Paris Charles-de-Gaulle

(LFPG / CDG)

Pilot Briefing

French vACC

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Changelog	
Version	Changes
v1.0	First draft of the document.
v1.5	New frequencies and AIRAC 2012 changes + french translation (by Loic M. - 1492152)
v2.0	Many changes + corrections
v3.0	Updates for final publication of the document
v3.1	Frequencies update (8.33 kHz) + small changes
v3.2	Major update

Legal notice

- Numerous vACC members who gave a helping hand redacting the first version of this document.
- SIA (French AIS) for eAIP extracts & references

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1. General Overview

1.1 General information

Paris Charles de Gaulle (CDG) is the busiest airport in France and one of the largest in Europe. Located in the northeast of the Paris region, it is named after Charles de Gaulle, the first president of the Fifth French Republic.

Recognized as a "Tier 1" airport on Vatsim, CDG is known for its size and complexity, along with its unique layout and operational procedures. This document will detail the key features of the airport.

1.2 Charts

The use of charts is strongly recommended for any pilot flying to or from CDG. Several versions of these charts (**in their latest version**) exist and are available from the following sources :

- SIA (Fench eAIP) => https://www.sia.aviation-civile.gouv.fr/
- ChartFox (French eAIP) => https://chartfox.org/LFPG
- Navigraph / Jeppesen / NavDataPro / etc... (paywares)

Generally speaking, as a pilot, you must be able to follow IFR procedures based on current charts and navigational data (*VATSIM Code of Conduct, B14*).

1.3 Sceneries

There are many sceneries adapted for different simulators for CDG; some of them are free and others are not. To help you find the correct one for your need, we provided you a list of available and/or recommended sceneries.

Simulator	Editor	Link	Further information
P3D / FSX	Taxi2Gate	TAXI2GATE - PARIS CHARLES DE GAULLE LFPG P3DV4 and TAXI2GATE - PARIS CHARLES DE GAULLE LFPG FSX P3DV3	Payware
P3D	Robert Catherall	AVSIM Library	Free
XPlane 11	Skydiver Biker	LFPG Charles De Gaulle airport Version 7 - Scenery Packages (v11,v 10, v9)	Payware

Xplane 11	Tai Models	LFPG - Paris Charles de Gaulle International Airport-Taimodels	Payware
FSX	Ray Smith	AVSIM Library	Free
MSFS	Asobo	Terrain fix by Tigershark8500	Free (Premium Deluxe edition)

2. ATS positions & Frequencies

Note : Be aware that some changes (callsign, frequency or areas of responsibility) may occur.

Visual ATS			
Designator	Callsign	Frequency	Area of responsibility
LFPG_ATIS	ATIS	127.130	Atis
LFPG_DEL	De Gaulle Delivery	121.840	Delivery
LFPG_A_GND	De Gaulle Apron	121.680	Apron of Terminal 2 (A,B,C,D,E,F,G)
LFPG_GND	De Gaulle Ground	121.610	Main Ground frequency. If S_GND is connected, controls all movements North of Middle points (Northern part of the airport)
LFPG_S_GND	De Gaulle Ground	121.810	Ground controls movements south of Middle points (Southern part of the airport)
LFPG_TWR	De Gaulle Tower	119.250	Main Tower frequency. If S_TWR connected, controls north rwys
LFPG_S_TWR	De Gaulle Tower	120.900	Tower south rwys

Radar ATS			
Designator	Callsign	Frequency	Area of responsibility
LFPG_APP	De Gaulle Approach	121.155	Main Approach frequency (INI) If S_APP connected, controls all Northern arrivals sector
LFPG_S_APP	De Gaulle Approach	125.830	South arrivals sector
LFPG_F_APP	De Gaulle Arrival	126.430	Main Final frequency (ITM). If G_APP connected, controls northern final approach
LFPG_FS_APP	De Gaulle Arrival	118.150	South final approach
LFPG_S_DEP	De Gaulle Departure	133.380	Southern Departures
LFPG_DEP	De Gaulle Departure	124.355	Main Departure frequency if S_DEP connected, controls all Northern departures

ACC			
Designator	Callsign	Frequency	Area of responsibility
LFFF_CTR	Paris control	128.105	ACC main
LFFF_N_CTR	Paris control	128.875	ACC north sector
LFFF_W_CTR	Paris control	122.575	ACC west sector
LFFF_S_CTR	Paris control	132.100	ACC south sector

3. Taxi, Configurations and Departures

3.1 General overview

Paris Charles-de-Gaulle airport can be divided into 2 different "zones":

- **North** area
- **South** area

If needed (especially during periods of high traffic) and weather conditions permit, each zone can operate independently.

