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List of pages in this Trip Kit

General Information

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

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

Fuel Types: Jet A-1, Jet 4
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0458 Z
Sunset: 1842 Z

Runway Information

Runway: 08L
Length x Width: 13589 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 338 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 08R
Length x Width: 8858 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 337 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 09L
Length x Width: 8858 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 378 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 09R
Length x Width: 13780 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 371 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 26L
Length x Width: 8858 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 317 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 26R
Length x Width: 13589 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 318 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 1725 ft

Runway: 27L
Length x Width: 13780 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 387 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 1969 ft

Runway: 27R
Length x Width: 8858 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 392 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS: 128.230 Non-English
ATIS: 127.130
De Gaulle Tower: 125.330 Secondary
De Gaulle Tower: 123.605
De Gaulle Tower: 118.655
De Gaulle Tower: 119.250
De Gaulle Tower: 119.630 Secondary
De Gaulle Tower: 120.655 Secondary
De Gaulle Tower: 120.900
De Gaulle Ground: 121.980
De Gaulle Ground: 125.330 Secondary
De Gaulle Ground: 121.810
De Gaulle Ground: 119.630 Secondary
De Gaulle Ground: 120.655 Secondary
De Gaulle Ground: 121.780

De Gaulle Ground: 121.610
Fedex Ramp Control Ramp/Taxi: 131.605
De Gaulle Apron Ramp/Taxi: 121.880
De Gaulle Apron Ramp/Taxi: 121.680
De Gaulle Apron Ramp/Taxi: 121.640
De Gaulle Apron Ramp/Taxi: 125.330 Secondary
De Gaulle Apron Ramp/Taxi: 121.580
De Gaulle Apron Ramp/Taxi: 121.930
De Gaulle Clearance Delivery: 121.840
De Gaulle Clearance Delivery: 121.730
De Gaulle Approach: 121.155
De Gaulle Approach: 126.575 Secondary
De Gaulle Approach: 136.275
De Gaulle Approach: 119.850
De Gaulle Approach: 140.575 Military
De Gaulle Approach: 138.575 Military
De Gaulle Arrival: 126.430
De Gaulle Arrival: 125.830
De Gaulle Arrival: 121.155
De Gaulle Arrival: 118.150
De Gaulle Departure: 133.380
De Gaulle Departure: 131.200
De Gaulle Departure: 126.575 Secondary
De Gaulle Departure: 124.355
De-Icing Operations: 121.710
Commune Info & Military A Information: 142.450 Military
De-Icing Operations: 119.665
De-Icing Operations: 121.690
De-Icing Operations: 121.790
De-Icing Operations: 135.705
De-Icing Operations: 129.490
De-Icing Operations: 119.685
De-Icing Operations: 121.560
De-Icing Operations: 129.480
De-Icing Operations: 121.990
De-Icing Operations: 121.630
De-Icing Operations: 121.590
De-Icing Operations: 121.860
De-Icing Operations: 121.830

1. GENERAL

1.1. ATIS

D-ATIS 127.130
128.230 (French)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RESTRICTIONS FOR JET ACFT AS DEFINED PER ICAO ANNEX 16, VOL I, PART II, CHAPTER 2 AND FOR CHAPTER 3 JET ACFT WITH ACCUMULATED MARGIN LESS THAN 5 EPNDB

These jet ACFT are banned, captains may deviate from this only if absolutely necessary for safety reasons.

1.2.2. FROM MARCH 30, 2014: NIGHTTIME RESTRICTIONS FOR JET ACFT AS DEFINED PER ICAO ANNEX 16, VOL I, PART II, CHAPTER 3 WITH ACCUMULATED MARGIN LESS THAN 10 EPNDB

These jet ACFT may not land or leave the parking stand for take-off 2200-0600LT. Captains may deviate from this only if absolutely necessary for safety reasons.

1.2.3. BANNING OF UNSCHEDULED NIGHT TAKE-OFFS

Take-off 0000-0459LT off-blocks is prohibited unless subject to allocation of departure slot (COHOR) within given time segment.

1.2.4. NIGHT TIME RESTRICTIONS FOR ACFT EXCEEDING SPECIFIC NOISE LEVELS

ACFT for which the certified noise level at the overflight reference noise measuring point is more than 99 EPNdB are not permitted to take off 0000-0459LT off blocks, and ACFT with more than 104.5 EPNdb at 'approach point' are not allowed to land 0030-0529LT of arrival on the stand.

The authorization to operate movements during these time slots may be granted by the minister in charge of civil aviation, if a reproducible operating method provides an equivalent environmental impact.

1.2.5. EXEMPTIONS FROM REGULATIONS OF 1.2.1. THROUGH 1.2.4.

Following flights are exempted on an exceptional basis:

- Medical or humanitarian missions;
- Emergencies;
- ACFT mentioned in 2nd subparagraph of article L.6100-1 of the Transport code;
- Government flights.

1.2.6. RUN-UP TESTS

Engine run-ups above 5 minutes and above taxiing power may only be carried out at predetermined points and according to procedures as defined by Aeroports de Paris.

Between 2200-0600LT run-ups are forbidden. Derogations can be granted between 2200-2300LT and 0500-0600LT under exceptional circumstances for safety reasons by the minister in charge of civil aviation, requested by the flight supervisor, owner, technical or commercial operator of the ACFT.

1.2.7. AUXILIARY POWER UNITS (APUs)

Restrictions

Use of APU is restricted, except for duly justified safety reasons. The use of fixed alternative means (400 Hz or 50 Hz power supply and PCA) or when unavailable, alternative mobile means (GPU and ACU) provided to the operator is mandatory, except in case of system failure or technical incompatibility.

1. GENERAL

- Use of APU on stands when fixed or mobile alternative means are available
  - **for arriving flights**
    5 minutes plus the time required to connect to these means, after the time of arrival on stand;
  - **for departing flights**
    10 minutes prior to scheduled start-up time.
- Use of APU on stands when fixed or mobile alternative means are NOT available
  - **for arriving flights**
    30 minutes or the required time to disembark all passengers, offload the cargo haul and perform all operations related to the arrival;
  - **for departing flights**
    60 minutes for ACFT with MTOW below 140t, 80 minutes for ACFT with MTOW 140t or above.

EXEMPTIONS

The captain may waive the durations specified above for safety reasons.

1.3. LOW VISIBILITY PROCEDURES (LVP)

The LVP procedures are activated independently on each parallel RWYs, at the latestwhen the RVR is less than or equal to 600m and/or the cloud base height is less than 200', and when the technical means allow it.

1.3.1. SPECIFIC MEASURES ABOUT LVP PROCEDURES

Pilots will be informed about application of LVP via ATIS.

Depending on the actual weather conditions on each pair of RWYs, LVP may be in use on one pair only, the 2nd pair operating CAT I approach.

RWYs, for either arrival or departure, are allocated according to objective criteria of air traffic optimization.

Crews are requested to comply with the RWY assigned on first contact with DE GAULLE, the only exemption would be given for flight safety reasons.

1.3.2. GROUND MOVEMENT

TWYs unusable in LVP are equipped with a permanent stop bar composed of red lights recessed with one pair of red lights above ground on each side.

Holding points CAT I and CAT III are in use H24 in alternative mode:

Out of LVP Conditions:

- CAT III signs are off (lighting box, Wig Wag and stop bar),
- CAT I signs are in use (lighting box and Wig Wig) in LVP conditions or if RVR less than 800m or ceiling less than 300'.

In LVP Conditions:

- CAT I signs are off (lighting box and Wig Wag).
- CAT III signs are in use (lighting box, Wig Wag and controlled stop bar).
- On TWYs unusable in LVP, permanent stop bar are in use.

1.3.3. LANDING CLEARANCE

Read-back of landing and RWY clearance is mandatory.

When LVPs are not in force, clearance to land is given using anticipated separation on first contact with the Tower.

A maximum of four ACFT can receive this type of clearance. The Tower ensures visually and/or by radar tracking that the RWY safety area has been vacated by the preceding traffic.

With LVPs in force, the landing clearance may be delayed until the ACFT on approach is 1NM from the RWY THR.

The landings are simultaneous and independent. The same is valid for take-offs.

1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. USE OF MODE S TRANSPONDER ON THE GROUND

1.4.1.1. GENERAL

This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.

1.4.1.2. ACFT EQUIPPED WITH MODE S TRANSPONDER

ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.

Outbound ACFT

Upon request for push-back or taxiing from a parking stand whichever comes first:

- Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan (ex.: BAW123, AFR456, SAS945) or enter in the absence of flight identification, the ACFT registration.
- Select XPNDR or its equivalent in relation to specifications on the installed model.
- Select AUTO mode if function is available.
- Do not select the OFF or STDBY functions.
- Set Mode A code assigned by ATC.

Inbound ACFT

After landing and until complete standstill at parking stand:

- Maintain XPNDR or its equivalent in relation of specifications of the installed model.
- Maintain AUTO mode selected if function available.
- Do not select the OFF and STDBY functions.
- Maintain Mode A code assigned by ATC.

When ACFT is at standstill at parking stand, select OFF or STDBY.

Other Cases of Taxiing ACFT

- Select XPNDR or its equivalent in relation to specifications of the installed model.
- Select AUTO mode if function is available.
- Do not select the OFF and STDBY functions.
- Set Mode A code to 2000.

1.4.1.3. ACFT NOT EQUIPPED WITH MODE S TRANSPONDER OR WITH AN UNSERVICEABLE MODE S TRANSPONDER

Outbound ACFT

Maintain Mode A and C transponder in the OFF position until lining up.

Inbound ACFT

Set Mode A + C transponder to OFF as soon as RWY is vacated.

Other Cases of Taxiing ACFT

Maintain the Mode A and C transponder in the OFF position all through taxiing.

1. GENERAL

1.5. TAXI PROCEDURES

1.5.1. GENERAL

For Taxi Restrictions refer to 20-9 charts.

1.5.2. CAUTION

Strictly follow RWY crossing clearance.

Read-back of all holding instructions before RWY crossing is mandatory.

It is recommended to A340-600, A350-1000 and B777-300 crews to taxi with CAUTION especially in curves. It is recommended to use the oversteering technique.

It is recommended to CRJ-1000, E190, E195, A319, A320, BCS3 and DH8D crews to taxi with CAUTION especially in the TWYs TJ1, TJ2 and TJ3 curves accessing J area of Terminal 2G. It is recommended to use the oversteering technique.

To avoid risk of blast on parking stands, A380 pilots must taxi on TWYs P1, E5, E6, E7, E8 and A with thrust distributed on four engines before take-off.

For A380, B748, A124 and C5 taxi routes see charts 20-9C1 and 20-9C2.

1.5.3. TRAFFIC CONFIGURATION

1.5.3.1. EAST CONFIGURATION

Traffic on TWY T must give priority to arrival traffic leaving the South Parallel RWYs via TWYs T9, T10 and T11.

Arrival traffic leaving the South Parallel RWYs via TWYs T9, T10 and T11 have priority over the traffic coming on TWY T.

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

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

1.5.3.2. WEST CONFIGURATION

Traffic on TWY T must give priority to arrival traffic leaving the South Parallel RWYs via TWYs T4, T5 and T6.

Arrival traffic leaving the South Parallel RWYs via TWYs T4, T5 and T6 have priority over the traffic coming on TWY T.

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

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

1.6. OTHER INFORMATION

1.6.1. GENERAL

Wildlife strike hazard.

Helicopter activity.

1.6.2. SPECIFIC INSTRUCTIONS FOR A225

Landing and take-off only on RWYs 08L/26R and 09R/27L.

Landing

Join holding point linked to respective RWY by last TWY and wait for ATC clearance.

Turn-off TWY

- Landing RWY 08L: leave R1 to join TWY R1 before RP15.
- Landing RWY 26R: leave T1 to join TWY UT1 between TWYs T and C.
- Landing RWY 09R: leave Q6 to join TWY Q abeam QB9.
- Landing RWY 27L: leave D1 to join TWY D abeam BD1.

1. GENERAL

Holding point:

- RWY 08L: TWY R1 before RP15.
- RWY 26R: TWY UT1 between TWYs T and C.
- RWY 09R: TWY Q abeam QB8.
- RWY 27L: TWY D abeam BD4.

