 5000ft
East	BUBLI	Yes	FL100 / 5000ft
	RANUX	Yes	FL100 / 5000ft
	LANVI	Yes	FL100 / 5000ft
	BAXIR (RFL <FL195)	Yes	FL100 / 5000ft
	DIKOL (RFL <FL195)	Yes	FL100 / 5000ft
South	AGOPA	Yes	FL120 / 5000ft
	ERIXU	Yes	FL120 / 5000ft
	LATRA	Yes	FL120 / 5000ft
	OKASI	Yes	FL120 / 5000ft
	PILUL	Yes	FL120 / 5000ft
	PTV (RFL <FL195)	No	3000ft
	MONOT (RFL <FL195)	No	3000ft
	DORDI (RFL <FL195)	No	3000ft
West	EVX	Yes	FL100 / 5000ft
	LGL	Yes	FL100 / 5000ft

How do I know which departure to choose?

Between the different 4A and 4B and 4K and other departures out of LFPG, it is easy to get confused. The rules are simple and are summarised in the table below.

Runways in use LFPG	Runways in use LFPO	Departure Runway	SID identifier
26R & 27L	24 & 25	27L	**4A** (e.g. OPALE**4A** departure)
		26R	**4B** (e.g. OPALE**4B** departure)
26R & 27L	06 & 07	27L	**4D** (e.g. OPALE**4D** departure)
		26R	**4E** (e.g. OPALE**4E** departure)
08L & 09R	06 & 07	09R	**4G** (e.g. OPALE**4G** departure)
		08L	**4H** (e.g. OPALE**4H** departure)
08L & 09R	24 & 25	09R	**4K** (e.g. OPALE**4K** departure)
		08L	**4L** (e.g. OPALE**4L** departure)

6. Arrival Information

General arrival & approach information

Arrivals into Paris CDG are split in two parts: a STAR and a transition. You will be cleared in due time on these two arrival paths.

When fully staffed, you may expect

- Your STAR to be given by the CTR controller
- Your transition and arrival runway to be assigned by the APP controller

When APP and CTR are online, **the CTR controller is unable to give you or clear you on a transition, or a runway**. Please refer to the ATIS for the runway(s) in use and expect any such clearance to be given to you by the APP controller.

Be advised, last minute runway assignments may occur, notably on your transition. This may be based on current traffic flows, or on your stand assignment.

Legend

- **Default arrival to be used in the specific configuration (East / West)**
- **On specific ATC clearance only**
- **Landing facing West (Runways 26L and/or 27R)**
- **Landing facing East (Runways 08R and/or 09L)**

North – West Arrivals (BIBAX – LUKIP)

Arrival		Transition	
Direction from	**STAR**	**Name & FL at IAF**	**Expected Runway**
North – West	**BIBAX** **West** **9W** → FL240 (Jet) **9V** → FL240 (Point-merge) **9P** → FL240 (Propeller, transition via MOBRO) **East** **9E** → FL240 (All) **9D** → FL240 (Point-merge)	**MOPAR** (Jet) **West** **6W** → FL120 **East** **6E** → FL100 **MOBRO** (West only, Prop) **6W** → FL070	**27R or 09L** (26L or 08R on request)
	LUKIP **West** **9W** → FL240 (Jet) **9V** → FL240 (Point-merge) **9P** → FL240 (Propeller) **East** **9E** → FL240 (All) **9D** → FL240 (Point-merge)	**MOPAR** (Jet) **West** **6W** → FL120 **East** **6E** → FL100 **MOBRO** (West only, Prop) **6W** → FL070	

North – East Arrivals (MATIX – MOPIL – DINAN – VEDUS)

<table>
<tr><th colspan="2">Arrival</th><th colspan="2">Transition</th></tr>
<tr><th>Direction from</th><th>STAR</th><th>Name & FL at IAF</th><th>Expected Runway</th></tr>
<tr><td rowspan="4">North – East</td><td><u>MATIX</u>
West
9W → FL260 (Jet)
9J → FL260 (Propeller, transition via VEBEK)

East
9E → FL260 (All)</td><td rowspan="4"><u>LORNI</u> (Jet)
West
6W → FL130

East
6E → FL150

<u>VEBEK</u> (Propeller)
6W → FL110</td><td rowspan="4"><u>27R or 09L</u>

(26L or 08R on request)</td></tr>
<tr><td><u>MOPIL</u>
West
9W → FL260 (Jet)
9J → FL260 (Propeller, transition via VEBEK)

East
9E → FL260 (All)</td></tr>
<tr><td><u>DINAN</u>
West
9W → FL260 (Jet)
9J → FL260 (Propeller, transition via VEBEK)

East
9E → FL260 (All)</td></tr>
<tr><td><u>VEDUS</u>
West
9W → FL260 (Jet)
9J → FL260 (Propeller, transition via VEBEK)

East
9E → FL260 (All)</td></tr>
</table>

South – East Arrivals (EPL – RLP – TINIL – PIBAT – MOU)

Arrival		Transition	
Direction from	**STAR**	**Name & FL at IAF**	**Expected Runway**
South – East	**EPL** **West** → **9W** **East** → **9E**		
	RLP **West** → **9W** **East** → **9E**		
	TINIL **West** **9W** → FL280 **East** **9E** → FL280	**OKIPA** **West** **6W** → FL100 **East** **6E** → FL150	**26L or 08R** (27R or 09L on request)
	PIBAT **West** → **9W** **East** → **9E**		
	MOU **West** → **9W** **East** → **9E**		

South – West Arrivals (SABLE – KEPER – KOVAK – ROMGO)

<table>
<tr><th colspan="2">Arrival</th><th colspan="2">Transition</th></tr>
<tr><th>Direction from</th><th>STAR</th><th>Name & FL at IAF</th><th>Expected Runway</th></tr>
<tr><td rowspan="4">South – West</td><td><u>SABLE</u>
West → 9W

East → 9E</td><td rowspan="4"><u>BANOX</u>
West
6W → FL150

East
6E → FL110</td><td rowspan="4"><u>26L or 08R</u>

(27R or 09L on request)</td></tr>
<tr><td><u>KEPER</u>
West
9W → FL280

East
9E → FL240</td></tr>
<tr><td><u>KOVAK</u>
West → 9W

East → 9E</td></tr>
<tr><td><u>ROMGO</u>
West → 9W

East → 9E</td></tr>
</table>

7. Other & Miscellaneous

N/A