3.2 Clearance request and CDM usage

CDM or Collaborative Decision Making is a European project whose objective is to fluidify departures. It allows an airport to maintain a fluid traffic flow in nominal situations but also **in cases of very high demand**.

CDM is based on information sharing by all actors involved. It calculates a departure sequence from the stand allowing an orderly flow while optimizing runway capacities.

The benefits of CDM are both economical and environmental because it reduces taxi time by limiting holding point waiting times.

CDM usage is mandatory for all aircrafts, **with or without a slot**. Make sure to **read this document** before your flight, you will find more details on how to use it : How to use the French vACC CDM.

If you have a slot out of Charles De Gaulle, you will be assigned a TSAT according to your slot time. All pilots are requested to be ready for pushback **at least 5 minutes prior to their TSAT** to ensure a smooth departure.

3.2 Pushback

When pushing back from Terminal 2, pilots can expect to be assigned a **colored line (orange or blue)** according to their location to avoid ground congestion. All pilots need to **comply with the clearance within 1 minute**. If unable or need further information, advise ATC immediately.

3.3 Taxi

Taxiing in Paris can seem complex, so it is important to have a general understanding of the main taxiways. To do this, consider reviewing the ground movement charts before your flight. If in doubt or if you get lost, don't hesitate to ask ATC for help. They will gladly assist you in navigating the airport. However, this should be seen as a helpful resource, not a replacement for actual charts usage (see section 3.5 for more information).

3.4 Parkings and gates

The allocation of parking is made out as realistically as possible, respecting the regular operations, but not always taking into account the particular modifications due to real events (except for long-term closures). Nevertheless, if you have preferential parking, please inform the controller(s) who will take the necessary steps to allocate it to you.

Terminal 1 : All Nippon Airways, Aegean, Brussels Airlines, Austrian Airlines, Air China, Lufthansa, Aer Lingus, Eurowings, Icelandair, LOT Polish Airlines, Egyptair, Qatar Airways, Royal Air Maroc, Scandinavian Airlines System (SAS), Singapore Airlines, Swiss Airlines, Thai Airways, Turkish Airlines,, United Airlines.

Terminal 2A : American Airlines, Air Canada, Hainan Airlines, Air Algérie, El Al, Ethiopian, Royal Jordanian.

Terminal 2B : EasyJet, Norwegian, Air Austral.

Terminal 2C : Aeroflot, Air India, Gulf Air, Etihad, Emirates, Jet Airways, Saudia.

Terminal 2D : Air Malta, Ukraine International, British Airways, Air Baltic, Croatia Airlines, Easyjet, Finnair, Play.

Terminal 2E : Skyteam (non-Schengen flights), Air France, Aeromexico, China Eastern, China Southern, Xiamen Airlines, Delta, Vietnam Airlines, Japan Airlines, Korean Air, MEA, LATAM, Tarom, Westjet.

Terminal 2F : Skyteam (Schengen flights), Air Europa, Air France, Alitalia, ITA Airways, Corsica, KLM, Luxair, Transavia.

Terminal 2G : Luxair, Hop! , Skyteam (Schengen flights), Air France, Chalair.

Terminal 3 : EnterAir, Iberia, Nouvelair, Pegasus Express, Smartwings, Sky Express, Volotea, Vueling, Norse, Eastern Airways, ASL France.

Fedex apron : Fedex, ASL Belgium/UK

Cargo terminal : Air France cargo, UPS, DHL, other cargo airlines (except FEDEX)

3.5 Runway Allocation

All Paris hubs operate with different runway utilization strategies, based on traffic load and the opening of different positions. This is mostly due to the close proximity of the 3 main airports (CDG, ORY and LBG) from each other.