Taxiing:

Follow-me car mandatory.

Risks of blast:

Taxi on taxilanes with thrust distributed on four engines.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Within Paris class A TMA (parts 2 to 10), the speed is limited to MAX 250 KT below FL 100 except with explicit clearance by ATC.

For ACFT which cannot maintain MAX 250 KT for technical reasons or flight quality, a higher speed is possible after ATC clearance.

2.1.1. TACTICAL SPEED INSTRUCTIONS

Speed instructions during approach are issued by ATC for safety and efficiency purposes and are to be flown accurately.

Pilots should advise immediately if circumstances necessitate a change of speed for ACFT performance reasons.

Pilots should typically expect to be given the following speed restrictions:

- 220 KT on base leg and until intercepting the LOC;
- Between 200 KT and 180 KT by capturing the GS;
- Then 160 KT on final approach until 4NM DME.

If speed restrictions are not necessary, ATC will announce clearly: "No speed restriction".

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

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

RNAV initial approach OKIPA 6E not permitted when overflying MOSUD between 2220-0700LT.

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

2.2.2. RESTRICTIONS ON THE USE OF CERTAIN PROCEDURES

Eastbound, any use of an arrival procedure at Paris Charles-de-Gaulle APT in the eastbound configuration, coming from the Southeast and traveling south of the platform, is prohibited from the point MOSUD during a window for MOSUD overflight between 2220-0700LT.

2.2.3. REVERSE THRUST

On landing, reverse thrust should not be used beyond idle power between 2200-0500LT, except for safety or operational requirements.

2. ARRIVAL

2.3. INITIAL APPROACH PROCEDURES "NIGHT"

2.3.1. RESTRICTION FOR USE

All initial approach procedures "NIGHT" are strictly forbidden out of the slot 0030-0500LT, time of IAF overflight and are usable only on ATC instruction and during the slot between 0030-0500LT. During this slot, the "NIGHT" procedures may be suspended at any time by ATS.

Do not overshoot final approach course.

All flight crews that would detect the chance of overshooting the LOC on reaching the IF, at the end of a "NIGHT" procedure are not allowed to use "NIGHT" procedures and must advise ATC of this inability as soon as IAF overflight.

2.3.2. RADAR VECTORING

Radar vectoring for ACFT using a "NIGHT" procedure remains possible at any time, for arrival sequencing needs for example.

On such a situation, it is absolutely necessary to keep RNAV points of "NIGHT" procedure in the navigation system (FMS), then to be able to rejoin the "NIGHT" procedure if instructed by ATC (direct-to clearances).

2.3.3. LEVELS AND SPEEDS ON "NIGHT" APPROACH

Level and speed of all ACFT are subject to ATC instructions.

Once cleared to descend to 4000' (or 5000') QNH: Endeavour to carry out descent as continuously as possible in order to minimize level legs before final descent ('VNAV' mode in preference of 'Level Change' mode).

Flight crews are responsible for maintaining their flight in controlled airspace (A-class Paris TMA) and must comply with level constraints published at IAF.

2.4. CAT II/III OPERATIONS

All RWYs approved for CAT II/III operations, special aircrew and ACFT certification required.

2.5. REDUCTION OF WAKE TURBULENCE SEPARATION MINIMA

The RECAT-EU system, distinguishing six categories of ACFT according to wake turbulence, is used in the airspace controlled by DE GAULLE approach. With this new classification new separation minima based on distances are used for arriving and departing ACFT in flight.

In order to fully benefit from this reduction of separation minima, crews are asked to scrupulously comply with assigned speeds and to minimize RWY occupation time. When crews are unable to maintain the assigned speeds, they should inform ATC as soon as possible.

The filling of the flight plan boxes and the phraseology remain unchanged.

2.6. RWY OPERATIONS

2.6.1. ILS INTERFERENCE

When A380 or A124 uses ILS, any ACFT on final approach can expect ILS interference.

2.6.2. RWY USE

Outer RWYs 08R/26L and 09L/27R are mainly used for arrivals.
A landing clearance can be issued if the preceding ACFT has passed a point at least 7874'/2400m from the THR of the RWY.
To minimize the risk of confusion between RWYs during final approach:

- The inner RWY ILS is "off" most of the time (except when RVR less than 150m, for the need of LVP departures);
- The inner RWY approach lighting system and TDZ are switched off.

2. ARRIVAL

2.6.3. MINIMUM RWY OCCUPANCY TIME (MROT)

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

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

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

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

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

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

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

2.6.4. HIGH INTENSITY RWY OPERATIONS (HIRO)

HIRO are in force at Paris Charles-de-Gaulle APT and active H24. During these operations, pilots are expected to ensure Minimum RWY Occupancy Time (MROT). During the arrival select an appropriate and achievable HST to ensure MROT.

DISTANCE FROM THR TO HST *			
08L	W4: 4787' (1459m)	W5: 6903' (2104m)	W6: 8743' (2665m)
26R	W3: 4774' (1455m)	W2: 6811' (2076m)	W1: 8684' (2647m)
08R	V5: 4619' (1408m)	V6: 6398' (1950m)	V7: 7910' (2411m)
26L	V4: 4685' (1428m)	V3: 6785' (2068m)	V2: 8264' (2519m)
09L	Z5: 4688' (1429m)	Z6: 6453' (1967m)	Z7: 7940' (2420m)
27R	-	Z3: 6463' (1970m)	Z2: 8117' (2474m)
09R	Y4: 4787' (1459m)	Y5: 6549' (1996m)	Y6: 8652' (2637m)
27L	Y3: 4793' (1461m)	Y2: 6555' (1998m)	Y1: 8691' (2649m)

* Distances calculated to begin turn-off at 50 KT.

Maintain exit speed until the RWY vacated signs before decelerating to taxi speed and hold short of the inner RWY at the holding point allocated by Control Tower.

In order not to infringe the critical area of the ILS, all ACFT should prepare if possible the rapid exit TWYs indicated below:

- Landing RWY 08L: exit via T10 or before.
- Landing RWY 09R: exit via Q4 or before.
- Landing RWY 26R: exit via T4 or before.
- Landing RWY 27L: exit via D3 or before.

Specific Instructions for A380 and A124

In order not to infringe the critical or sensitive areas of the ILS, the A380 and A124 ACFT should prepare, if possible the rapid exit TWYs indicated below:

- Landing RWY 09L: exit via Z6.
- Landing RWY 09R: exit via Q2 or before.
- Landing RWY 08L: exit via W6 or before.
- Landing RWY 08R: exit via V6 or V7.
- Landing RWY 26R: exit via W1 or before.
- Landing RWY 27L: exit via D5 or before.
- Landing RWY 27R: exit via Z2 or before.

2. ARRIVAL

2.7. TAXI PROCEDURES

2.7.1. GENERAL

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

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

2.7.2. HOLDING POINTS

Some taxi holding points located at 295'/90m and 353'/107.5m from RWY axis are marked on way in and crossing TWYs.

Pilots must vacate the RWY beyond the 295'/90m holding points to clear the RWY for the next ACFT.

ATC can issue landing or take-off clearance as soon as the preceding ACFT is 197'/60m away from the RWY centerline.

2.8. PARKING INFORMATION

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

2.9. OTHER INFORMATION

2.9.1. PROCEDURE BY DEFAULT WITHOUT ATC INSTRUCTION

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

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

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

2.9.2. INDEPENDENT PARALLEL APPROACHES

Independent parallel approaches to RWYs 26L, 26R, 27L and 27R of Paris Charles-de-Gaulle and RWY 27 of PARIS-Le Bourget or RWYs 08L, 08R, 09L and 09R of Paris Charles-de-Gaulle take place in all weather conditions.

Except during speed reduction phases, pilots of ACFT vectored to RWYs 09L/R (facing East) and 26L/R (facing West) should maintain towards these RWYs a rate of descent of not less than 1300ft/min until cleared FL or altitude throughout allocated initial approach, then under radar vectoring until interception of expected final approach. Do NOT apply this restriction to night Initial approach procedures.

2.9.3. MANAGEMENT OF ACFT ON MISSED APPROACH

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.

Close to RWY THRs, instructions may be delivered to turn below Minimum Vectoring Altitude (MVA), at or above 800' QNH and climb to 1500' QNH minimum initially, by analogy with multidirectional departures.

All Paris Charles-de-Gaulle missed approach procedures are RNAV 1 procedures. The initial part of each procedure provides for maintaining the RWY track and enables ACFT canceling final approach to remain apart from simultaneous departures from the respective parallel RWY.

In special situations, such as wind shear on final, temporary ACFT inability, an RNAV 1 exemption or loss of GNSS signal, a flight crew may detect a possible difficulty to perform all or part of the missed approach procedure especially maintaining the RWY track during the initial part of the procedure.

If, on final approach, due to one of these situations the flight crew predicts the chance of not being able to perform standard missed approach procedure and particularly of not being able to maintain the RWY track, ATC must be advised as soon as possible.

In case of a navigation issue (temporary ACFT inability, loss of GNSS signal, RNAV 1 exempted ACFT) every ACFT canceling its final approach must report to ATC and comply by default with the following procedure:

Climb STRAIGHT AHEAD on allocated RWY track to related missed approach altitude, then request radar vectoring.

RWY allocation will be confirmed when intercepting the ILS.

Any excessive deviation from LOC centerline and/or malfunction of LOC or decision to initiate a missed approach must be relayed immediately to Approach Control.

2.9.4. PROCEDURES TO GUARD AGAINST OVERSHOOTING OF THE RWY CENTERLINE WITHOUT ATC INSTRUCTION

After the pilot has been given a radar vector converging the assigned RWY centerline at an angle of less than 70^, pilots will take the initiative to intercept the ILS LOC or any replacement approach aid unless they have previously been instructed to cross RWY centerline by ATC.

2.9.5. REDUCED RADAR SEPARATION ON FINAL APPROACH

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

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

2.9.6. VISUAL SEPARATION CLEARANCE

When there is a risk that the minimum required radar separation between two ACFT established on the same final approach can no longer be maintained, a controller may suggest a visual separation clearance to the ACFT which is closing in on a preceding ACFT.

The conditions for applying this visual separation are:

- daytime;
- the pilot can see the preceding ACFT;
- the pilot can see the airfield.

If he accepts the visual separation clearance, the pilot is then responsible for his separation from the preceding ACFT; the controller will issue a wake turbulence risk warning. If the pilot loses sight of the preceding ACFT, or if an additional separation clearance is judged necessary, the pilot will contact ATC to communicate his requirements.

Throughout, the controller continues to monitor the radar, and remains responsible for separation on the RWY.

N.B: To avoid any possible conflict with ACFT on simultaneous parallel approach, a crew maintaining visual separation must not deviate from the RWY centerline.

2.9.7. CIRCLING ON CLOSE PARALLEL RWYS

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

2. ARRIVAL

2.9.8. TRAINING OF CAT III APPROACHES AND AUTOMATIC LANDINGS OUTSIDE THE LVP PROTECTION SCOPE

Pilots shall ask on first contact with DE GAULLE Approach. If so required by certain circumstances (safety, traffic...), ATC may however reject such request or interrupt the current procedure.

Training is possible only when the following meteorological conditions are met: horizontal visibility 5km, ceiling 600ft.

The pilot shall check that meteorological conditions allow him to return to ACFT handling at any time.

2.9.9. PILOT REPORTS (AIREPS) DURING WINTER TIME

ATC will request AIREP after landing. AIREPs must be made on TWR frequencies using the appropriate words: GOOD, MEDIUM-GOOD, MEDIUM, MEDIUM-POOR, POOR and LESS THAN POOR.

Crews shall also mention the type of ACFT.

2.9.10. VISUAL APPROACH

Visual approach is only allowed for ACFT established on final axis inbound the allocated landing RWY.

3. DEPARTURE

3.1. DESCRIPTION OF DEPARTURE OPERATIONAL PROCEDURE

3.1.1. DEFINITIONS

APT is an APT-Collaborative Decision Making (A-CDM) since November 2010. The departure procedure is based on a local system calculating and managing an off-block pre-departure sequence. This system is linked to Network Manager Operation Center.

