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FOR INFORMATION ONLY. FOR LATEST INFORMATION REFER TO JEPPESEN AND NOTAMS

PARIS CHARLES – DE - GAULLE

Airport category

**CDG / LFPG
FRANCE**

A319/A320/ A321	A330-200	A330-300	A340-500	A340-600	777/87
A	A	A	A	A	A



Summary	
Airport Type	Public
Elevation (AMSL)	392 ft / 119 m
Coordinates	49°00.6N 002°32.9E
Website	http://www.aeroportsdeparis.fr/ADP/en-gb/passagers/home/

Runways: 08L / 26R, 4215m and 08R / 26L, 2700m.
09L / 27R, 2700m and 09R / 27L, 4200m.

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Refuelling with Passengers Onboard / Embarking / Disembarking

Permitted provided:

- ➔ Fire Brigade Services are kept informed by Ground Handling Agent so they may be placed on stand-by.
- ➔ Aircraft steps are connected to Rear door in case Emergency evacuation is required.

[Click here for Operational Phraseology Compliance](#)

One / Two engine taxi

- ➔ Landing on 08L/R and taxi to terminal 2 takes about 15 min.
- ➔ There is on taxiway R a pronounced uphill going west until abeam terminal E which requires additional thrust if you are on one engine.
- ➔ If parking on stand A4, be aware the tarmac is going uphill and the parking requires a 120 degrees turn.
- ➔ Landing on 26L/R, it is recommended to wait until on taxiway T to apply the procedure.
- ➔ Generally, two engines taxi is no problem on the 340.

Arrival

- ➔ Expect VEDUS or TINIL RNAV STAR followed by radar vectors for ILS.
- ➔ Coming from the South expect direct to OMAKO and then LARPO in case of landing 08R or 09L.
- ➔ Strictly adhere to speed constraints.
- ➔ Normally, runways 08R/26L and 09L/27R are mainly used for landing.
- ➔ ATIS will only indicate direction of landing (ex Easterly landing).
- ➔ Simultaneous parallel approaches can take place in all weather conditions.
- ➔ After being issued a radar vector which intercepts the assigned runway centreline at an angle of less than 70 deg, 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 centreline.
- ➔ Expect landing clearance on first contact with TWR, except in LVP conditions.
- ➔ Very noise sensitive airport.
- ➔ Very congested taxiways and aprons.
- ➔ Very complicated taxi routings and procedures. [Click here for more details.](#)
- ➔ Generally on the taxiway loops there is a sign indicating the direction of the loop.
- ➔ It is essential that arriving aircraft waiting to cross the inner runway should remain on Twr frequency. Contact Gnd only after the inner runway has been vacated.
- ➔ Expect parking gate A18.
- ➔ ATC is issuing a lot of clearances in French.

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Departure

- ➔ Normally Runways 08L/26R and 09R/27L are mainly used for take off.
- ➔ Expect Rwy 08L/26R.
- ➔ Full length Rwy 08L/26R available for long range aircraft with 30min PNR.
- ➔ Call DE GAULLE Flight Data ten minutes prior to estimated start up time indicating call sign, destination, parking position and “ready to start in ten minutes”.
- ➔ Push-back clearance is valid for 1 min.
- ➔ Noise abatement procedures.
- ➔ Remote De-Icing areas (see Jeppesen 20-9D).
- ➔ Expect BUBLI, RANUX or LASIV RNAV SID.
- ➔ When the OFP shows BUBLI departure, ATC clearance will be given all the way to LANVI.
- ➔ Transponder must be on since commencing the push back.

Alternate airports

*The alternates listed below are the company preferred alternates.
Always refer to your OFP for your designated alternates for the flight.*

Alternate	IATA	ICAO	Track (°T)	Distance (nm)
Paris Orly	ORY	LFPO	201	18
Brussels	BRU	EBBR	033	136
London Heathrow	LHR	EGLL	323	188
Frankfurt	FRA	EDDF	073	243