Note : You can (via the "clickable" link below) find a synthetic diagram of the different departure procedures (SIDs) mentioned above : Diagram LFPG departures.pdf

- **Minimum taxi (with in-flight crossings) :**

  This strategy is adopted in case of **low traffic load**. The aim is to assign each flight to the runway that is closest to their gate/parking area, in order to reduce taxi times and improve the efficiency of the airport.

- **Anti-crossing (with longer taxi time) :**

  This strategy is adopted when the **traffic load is medium to high**. This time, runways are assigned based on the direction each flight is going in or coming from, even though it might result in a longer taxi time. For example, an aircraft with a northern departure (e.g. ATREX) will have to taxi to the northern departure runway (09R/27L) even if it is on the other side of the airport from its gate.

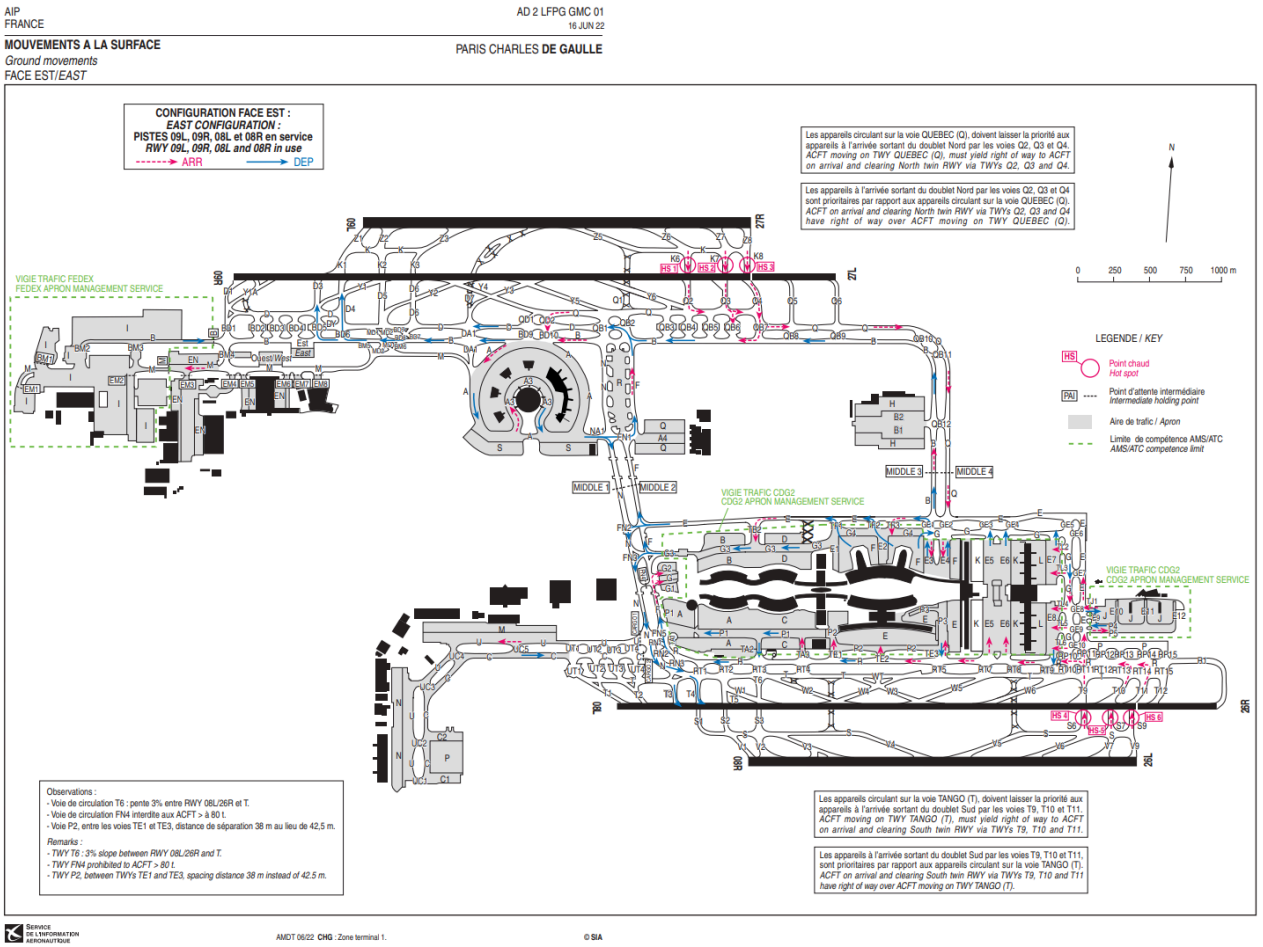
3.6 Taxiways specificities

When necessary, the ground controller might ask you to taxi to one of the Apron entry points, called “stops” (eg. TB2, TE3 …). You need to stop and wait for proper clearance before proceeding..