At Charles-de-Gaulle, A-CDM system and associated procedures are called Collaborative Pre-Departure Sequencing (CPDS).

Scheduled Off-Block Time (SOBT) is that time relating to APT slot.

Estimated Departure (ED) is that target time set by airline itself as off-block departure time.

Target Off-Block Time (TOBT) is the translation by A-CDM system (PDS) of the ED.

Target Start-up Approval Time (TSAT) is off-block departure approved time, calculated by A-CDM system.

3.1.2. GENERAL

APT-CDM is based on flight information and constraints shared by partners (airport operators, aircraft operators/ground handlers and ATS unit) working together more efficiently and transparently.

PDS makes continuous calculation for best off-block departure sequence, providing for each flight an optimized off-block departure time based on TOBT.

TOBT and its updates improve predictability during the turn-round process of ACFT. By using variable taxi times, the link between off-block times and take-off times becomes transparent to all partners, and a proper prediction of take-off times is then communicated to the Network Manager Operation Center as an input for the management of European network.

For each flight, in nominal situations as well as in disrupted situations, the PDS calculates a TSAT, thus providing an off-block sequence, enabling ATS unit to optimize the use of available capacity.

3. DEPARTURE

At Charles-de-Gaulle PDS is directly connected with the Network Manager Operation Center for data exchange (Collaborative Management of Flight Updates). Data are automatically exchanged through DPI messages which include target take-off times, taken into account by Network Manager Operation Center for Enroute traffic prediction and for slot allocations. In sequenced mode management, the update of TOBT and/or EOBT is a benefit for airlines whose CTOT calculation gets better optimized, the priority order list in PDS still remaining based on APT schedule (SOBT).

DPI are of different types:

- Early Departure Planning Information (E-DPI);
- Target Departure Planning Information (T-DPI);
- ATC Departure Planning Information (A-DPI).

The REA message is no longer to be used, as it is replaced by DPI messages systematically and automatically sent.

3.1.3. SOBT AND EOBT

SOBT serves as reference source to set flight priority when allocating position in off-block departure sequence.

Upon receipt of flight plan (normally 3 hours or more prior to EOBT), EOBT and SOBT should be coherent: EOBT must be greater or equal to SOBT, otherwise the airline must file a new flight plan.

3.1.4. TOBT

TOBT (Target Off-Block Time) is that target time set by airline itself as off-block departure time:

- ACFT doors closed;
- Boarding bridge removed;
- Push-back available (if required);
- ACFT ready to taxi/push-back upon clearance.

TOBT is the translation by PDS of the ED transmitted by the airline to the APT information system SARIA. It informs PDS system of time before which departure from block is not feasible.

Failing this and with no notice of TOBT from the airline, PDS shall consider that the earliest possible departure time is SOBT.

An ED shall be sent by the airline operation as soon as the flight is delayed from its SOBT scheduled time, or if its target time (TOBT) changes by 5 minutes or more (later or earlier). The ED shall be addressed to CDGSJXH. Whenever the flight is ahead of schedule, TOBT cannot be moved earlier than SOBT-15.

Any new ED shall be at least superior to current time and to SOBT-15. The updating time for a new ED is to be done not later than before previous ED value or before SOBT when no ED is available. There is no limitation on the number of EDs sent for one single flight.

The airline or handling agent is in charge of providing a flight ED.

ED is transmitted either thru direct link between airline systems and ADP, or by MVT message thru SITA network with allocation of delay code.

ED advising of delay due to ATC constraints shall not be sent to PDS system.

It is still mandatory, in sequenced or non-sequenced mode, to update flight plans with a DLA message when EOBT is modified by more than 15 minutes. When the difference between TOBT and EOBT is greater than 15 minutes, an alarm is triggered and displayed by PDS.

However, it must be underlined that ED and Flight Plans are processed differently: an ED can always be improved or delayed, whereas flight plan EOBT improvement is no longer possible once DLA has been sent to DNM. As a result, it is important that each airline manages its own procedure for flight plan updating according to ED.

3. DEPARTURE

Usual ICAO procedures for updating flight plans remain the same: transmission of DLA message when TOBT/SOBT is more than [EOBT+15 min]. Airline is still required to:

- Update flight plan by sending DLA to avoid FLS triggered by FAM process;
- Comply with CTOT.

3.1.5. TSAT

TSAT is off-block departure approved time, calculated by PDS system taking into account available departure capacity at APT, flights program, TOBT and Network Manager Operation Center slots. TSAT are sorted in sequence according to reference times of flights (SOBT).

TSAT is the time the ACFT has to leave the block after receiving start-up and push-back or taxi clearance from ATS unit.

TSAT are calculated for every scheduled flight with departure taking place within the next 4 hours.

In order to optimize the off-block sequence, TSAT are constantly calculated and may therefore be improved or delayed at any time.

A flight may be put out of the sequence (blocked) if TSAT is not complied with. When a flight gets blocked by PDS, its TSAT is no longer valid and it is no longer cleared for departure (on-screen TSAT is not updated). The only way to get sequenced again is to send an ED, which will provide:

- A new priority time reference in PDS based on time of the ED reception;
- A new TOBT;
- A new TSAT.

Any flight may be blocked by ATS unit if not complying with current departure procedure.

Conditions for flight blocking are as follows:

- Flight has not received departure clearance at TSAT+3 min;
- Flight has not left parking stand after TSAT+5 min;
- Flight has been blocked manually at ATC request for non-compliance with procedure;
- Flight has been suspended by Network Manager Operation Center as a result, for example, of destination APT closure. (In this case the airline must send a DLA message.)

As long as airline informs of an ED change before flight is blocked by PDS, flight shall keep its priority in the sequence based upon SOBT. If information arrives after, flight shall lose its priority and its new reference is the ED reception time.

3.1.6. DEPARTURE PROCEDURE WITH ATC IN SEQUENCED MODE

TOBT and TSAT Communication:

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

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

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

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

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

3. DEPARTURE

Start-up:

Pilot shall contact Clearance Delivery or perform RCD (Request for Departure Clearance Downlink) to request departure clearance at TOBT-15 min (or SOBT-15 if no TOBT). Pilot is supposed to know its current TSAT when contacting Clearance Delivery.

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

- If TSAT = TOBT, Clearance Delivery hands over the flight to Ground or Apron frequency where start-up and push-back clearances will be given via radio;
- If TSAT is greater than TOBT, Clearance Delivery controller informs he will call the pilot back when clock time gets closer to TSAT. The pilot shall keep monitoring the frequency as TSAT may improve at any time.

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

It is implied that when controller approves start-up, this is issued for positive parking departure at TSAT.

Pilot shall not request start-up on Clearance Delivery again when he is put on hold as he would crowd frequency unnecessarily. If pilot is in doubt when no further call comes from Clearance Delivery frequency, he shall contact his operations or his handler first to confirm current TSAT and be advised of a possibly downgraded TSAT. Calling Clearance Delivery again is acceptable when current time gets later than TSAT.

All data are automatically transmitted to the network via DPI and REA message is no longer in use at CDG.

If first call takes place too early, Clearance Delivery will ask the pilot to call again at TOBT-15 minutes. In case of a RCD, no reply is to be expected before TOBT-15 minutes.

If pilot calls or performs RCD too late (after TSAT+3) flight will be blocked by CPDS and clearance will be denied. Flight shall not be unblocked until new ED (TOBT) has been sent by airline.

Push-back:

As well as for start-up approval, push-back will be given by Ground or Apron controller from TSAT-5 minutes, flight being ready for push-back/off-block departure. This contact should allow push-back/off-block departure at TSAT.

Push-back approval is valid for 1 minutes. Push-back is therefore to begin promptly after approval. Flight lays open to being blocked by ATC and having to redo whole of departure procedure if rule is not observed.

If off-block departure did not occur at TSAT+5 minutes, flight will be blocked by PDS until transmission of new TOBT (ED).

All through departure procedure, if after controller call, a flight on hold does not acknowledge or states it is not ready for start-up or push-back, this flight is blocked manually in PDS by controller. Flight is then to redo the whole departure procedure (transmission of new TOBT, Clearance Delivery call, etc.).

3. DEPARTURE

3.1.7. DEPARTURE PROCEDURE IN NON-SEQUENCED MODE

Communicating Off-block Time:

In case technical or operational issues make it impossible to use off-block sequence calculated by PDS, APT may be led to switch to non-sequenced mode.

Alarm message is distributed via systems:

- On CDM website https://www.cdmcdg.net;
- On existing professional TV monitor displays.

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

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

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

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

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

Start-up in Non-sequenced Mode:

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

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

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

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

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

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

Push-back in Non-sequenced Mode:

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

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

3. DEPARTURE

3.2. DE-ICING

3.2.1. GENERAL

One hour prior to departure, Airline Ops have to request or cancel de/anti-icing by SITA message. Without SITA message request, de-icing operation might be delayed. At gate, 15 minutes prior to departure, contact ATC on delivery frequency and advise that ACFT de-icing is required.

De-icing request via Preflight frequency.

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

Additional de-icing areas available for FEDEX only located on TWYs BM2 (associated frequency 119.665 MHz) and BM3 (associated frequency 119.685 MHz).

3.2.2. ACCESS TO DE-ICING PADS

When approaching the designated facility, ATC confirms VHF transfer to the Ground De-icing Coordinator (GDC) located in the de-icing control center and the de-icing pad frequency.

Access to de-icing pads is subject to clearance from the control unit, assigning the appropriate frequency and the name of the de-icing pad where the ACFT is to be de-iced. Once contact established on assigned frequency, the pilot complies with the information supplied by de-icing operator who provides taxi and stop guidances into the de-icing pad (taxiing, slow and stop).

3.2.3. DE-ICING PAD ENTRY

Line of red flush lights for limited operation pad:

SWITCHED ON: Access prohibited.
SWITCHED OFF: Access permitted.

3.2.4. PAD ROMEO NORTH AND SOUTH

Entry: Access by a single entry, from TWY F or N and facing North depending on traffic directions in force. Follow the orange centerline (green centerline lights flashing until the entrance of ROMEA area).

Exit: The end of de-icing/anti-icing is announced on frequency by de-icing manager.
Taxiing is done after control instruction only.

3.2.5. PADS JULIETT NORTH AND SOUTH

Entry: From TWY P4, follow the orange line.
Juliett North: MAX wingspan 94.32'/28.75m, MAX length 126.9'/38.7m.
Juliett South: MAX wingspan 112.04'/34.15m, MAX length 123.3'/37.6m.

Exit: The end of de-icing/anti-icing is announced on frequency by de-icing manager.
Taxiing is done after control instruction only.

3.2.6. RWY AREA

3.2.6.1. GENERAL

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

Presence of de-icing intermediate holding points. The de-icing intermediate holding point in service is the holding point whose lighting is switched on (3 flush yellow lights).

3.2.6.2. DE-ICING AREA THR 09R

Pad NW4 active: TWY DY closed.

3.2.6.3. DE-ICING AREA THR 26R

Pad(s) SE1 and/or SE2 active: TWY R closed to the East of RT11.

Pad(s) SE3 and/or SE4 active: TWY R closed to the East of RT13.

3. DEPARTURE

3.2.7. DE-ICING PROCEDURE

Contact GDC and confirm brakes set, ACFT configured, engines at idle, and de-icing requirements and/or instructions. Captains are requested to confirm the treatment required (special de-icing procedures, areas to be de-iced, anti-icing requirements).

After de-icing completion and ACFT inspection, GDC confirms the ACFT is clean, provides a HOLDOVER start time, advises the types of fluids applied and confirms that all vehicles are in the safety zones. The person spraying the fluid has confirmed that the surfaces treated are clear of ice, snow, frost and slush.

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

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

3.2.9. ICE SHEDDING PROCEDURE

During taxi the completion of ACFT run-up applying 70% of N1 maximum can be conducted on areas designed for such operation and with clearance of DE GAULLE Ground. On initial contact with DE GAULLE Delivery flight crews share their will to perform an ice shedding procedure.

Ice shedding areas for departing from RWYs 08L, 08R, 09L or 09R are:

- Area IS1, IS2, IS3, IS5, IS6, IS7, IS8, IS9 and IS10.

Ice shedding areas for departing from RWYs 26L, 26R, 27L or 27R are:

- Area IS1, IS4, IS5, IS6, IS7, IS8, IS11 and IS12.

3.3. TAXI PROCEDURES

3.3.1. GENERAL

Prohibited movements around Terminal 1:

- Departure with side-step between two satellites.

Prohibited movements at NORTH parallel RWYs:

- Certain taxilanes giving access to the RWYs are prohibited. They are equipped with a 'No entry bar' and some of them with red centerline lights in the direction 'towards the RWY' (TWYs Y1A, Y1 thru Y6).
- TWY MD2 between TWYs M and B equipped with red centerline lights in the direction 'towards the RWY'.

Prohibited movements at SOUTH parallel RWYs:

- Certain taxilanes giving access to the RWYs are prohibited. They are equipped with a 'No entry bar' and some of them with red centerline lights in the direction 'towards the RWY' (TWYs WT, W2 thru W6).

3.3.2. HOLDING POINTS

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

3.4. RWY OPERATIONS

3.4.1. GENERAL

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

A take-off clearance can be issued if the preceding ACFT has passed a point at least 7874'/2400m from the THR of the RWY.

3.4.2. HIGH INTENSITY RWY OPERATIONS (HIRO)

HIRO are in force at Paris Charles-de-Gaulle APT. Pilots should be ready for departure when reaching the holding point, if not, advise GND.

3.4.3. LINE-UP AND TAKE-OFF CLEARANCE

On receipt of line-up or take-off clearances, pilots should ensure, commensurate with safety, that they are able to proceed expeditiously.

3. DEPARTURE

3.5. NOISE ABATEMENT PROCEDURES

Initial climb shall be conducted according to NADP1 procedure, as described in ICAO Doc 8168.

Whenever compatible with ACFT performance and operational procedures, the recommended trajectory is the following:

- Maintain a speed of V_2 + 10 KT to 20 KT, or as performance permits, up to 3400' with flaps and slats in take-off configuration;
- Maintain take-off power up to 1900', then maximum climb power up to 3400';
- At 3400' maintain MAX 250 KT with progressive retraction of high-lift devices.

If this trajectory cannot be followed, pilots shall notify ATC before entering the RWY.

Westbound take-offs in line with the RWY can only be used by ACFT belonging to Chapter 3 and must adopt a minimum climb gradient of 6.5%.

If unable to comply advise DE GAULLE Preflight.

Westbound between 0000-0500LT time of departure from parking area, departures follow special tracks in order to reduce noise pollution.

Between 2315-0600LT of Departure from Parking Area

The noisy and the most noisy ACFT of Chapter 3 and ACFT not initially being certified to a noise level group or those being licensed according to ICAO Annex 16, Volume I, Chapter 2 re-certified according to Chapter 3 and equipped with jet engines whose by-pass ratio is less than 3 must:

- Be indicated as such to DE GAULLE Preflight during first radio contact;
- Follow 'Z' SIDs.

Captains may only derogate from these rules, if considered as absolutely necessary for safety reasons or if they have received a clearance delivered by ATC for safety reasons.

3.6. SPEED RESTRICTIONS

RNAV SID

Within PARIS class A TMA (parts 2 to 10), for RNAV SID departures, the speed is limited to MAX 250 KT below FL 100 except with explicit clearance by ATC.

For ACFT which cannot maintain MAX 250 KT for technical reasons or flight quality, a higher speed is possible after ATC clearance.

At or above FL 100, speed is limited to MAX 280 KT for AGOPA - ERIXU - LATRA - OKASI - PILUL departures, ACFT can increase speed without any clearance on other SIDs.

3.7. EMERGENCY RETURN (QRF)

In case of a departing ACFT that needs to return to LFPG because of a technical failure, the waypoint INKUD (N49 30.9 E003 02.0) may be used upon ATC instruction in order to temporarily isolate the ACFT for the purpose of technical checks or other flight crew actions.

3.8. OTHER INFORMATION

3.8.1. SIMULTANEOUS PARALLEL DEPARTURE PROCEDURE

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

If, for any reason, an arriving ACFT on missed approach is unable to maintain RWY track, ATC may ask departing ACFT to immediately stop the initial climb when airborne at an altitude of 1500' or more (minimum vectoring altitude is at 1500' in immediate vicinity of APT).

Every departing ACFT when airborne must be prepared to immediately stop initial climb at this low altitude, even if NADP1 procedure in force at departure.

OPERATIONAL EVALUATION OF 'GREEN DESCENTS' FOR DOWNWIND ARRIVALS (TEMP)

1. INTRODUCTION

When the operational evaluation of 'Green Descents' is ongoing and conditions permit, flight crews are required to comply with the instructions described below, which allow them to raise their descent profile before IAF and after, on the first part of initial approach to obtain environmental benefits.

This optimized management of descents on initial approach is to be considered as 'partial CDO operations':

- Crews do NOT have freedom of action on flight levels and speeds.
- These operational rules
  - are established without any modification of current STAR and IAPs;
  - can be used only following instructions on ATC frequency;
  - comply with the specifications of parallel simultaneous operations in DE GAULLE APP controlled airspace.

2. DESCRIPTION

2.1. EVALUATION CONDITIONS

The operational evaluation will be implemented during low to moderate traffic periods.

Preferential time frames have been identified, without excluding the use of this evaluation at other times when conditions alow :

- DAYTIME: 1430-1800LT
- NIGHTSHIFT: 0030-0500LT

Any difficulty encountered in traffic management is a potential reason to suspend the evaluation.

Flight crews are required to avoid requesting a 'Green Descent' if they have not received such an ATC clearance.

2.2. EVALUATION SCOPE

According to RWY configuration, optimized descent profiles are restricted to arrivals operating STAR and downwind IAPs:

	West-facing configuration (RWY 26L/R and 27L/R)	East-facing configuration (RWY 08L/R and 09L/R)
DAYTIME and NIGHTSHIFT	INA MOPAR 6W and BANOX 6W	INA LORNI 6E and OKIPA 6E/6N
NIGHTSHIFT only	'Night' INA MOPAR 8Y/8Z and BANOX 8Y/8Z	'Night' INA LORNI 8P/8Q and OKIPA 8P/8Q

2.3. PHRASEOLOGY

If the arriving ACFT is concerned by the evaluation, the arrival clearance will contain the cleared level along with the phrase 'Green Descent' after the assigned IAF. Example for a Southwest arrival:

- [Callsign], KEPER 9W arrival; then
- [Callsing], GREEN DESCENT, descend FL180 to be levelled at BANOX.

Then, DE GAULLE APP confirms the use of the evaluation to each concerned flight crew using the same assertion 'GREEN DESCENT', after initial approach clearance. Example for a Southwest arrival:

- [Callsign], cleared BANOX 6W approach, vectors [Final approach type and RWY]; then
- [Callsign], descend to FL 140, speed XXX KT, GREEN DESCENT.

OPERATIONAL EVALUATION OF 'GREEN DESCENTS' FOR DOWNWIND ARRIVALS (TEMP)

2.4. FLIGHT CREW INSTRUCTIONS

Paris ACC clears the descent at IAF to a higher FL than for a standard arrival. The words 'GREEN DESCENT' therefore imply a descent without level constraints at the end of the STAR until the IAF.

After the readback of a control instruction containing the words 'GREEN DESCENT', flight crews are required to:

- get rid of published level constraints along the STAR until the IAF included;
- carry out a descent profile as continuous as possible after the IAF and minimize level-offs;
- aim at the FL specified in the bottom line of the table below. Crews are given the possibility to pass above this FL to simplify energy management. However, passing at more than 1000' above the FL to aim at may result in longer vectors or a RWY change for safety reasons;
- after passing the point mentioned in the bottom line of the table, to keep the flight parameters identical as the parameters used when 'Green Descents' are not in use.

For sequencing needs, speed instructions, such as mentioned in the table below, may be delivered during the optimized descent by DE GAULLE APP. Flight crews shall endeavour to comply with these ATC speed reductions in their energy management,in order to minimize deceleration level-offs after the IAF while aiming at the FL indicated in the bottom line of the table.

Summary table of descent profiles and control instructions to be expected during 'Green Descent' periods:

RWY configurations	West		East	
Appropriate Initial Approach (INA)	BANOX 6W/8Y/8Z	MOPAR 6W/8Y/8Z	OKIPA 6E/6N/ 8P/8Q	LORNI 6E/8P/8Q
Instruction before IAF by Paris ACC	At BANOX: FL 180 from 280 to 300 KT	At MOPAR: FL 160 from 280 to 300 KT	At OKIPA: FL 190 from 280 to 300 KT	At LORNI: FL 170 from 280 to 300 KT
New level constraint to reach at the IAF	MANDATORY FL 180 at BANOX	MANDATORY FL 160 at MOPAR	MANDATORY FL 190 at OKIPA	MANDATORY FL 170 at LORNI
Instructions after IAF by De Gaulle APP	At DOMUS: FL 140 220 - 250 KT	At CREIL: FL 110 220 - 250 KT	At MOSUD: FL 140 220 - 250 KT	At BUNOR: FL 110 220 - 250 KT
New level constraint 'at or above' to aim at specified waypoint	MANDATORY FL 140 at DOMUS smooth profile from BANOX	MANDATORY FL 110 at CREIL smooth profile from MOPAR	MANDATORY FL 140 at MOSUD smooth profile from OKIPA	MANDATORY FL 110 at BUNOR smooth profile from LORNI

FL constraints mentioned in the table below only stand for flight crews instructions for the performance of 'Green Descents', these are in no way constraints to be coded in navigation systems.

OPERATIONAL EVALUATION OF 'GREEN DESCENTS' FOR DOWNWIND ARRIVALS (TEMP)

2.5. GENERAL PROVISIONS

Levels and Speeds

At any time, levels and speeds remain subject to ATC clearances delivered by Paris ACC and DE GAULLE APP, including in this framework.

Unless otherwise instructed, start of descent shall not be delayed after level instructions, even if the resulting descent angle does not allow a descent at idle thrust.

Part of Initial Approach Procedures in the Scope of 'Green Descents'

For the initial approach in 6W/6E/6N:

Only the first part of the initial approach is concerned by the raising of the descent profiles:

- between BANOX and DOMUS on initial approach BANOX 6W;
- between MOPAR and CREIL on initial approach MOPAR 6W;
- between OKIPA and MOSUD (via CLM) on initial approaches OKIPA 6E/6N; and
- between LORNI and BUNOR on initial approach LORNI 6E.

Particularly in case of radar vectoring to RWY 09L/R and 26L/R only:

Unless otherwise instructed, flight crews are required to adopt, after waypoints specified on the initial approach, a MIM rate of descent of 1300' per minute as soon as they have received a descent clearance below FL 100, in order to maintain, during the evaluation, operational conditions of parallel simultaneous arrivals at the same level of safety.

For the NIGHT initial approach in 8P/8Q/8Y/8Z:

Flight crews must comply with level and speed constraints published throughout the NIGHT initial approach procedures, including during NIGHTSHIFT periods in 'Green Descent'.

Consequently, in compliance with these published constraints, descent profile optimization may be conducted on the whole NIGHT approach procedures.

Default Procedure for late Radio Transfers

If flight crews do NOT receive IAC before IAF overflight, due to late ACC/APP handover or temporary overloaded frequency, they must perform the published IAP and maintain the last cleared and readback level.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN

10 JUN 22 (20-1R) .Eff.16.Jun.

PARIS, FRANCE
.RADAR.MINIMUM.ALTITUDES.

Apt Elev 392

Alt Set: hPa
Trans level: By ATC Trans alt: 5000
The published minimum altitudes integrate a correction for low temperatures.

1 BT VOR DME
2 PGS DME
3 COULOMMIERS CLM VOR DME
4 HOL NDB
5 TOUSSUS TSU VOR

80NM
COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Join and follow the standard approach track published for RWY-in-use.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

6 The quadrilateral defined by ~~THR 09L, 27R and THR 08R, 26L~~ is excluded.
7 Overflight in case of a tactical ATC spacing instructions only.