To ensure smooth ground traffic flow, there are various restrictions on taxiway directions. This is why the "Apron" or "Ground" controller might assign a taxi or pushback route slightly different from what you had initially planned.

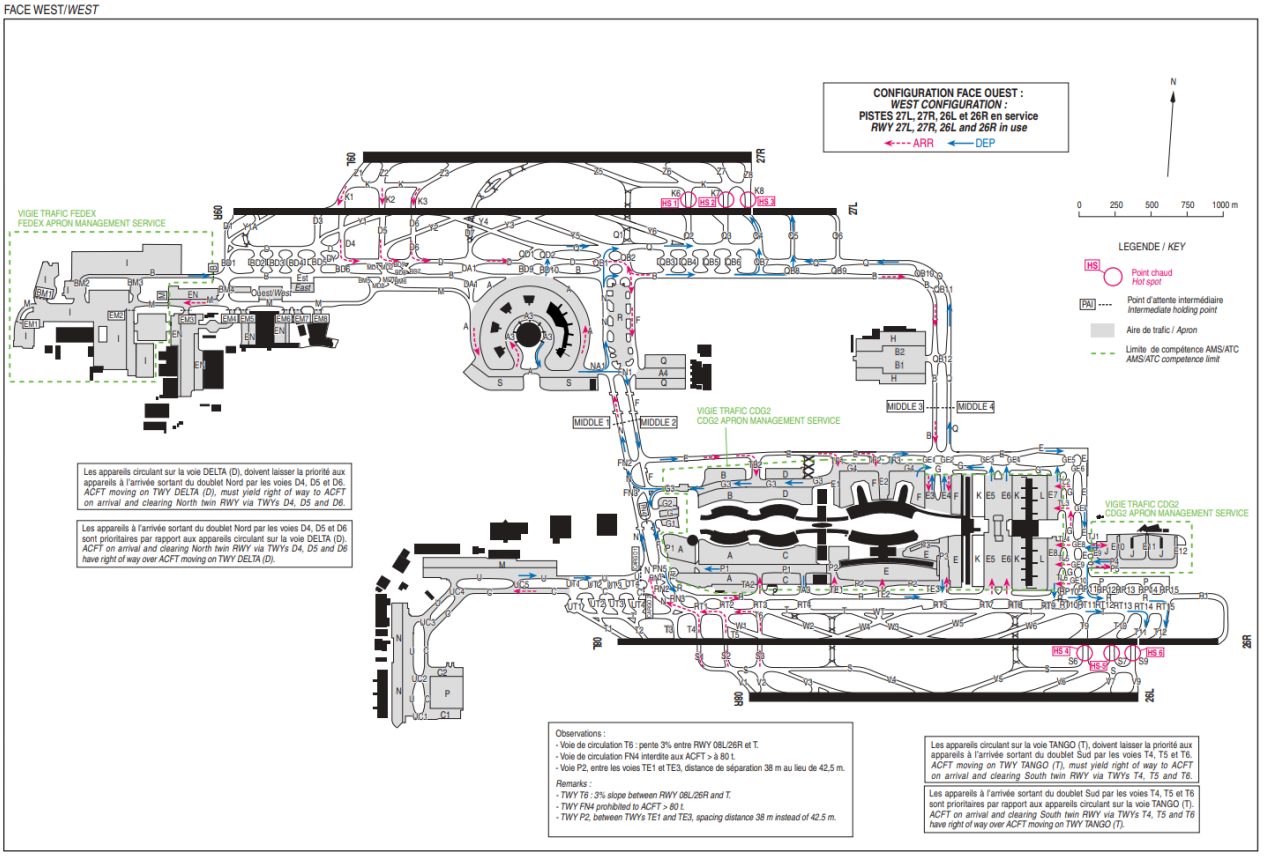
3.6.1 East Configuration

In East configuration, landing runways are 09L and 08R.