FRANCE PARIS LFFF FIR
BELGIUM BRUSSELS EBBU FIR

BEAUVAIS TILLE BOV VOR DME
PONTOISE PON VOR
CHARLES-DE-GAULLE RADAR
CGN DME
POY DME POY NDB
MELUN MLN VOR DME
EPERNON EPR VOR DME
RAMBOUILLET RBT VOR DME
PARIS (Charles-De-Gaulle)

LF(P)-33
LF(P)-23
LF(P)-47
LF(P)-69
LF(P)-25
LF(P)-82
LF(P)-21
LF(P)-46
LF(P)-31
LF(P)-34
LF(P)-24

60NM 40NM 20NM 80NM

FL070 5000 3000 2000 1500 4000 2500

2300

49-30 49-00 48-30 48-00 50-00
01-30 02-00 02-30 03-00 03-30

CHANGES: Sectors & altitudes revised.

RNAV STAR DESIGNATION	REFER TO CHART
KEPER 9E, KOVAK 9E	20-2B
KEPER 9X	20-2C
ROMGO 9E, SABLE 9E	20-2C1
KEPER 9P, 9W, KOVAK 9P, 9W	20-2D
ROMGO 9P, 9W, SABLE 9P, 9W	20-2E
MATIX 9E, 9H, MOPIL 9E, 9H	20-2F
MATIX 9J, 9W, MOPIL 9J, 9W	20-2G
MOPIL 9X, VEDUS 9X	20-2G1
DINAN 9E, 9H, VEDUS 9E, 9H	20-2H
DINAN 9J, 9W, VEDUS 9J, 9W	20-2J
BIBAX 9D, 9E	20-2K
BIBAX 9V, 9W	20-2L
BIBAX 9P	20-2M
LUKIP 9D, 9E	20-2N
BIBAX 9X, LUKIP 9X	20-2N1
LUKIP 9V, 9W	20-2P
LUKIP 9P	20-2Q
EPINAL 9E, 9H, ROLAMPONT 9E, 9H	20-2S
EPINAL 9P, 9W, ROLAMPONT 9P, 9W	20-2T
DIJON 9E, 9H, TINIL 9E	20-2T1
DIJON 9P, 9W, TINIL 9W	20-2T2
TINIL 9X	20-2T3
MOULINS 9E, 9H, PIBAT 9E, 9H, TRO 9E, 9H	20-2U
MOULINS 9P, 9W, PIBAT 9P, 9W, TRO 9P, 9W	20-2V
CONVENTIONAL HOLDING INFO	20-2W

RNAV ARRIVAL INSTRUCTIONS

1. Protection

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

Enroute and 'IAF' holding patterns are mainly protected with RNAV 'manual mode' but also for conventional navigation between FL070 and FL110 when radionavigation infrastructure enables it.

2. Equipment

The equipment must be approved for RNAV operations based on GNSS and/or DME/DME sensors.
ATC provides permanent RADAR services.

3. Operating procedure/Loss of RNAV capability

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

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

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

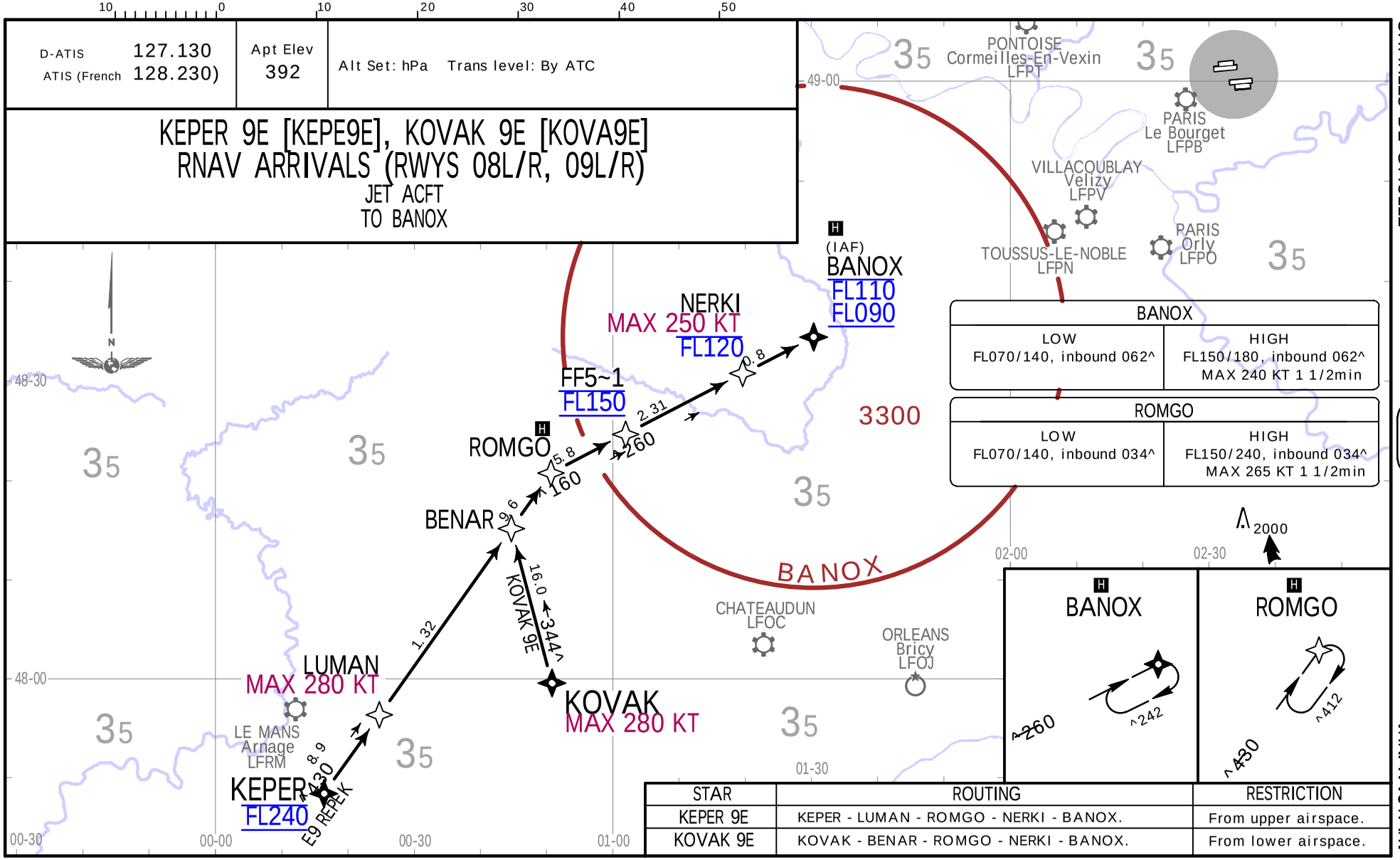
On STAR or RADAR guidance, the pilot shall adapt the descent profile in order to observe the published requirements. If unable inform ATC.

CHANGES: None.

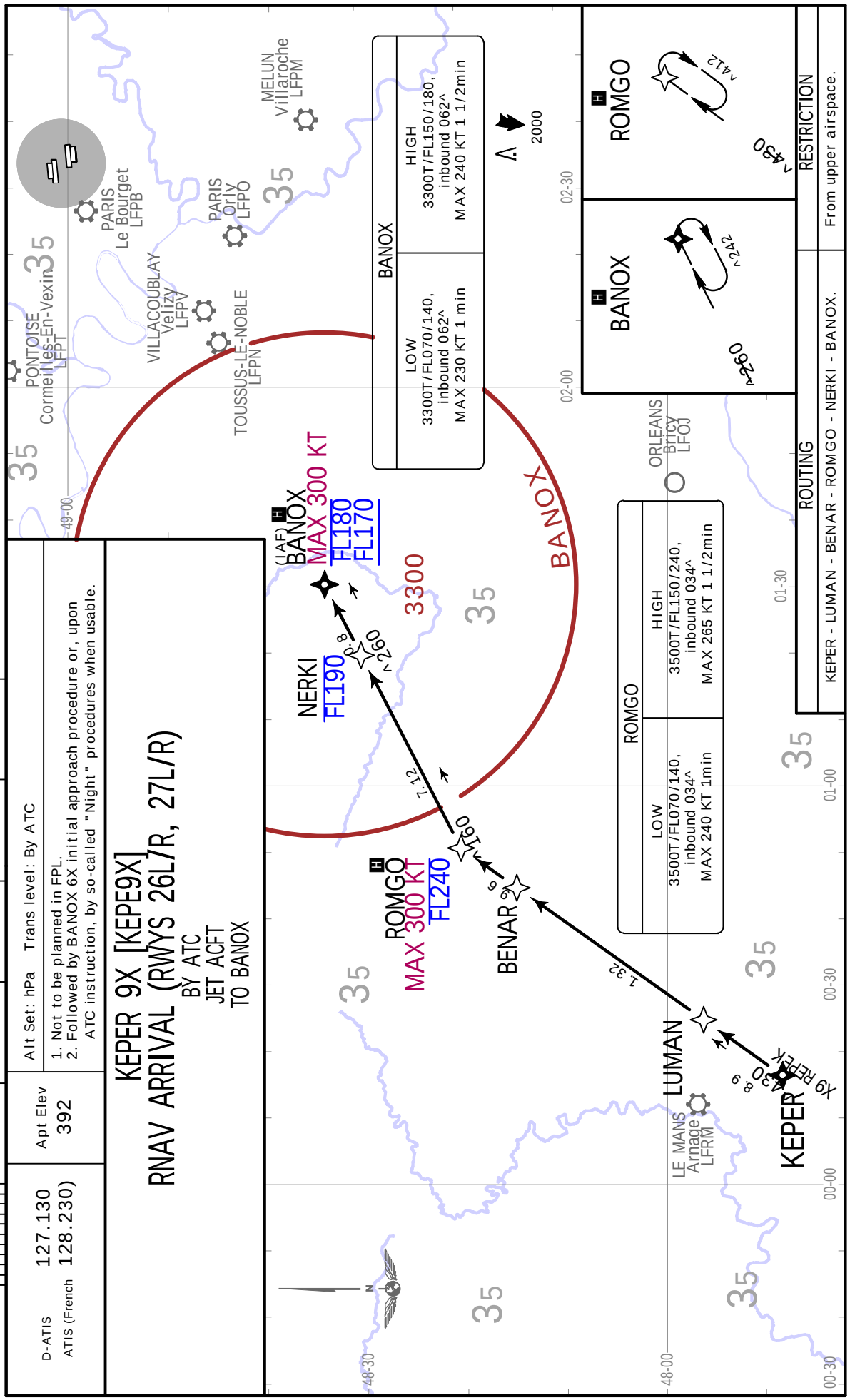
D-ATIS	127.130	Apt Elev	Alt Set: hPa	Trans level: By ATC
ATIS (French	128.230)	392		

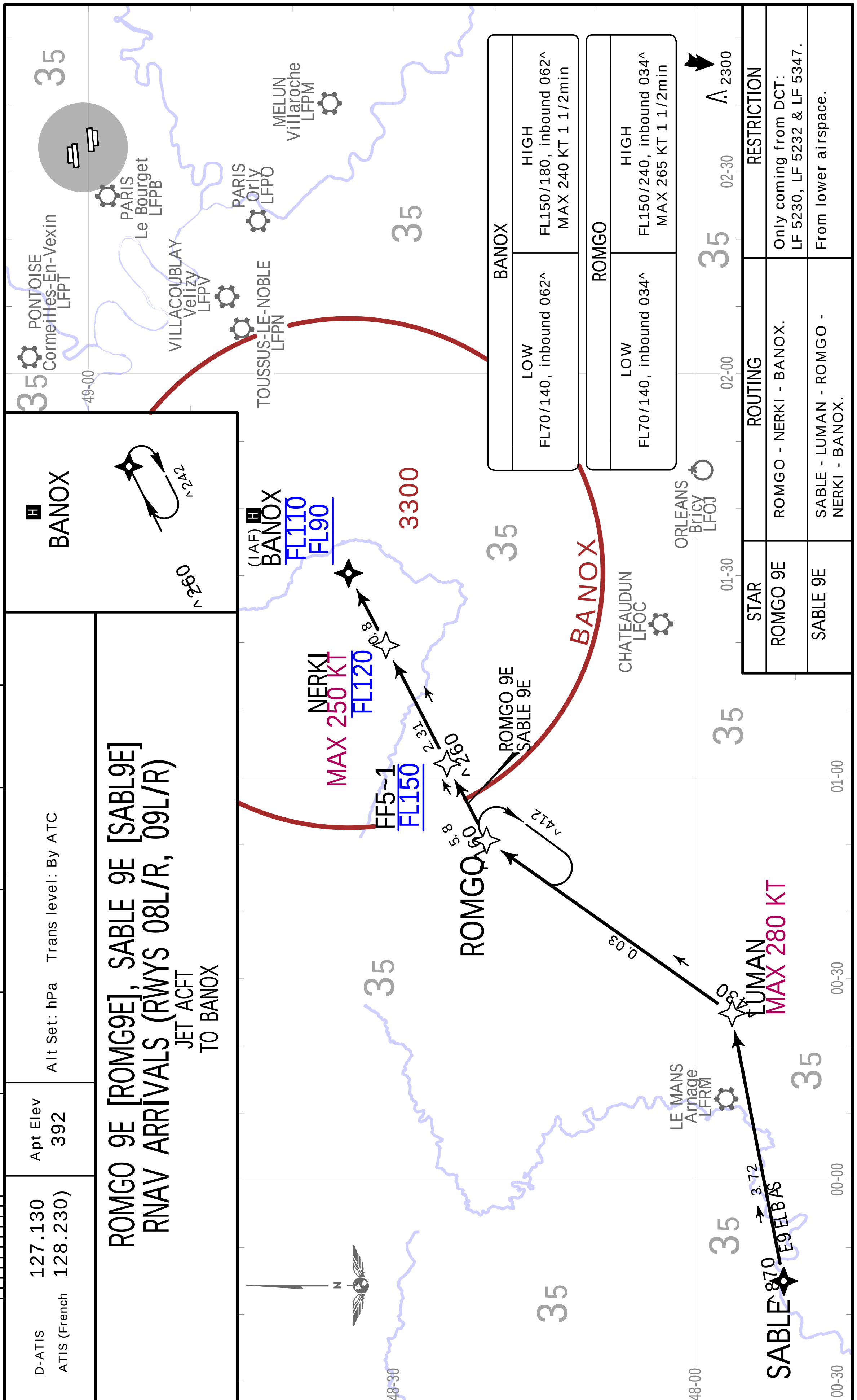
KEPER 9E [KEPE9E], KOVAK 9E [KOVA9E] RNAV ARRIVALS (RWYS 08L/R, 09L/R)

JET ACFT
TO BANOX



STAR	ROUTING	RESTRICTION
KEPER 9E	KEPER - LUMAN - ROMGO - NERKI - BANOX.	From upper airspace.
KOVAK 9E	KOVAK - BENAR - ROMGO - NERKI - BANOX.	From lower airspace.

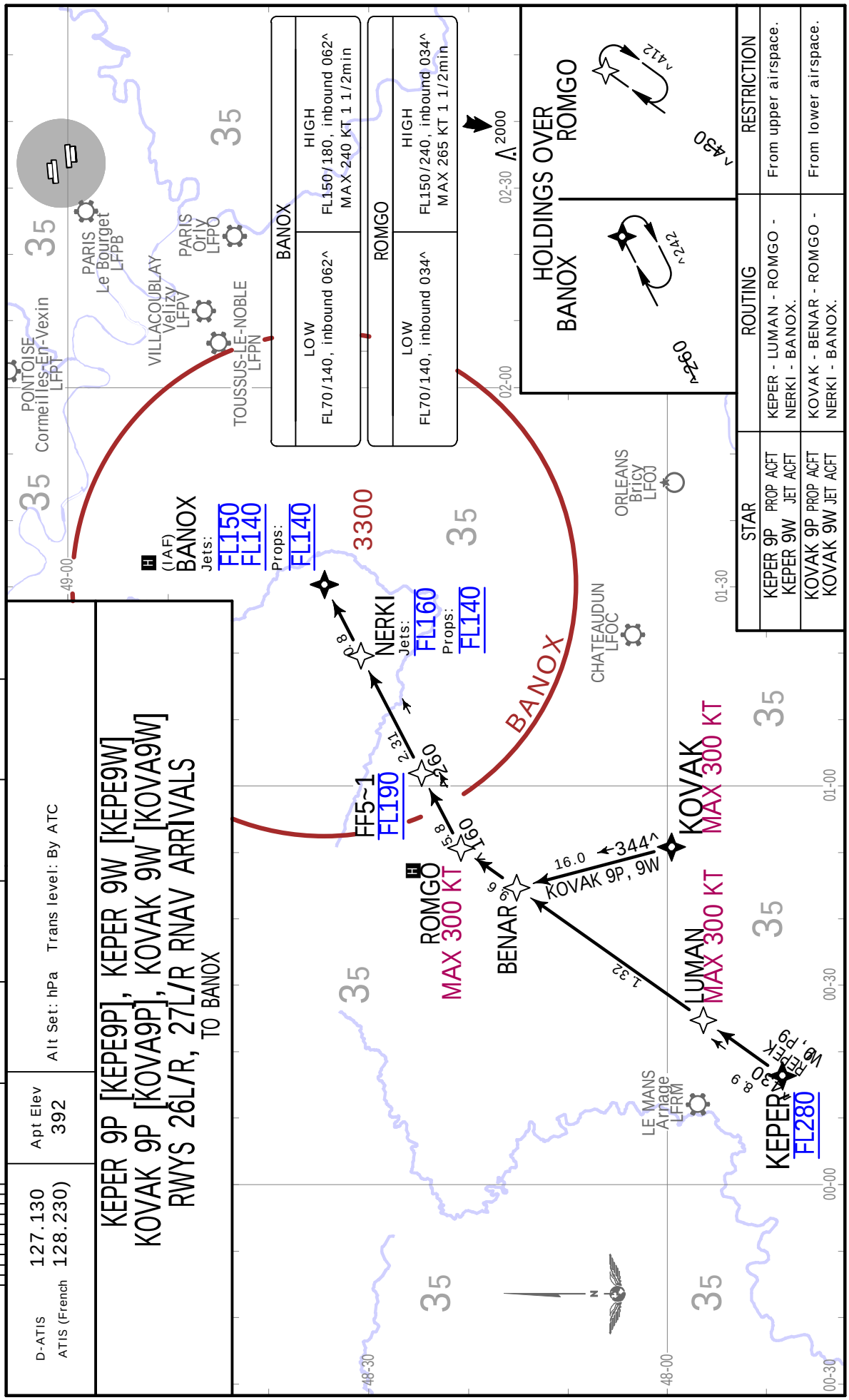


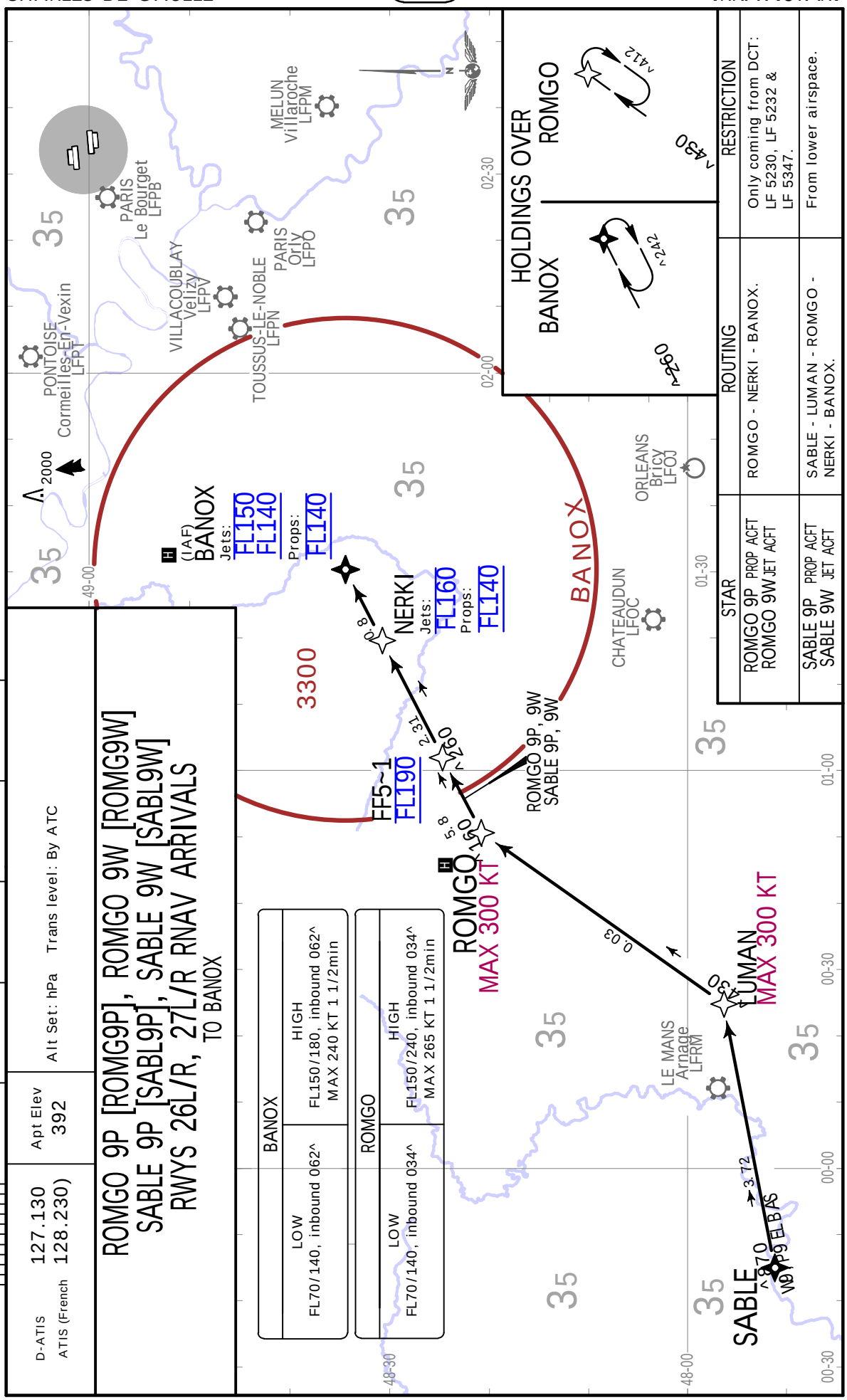

D-ATIS 127.130
ATIS (French 128.230)
Apt Elev 392
Alt Set: hPa
Trans level: By ATC
ROMGO 9E [ROMG9E], SABLE 9E [SABL9E]
RNAV ARRIVALS (RWYS 08L/R, 09L/R)
JET ACFT
TO BANOX
BANOX
^242
^260
(IAF) BANOX
FL110
FL90
3300
NERKI
MAX 250 KT
FL120
FF5~1
FL150
ROMGO 9E
SABLE 9E
ROMGO
^412
LUMAN
MAX 280 KT
SABLE
E9 ELBAS
^870
BANOX
LOW
FL70/140, inbound 062^
HIGH
FL150/180, inbound 062^
MAX 240 KT 1 1/2min
ROMGO
LOW
FL70/140, inbound 034^
HIGH
FL150/240, inbound 034^
MAX 265 KT 1 1/2min
2300
STAR
ROUTING
RESTRICTION
ROMGO 9E
ROMGO - NERKI - BANOX.
Only coming from DCT: LF 5230, LF 5232 & LF 5347.
SABLE 9E
SABLE - LUMAN - ROMGO - NERKI - BANOX.
From lower airspace.
PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
VILLACOUBLAY Velizy LFPV
TOUSSUS-LE-NOBLE LFPN
PARIS Orly LFPO
MELUN Villaroche LFPM
ORLEANS Bricy LFOJ
CHATEAUDUN LFOC
LE MANS Arnage LFRM

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
2 OCT 20 (20-2D) .Eff.8.Oct.