3.6.2 West Configuration

In West configuration, landing runways are 26L & 27R.



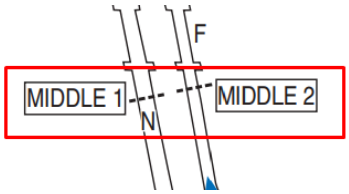
3.7 “Middle” holding points

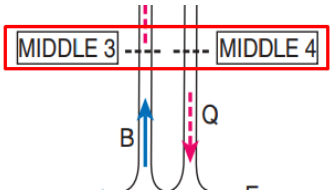
When convenient, GND may ask a pilot to “Hold at Middle 1/2/3/4”.

Positioned respectively on taxiways N,F,B,Q, they are visible on the ground charts presented in the previous section. For Navigraph users, they are visible on chart 20-9B.

These points are located at the boundary between GND sectors, just before major intersections; as much as possible, pilots should comply with the holding instruction until receiving further instruction from ATC.

Alternatively, frequency change can happen while taxiing on taxiway N,F,B,Q (depending on the direction) without any holding instruction. In this case, contact with ground should be done before reaching taxiway E or A/QB12 depending on the direction of taxi.





E

4. Runway usage

CDG airport has 4 runways, grouped in a two-pair setup: one to the north and one to the south. In normal configuration, runway pairs are **independent** and therefore allow parallel and simultaneous take-offs and landings.

In general, at CDG, **departures** will be from the **inner runways** and **arrivals** on the **outer runways**.

The sector covering ground control (typically GND or TWR) will assign holding points depending on traffic and aircraft type. In most cases, you will find yourself at a holding point with a TODA (TakeOff Distance Available) greater than 3000 meters.

Note : Due to the runway layout, departing from a physical threshold (ie. full length) can cause wake turbulence interference with the arrival runway, which can result in additional delay.

Sometimes, two aircraft on nearby holding points will be asked to simultaneously line up. In those cases, please use as little runway as possible so as to not block the other holding point.

5.Arrival procedures

5.1 General overview

Arrivals in CDG are structured in **3 differents phases** :

- Arrival (STAR)
- Initial Approach (Transition)
- Radar vectors for final approach (ILS or RNP)

During a "standard" arrival, the en-route controller will clear you for an **arrival procedure** (STAR) to follow. Unlike in some other countries, this **DOES NOT** authorize the pilot to descend to a lower level; only the controller can issue clearance for descent. Once you begin your descent and approach the Initial Approach Fix (end of STAR), the en-route controller will hand you off to approach controller. The approach controller will clear you for the **approach procedure** (sometimes referred to as a transition), and provide the expected landing runway. Before completing this initial approach, you will be transferred to the final approach controller who will provide **vectors to intercept the ILS**.

Note : Be advised that a change of arrival runway may occur at the last minute. In this case, be prepared to follow the controller's instructions.