PARIS, FRANCE
.RNAV.STAR.





CHANGES: RNAV STARs renumbered; tracks updated.

D-ATIS	ATIS (French)	Apt Elev	Alt Set: hPa	Trans level: By ATC
127.130	128.230)	392		

MATIX 9E [MATI9E], MATIX 9H [MATI9H]
MOPIL 9E [MOPI9E], MOPIL 9H [MOPI9H]
08L/R, 09L/R RNAV ARRIVALS
TO LORNI

HOLDING OVER XERAM
253^
073^
MAX 265 KT
MAX FL280
MHA FL200

BELGIUM
FRANCE

MOPIL
MAX 300 KT
FL260

MATIX
MAX 300 KT

173^
181^
MATIX 9E, 9H
31.9
MOPIL 9E, 9H
33.1

ALBERT
Bray
LFAQ

LORNI

6600

VAKOS
3.0
236^
XERAM
10.5
056^
5.9
254^
ENORI
7.3
074^
DEVIM
Jets:
FL160
Props:
FL130
(IAF)
LORNI
Jets:
FL150
FL110
Props:
FL120
FL110

REIMS
Prunay
LFQA

50-00
49-30
49-00
02-30
03-00
03-30
04-00

2000

ENORI	
LOW FL90/140, inbound 236^	HIGH FL150/240, inbound 236^ MAX 265 KT 1 1/2min

LORNI	
LOW FL70/140, inbound 254^	HIGH FL150/170, inbound 254^ MAX 240 KT 1 1/2min

STAR	ROUTING	RESTRICTION
MATIX 9E JET ACFT MATIX 9H PROP ACFT	MATIX - VAKOS - ENORI - DEVIM - LORNI.	From lower airspace.
MOPIL 9E JET ACFT MOPIL 9H PROP ACFT	MOPIL - XERAM - ENORI - DEVIM - LORNI.	From upper airspace.

MATIX 9E [MATI9E]
MATIX 9H [MATI9H]
MOPIL 9E [MOPI9E]
MOPIL 9H [MOPI9H]
RNAV ARRIVALS
TO LORNI

CHANGES: RNAV STARs renumbered; tracks updated.

D-ATIS 127.130
ATIS (French 128.230)

Apt Elev 392

Alt Set: hPa Trans level: By ATC

MATIX 9J [MATI9J], MOPIL 9J [MOPI9J]
BY ATC
MATIX 9W [MATI9W], MOPIL 9W [MOPI9W]
26L/R, 27L/R RNAV ARRIVALS
JET ACFT
TO LORNI AND VEBEK

HOLDING OVER XERAM
253^
073^
MAX 265 KT
MAX FL280
MHA FL200

BELGIUM
FRANCE

MOPIL
MAX 280 KT
FL260

MATIX
MAX 280 KT

ALBERT
Bray
LFAQ

LORNI

MATIX 9J, 9W
31.9
MOPIL 9J, 9W
33.1

MATIX 9W
MOPIL 9W

DEVIM
MAX 250 KT
FL130

VAKOS

XERAM

10.5
056^
214^
216^
236^
3.0
5.9
254^
ENORI
074^
7.3

(IAF)
LORNI
FL130
FL70

6600

MATIX 9J
22.0
MOPIL 9J
24.8

(IAF)
VEBEK
MAX 250 KT
FL110
FL80
By ATC:
FL110

REIMS
Prunay
LFQA

ENORI	
LOW FL90/140, inbound 236^	HIGH FL150/240, inbound 236^ MAX 265 KT 1 1/2min

LORNI	
LOW FL70/140, inbound 254^	HIGH FL150/170, inbound 254^ MAX 240 KT 1 1/2min

2000

VEBEK

50-00
49-30
49-00
02-30
03-00
03-30
04-00

STAR	ROUTING	RESTRICTION
MATIX 9J	MATIX - VAKOS - VEBEK.	From lower airspace.
MATIX 9W	MATIX - VAKOS - ENORI - DEVIM - LORNI.	
MOPIL 9J	MOPIL - XERAM - VEBEK.	From upper airspace.
MOPIL 9W	MOPIL - XERAM - ENORI - DEVIM - LORNI.	

LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE .RNAV.STAR.
JEPPESEN
2 OCT 20 (20-2G) Eff.8.Oct.

MATIX 9J [MATI9J]
MOPIL 9J [MOPI9J]
BY ATC
MATIX 9W [MATI9W]
MOPIL 9W [MOPI9W]
RNAV ARRIVALS
JET ACFT
TO LORNI AND VEBEK

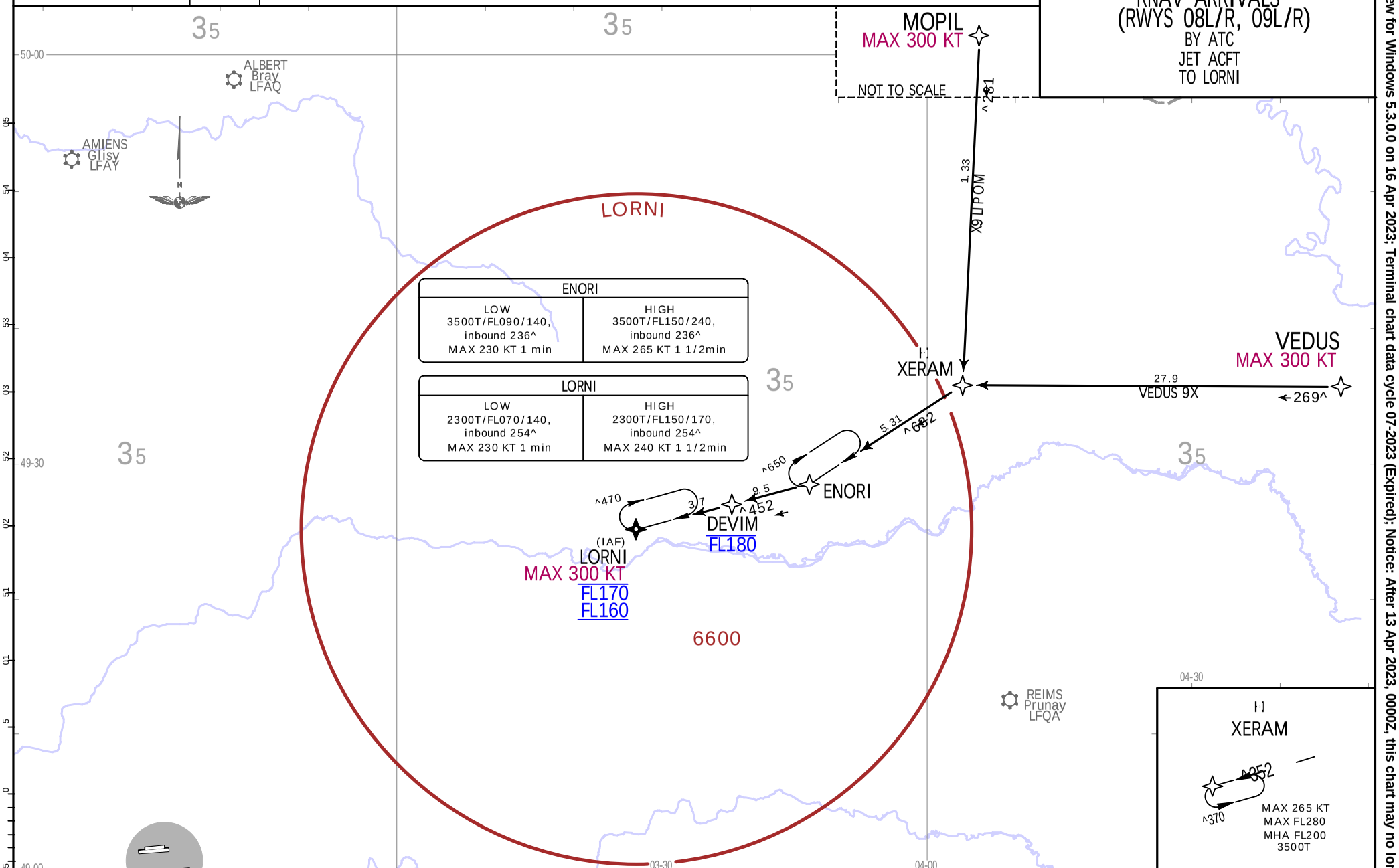
D-ATIS 127.130
ATIS (French 128.230)

Apt Elev 392

Alt Set: hPa Trans level: By ATC

1. Not to be planned in FPL.
2. Followed by LORNI 6X initial approach procedure or, upon ATC instruction, by so-called "Night" procedures when usable.

MOPIL 9X [MOPI9X]
VEDUS 9X [VEDU9X]
RNAV ARRIVALS
(RWYS 08L/R, 09L/R)
BY ATC
JET ACFT
TO LORNI



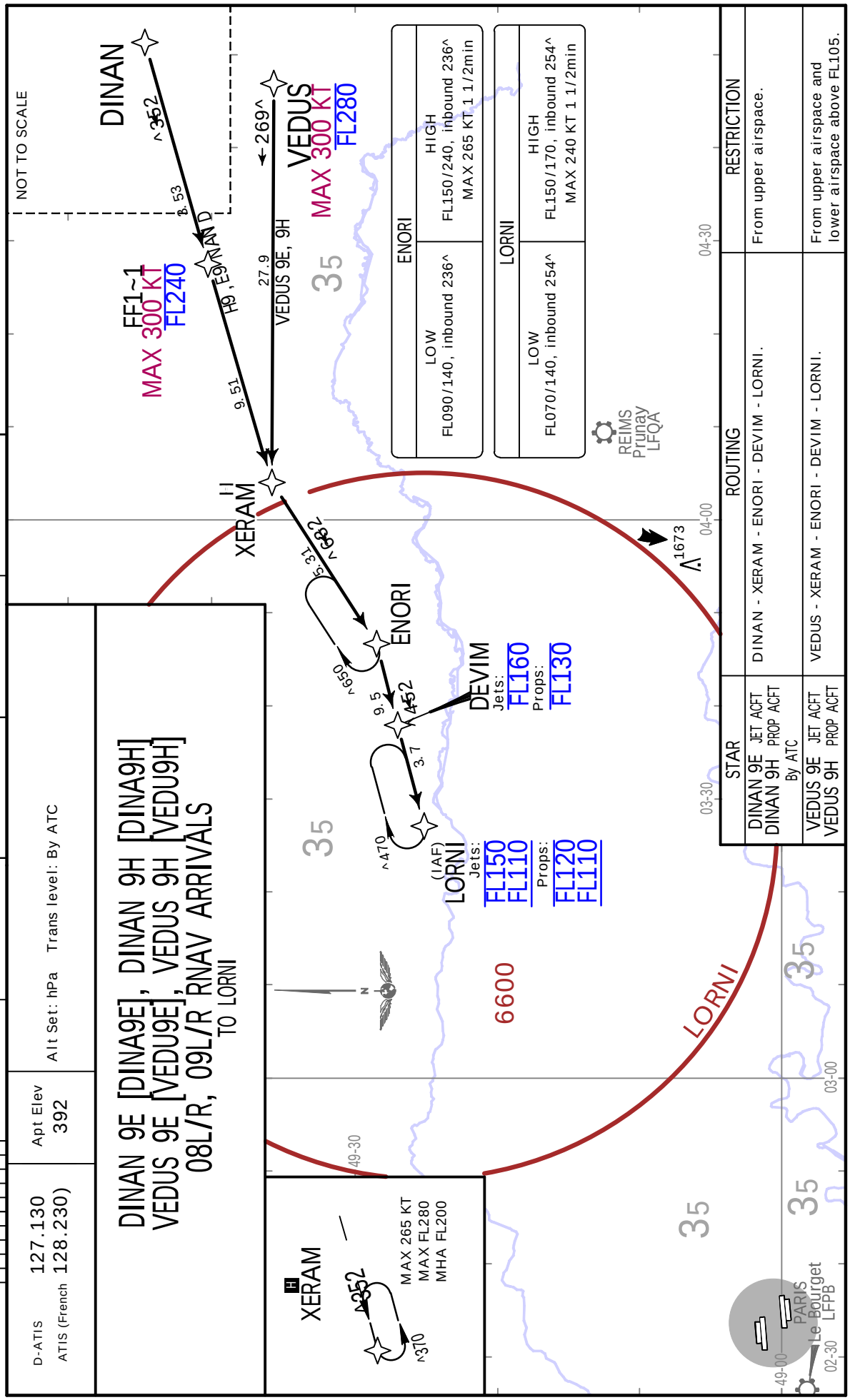
STAR	ROUTING	RESTRICTION
MOPIL 9X	MOPIL - XERAM - ENORI - DEVIM - LORNI.	From upper airspace.
VEDUS 9X	VEDUS - XERAM - ENORI - DEVIM - LORNI.	From upper airspace and lower airspace above FL105.