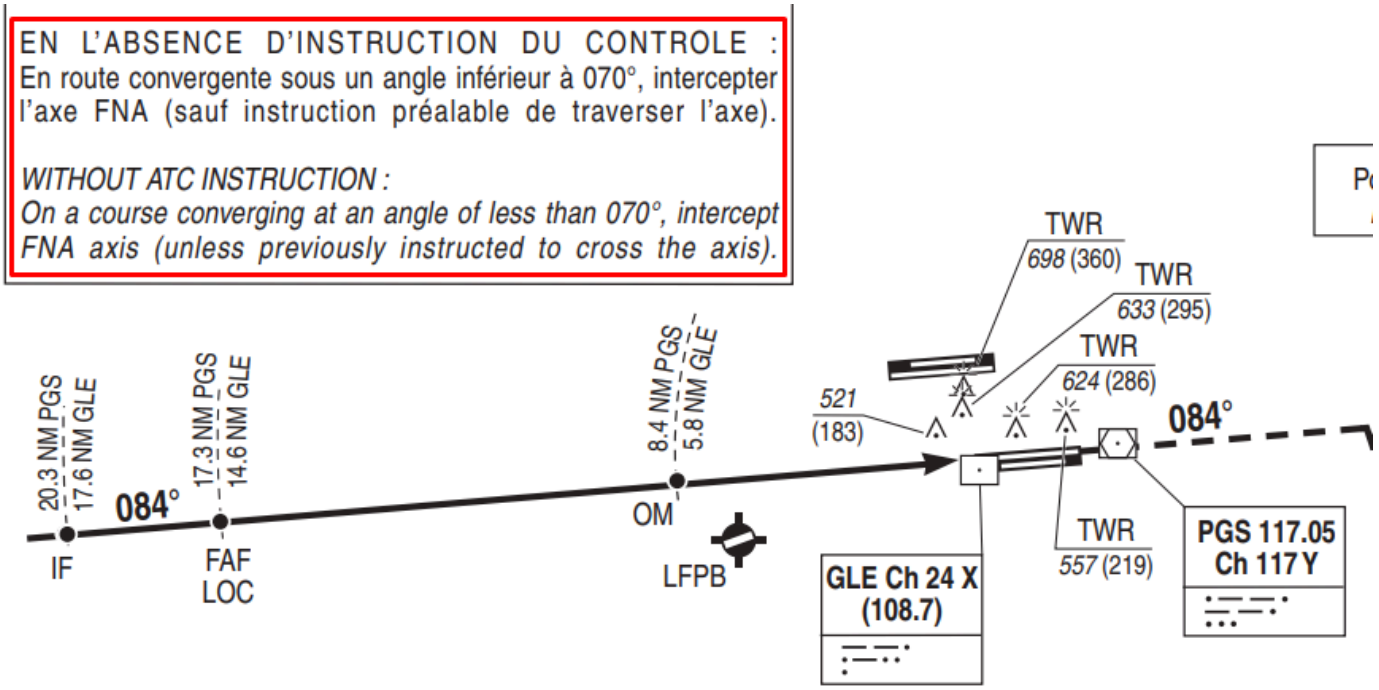
In Paris, when following a transition or when under radar vectors, a minimum descent rate is imposed **min 1300 ft/min** (abstract from an approach chart below, eAIP 2110, SIA)

1300 ft/min or more to each cleared level or altitude throughout OKIPA 6E or 6N approach then under radar vectoring, until interception of cleared final approach (Do not apply this restriction on initial approach NIGHT OKIPA 8P RWY 09L).

Important information :

- Crossing a runway extended centerline unexpectedly can have adverse consequences for the whole sector. Therefore, when closing the final axis at an angle of less than 70°, you should intercept even without ATC instruction. This covers cases where the frequency might be too busy for an aircraft to get their interception clearance in time.

Note : As shown in the example below, this information can be found on all final approach charts of the platform.



Speed conventions for ILS interception in Paris are :

- 220 kts on interception,
- 180 kts until 6DME when instructed.

In LFPG, anticipated landing clearances are used as a default (see French AIP AD2 LFPG 22.2.1.7). This means that, even if there are other aircraft ahead of you on final, you can be cleared to land. The instruction will sound something like this:

"BlueAir 3A, Number 2 (3) , 6 miles behind an A320, Wind XXX° YYY kts, Runway 09L, Cleared to land."

You then read back the clearance to land as per usual. ATC can still issue a go-around instruction should it become obvious that the runway may still be occupied by the time the next arrival reaches the threshold.

5.2 Description

<table>
<tr><th colspan="3">Arrivals</th><th>Initial approaches (transition)</th></tr>
<tr><th>From</th><th>Config.</th><th>STAR + FL</th><th>Name + IAF + Published FL*</th></tr>
<tr><td rowspan="9">North East</td><td rowspan="4">WEST</td><td>MATIX 9W -> FL260 (JET)
MATIX 9J -> FL260 (Prop)</td><td rowspan="4">LORNI 7W -> max FL130 (JET)
VEBEK 7W -> max FL110 (Prop)</td></tr>
<tr><td>MOPIL 9W -> FL260 (JET)
MOPIL 9J -> FL260 (Prop)</td></tr>
<tr><td>DINAN 9W -> FL260 (JET)
DINAN 9J -> FL260 (Prop)</td></tr>
<tr><td>VEDUS 9W -> FL260 (JET)
VEDUS 9J -> FL260 (Prop)</td></tr>
<tr><td rowspan="4">EAST</td><td>MATIX 9E -> FL260 (ALL)</td><td rowspan="4">LORNI 7E -> max FL150 (ALL)</td></tr>
<tr><td>MOPIL 9E -> FL260 (ALL)</td></tr>
<tr><td>DINAN 9E -> FL260 (ALL)</td></tr>
<tr><td>VEDUS 9E -> FL260 (ALL)</td></tr>
<tr><td rowspan="10">South East</td><td rowspan="5">WEST</td><td>EPL 9W -> by ATC (ALL)</td><td rowspan="5">OKIPA 7W -> max FL110 (ALL)</td></tr>
<tr><td>RLP 9W -> by ATC (ALL)</td></tr>
<tr><td>PIBAT 9W -> by ATC (ALL)</td></tr>
<tr><td>MOU 9W -> by ATC (ALL)</td></tr>
<tr><td>TINIL 9W -> FL280 (ALL)</td></tr>
<tr><td rowspan="5">EAST</td><td>EPL 9E -> by ATC (ALL)</td><td rowspan="5">OKIPA 7E/7N -> max FL150 (ALL)</td></tr>
<tr><td>RLP 9E -> by ATC (ALL)</td></tr>
<tr><td>PIBAT 9E -> by ATC (ALL)</td></tr>
<tr><td>MOU 9E -> by ATC (ALL)</td></tr>
<tr><td>TINIL 9E -> FL280 (ALL)</td></tr>
</table>

<table>
<tr><td rowspan="3">North West</td><td rowspan="2">WEST</td><td>BIBAX 9W -> FL240 (JET)
BIBAX 9V -> FL240 (Other)
BIBAX 9J -> FL240 (Prop)</td><td rowspan="2">MOPAR 7W -> max FL120 (JET / Others)
MOBRO 7W -> max FL70 (Prop)</td></tr>
<tr><td>LUKIP 9W -> FL240 (JET)
LUKIP 9V -> FL240 (Other)
LUKIP 9J -> FL240 (Prop)</td></tr>
<tr><td rowspan="2">EAST</td><td>BIBAX 9E -> FL240 (ALL)
BIBAX 9D -> FL240 (Other)</td><td rowspan="2">MOPAR 7E -> max FL100 (ALL / Others)</td></tr>
<tr><td>LUKIP 9E -> FL240 (ALL)
LUKIP 9D -> FL240 (Other)</td></tr>
<tr><td rowspan="8">South West</td><td rowspan="4">WEST</td><td>SABLE 9W -> by ATC (ALL)</td><td rowspan="4">BANOX 7W -> max FL150 (ALL)</td></tr>
<tr><td>KEPER 9W -> FL280 (ALL)</td></tr>
<tr><td>KOVAK 9W -> by ATC (ALL)</td></tr>
<tr><td>ROMGO 9W -> by ATC (ALL)</td></tr>
<tr><td rowspan="4">EAST</td><td>TINIL 9W -> FL280 (ALL)</td><td rowspan="4">BANOX 7E -> max FL110 (ALL)</td></tr>
<tr><td>KEPER 9E -> FL240 (ALL)</td></tr>
<tr><td>KOVAK 9E -> by ATC (ALL)</td></tr>
<tr><td>ROMGO 9E -> by ATC (ALL)</td></tr>
</table>

*Unless other specific ATC instruction.

6. Further information

Note 1 : After landing, once you have vacated the runway, you should continue to taxi (without instructions from the controller) in order to clear the high-speed turnoff for the next inbound aircraft. After that, please hold the closest holding point of the inner runway waiting for further instructions. Furthermore, it is strictly forbidden to cross any other runway without instruction from the controller!

Note 2 : De Gaulle approach (LFPG_APP) is responsible for top down on every Paris airport when the stations covering these airports are unmanned. Thus, **Paris Orly (LFPO), Paris Le Bourget (LFPB), Beauvais (LFOB), … are covered by LFPG_APP** when their respective ATS positions are not online. However, remember that topdown service might be downgraded according to the traffic load.

Note 3 : Find out more information about : "How to fly an IFR approach in LFPG" in the following video : **How to fly into Paris Charles de Gaulle on your simulator (MSFS A320 FBW, XP11 A321 …**