CHANGES: New chart (MOPIL & VEDUS 9X established).

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
21 JAN 22 (20-2H) .Eff.27.Jan.

PARIS, FRANCE
.RNAV.STAR.



DINAN 9E [DINA9E], DINAN 9H [DINA9H]
VEDUS 9E [VEDU9E], VEDUS 9H [VEDU9H]
08L/R, 09L/R RNAV ARRIVALS
TO LORNI

Alt Set: hPa Trans level: By ATC

Apt Elev 392

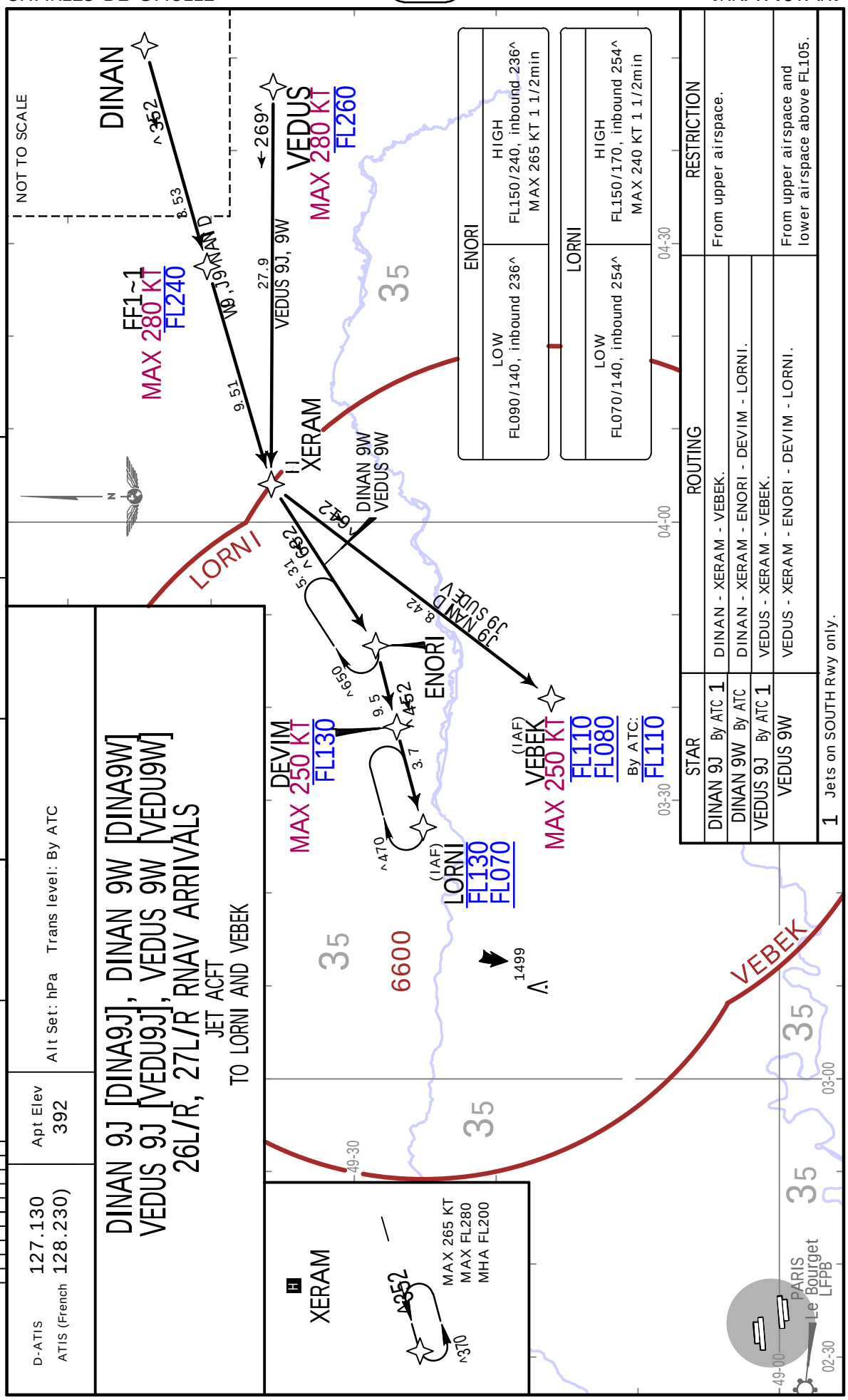
D-ATIS 127.130
ATIS (French 128.230)

CHANGES: Crossing at FF1~1 & VEDUS.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
21 JAN 22
20-2J .Eff.27.Jan.

PARIS, FRANCE
.RNAV.STAR.



CHANGES: Crossing at FF1~1 & VEDUS.

D-ATIS	127.130
ATIS (French	128.230)

Apt Elev
392

Alt Set: hPa Trans level: By ATC

BIBAX 9D [BIBA9D]
BY ATC
BIBAX 9E [BIBA9E]
RNAV ARRIVALS
(RWYS 08L/R, 09L/R)
TO MOPAR

STAR	ROUTING
BIBAX 9D	BIBAX - BIBA1 - BIBA2 - BIBA3 - BIBA4 - BIBA5 - KOLIV - MOPAR.
BIBAX 9E JET ACFT	BIBAX - KOLIV - MOPAR.

BIBAX
FL240
BIBAX 9D:
MAX 250 KT
BIBAX 9E:
MAX 280 KT

178^
153^
BIBAX 9D
12.3
BIBA1
DIEPPE
St Aubin
LFAB
BIBA2
0.7
BIBA3
0.01
BIBA4
0.01
BIBA5
0.01
092^
40.0
BIBAX 9E
50.5
170^
1 Course to holding by ATC.
EXPECT RADAR vectoring.
1
ROUEN
116.8 ROU
ROU
By ATC
350^
MOPAR
4000
ROUEN/VALLEE DE SEINE
LFOP
By ATC
273^
7.4
093^
KOLIV
MAX 250 KT
FL110
FL100
(IAF)
MOPAR
MAX 250 KT
FL100
FL080
2000
AMIENS
Glisy
LFAY
BEAUVAIS
Tillé
LFOB
PONTOISE
Cormeilles-En-Vexin
LFPT
EVREUX
Fauville
LFOE
PARIS
Le Bourget
LFPB

MOPAR	
LOW 4000T/FL070/140, inbound 093^ MAX 230 KT 1 min	HIGH 4000T/FL150/160, inbound 093^ MAX 240 KT 1 1/2min

ROUEN	
LOW 3500T/FL070/140, inbound 170^ MAX 230 KT 1 min	HIGH 3500T/FL150/190, inbound 170^ MAX 240 KT 1 1/2min

BIBAX
MAX 265 KT
MAX FL240
MHA FL150
3500T
140^
320^

CHANGES: MOCA over holdings, WP MOPAR speed limit.

LFPG/CDG
CHARLES-DE-GAULLE

D-ATIS	127.130	Apt Elev 392	Alt Set: hPa	Trans level: By ATC
ATIS (French	128.230)			

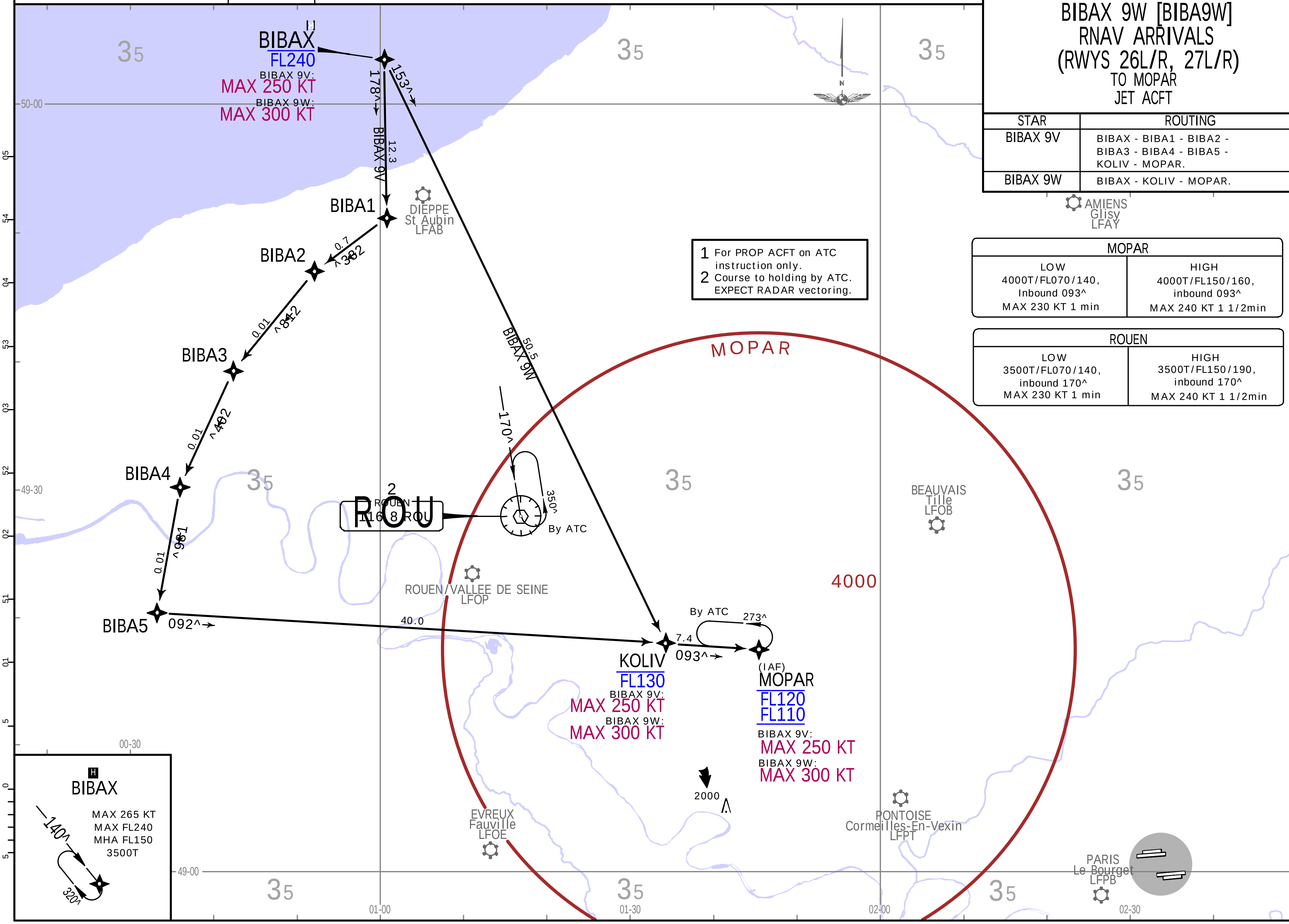
BIBAX 9V [BIBA9V] 1
BY ATC
BIBAX 9W [BIBA9W]
RNAV ARRIVALS
(RWYS 26L/R, 27L/R)
TO MOPAR
JET ACFT

STAR	ROUTING
BIBAX 9V	BIBAX - BIBA1 - BIBA2 - BIBA3 - BIBA4 - BIBA5 - KOLIV - MOPAR.
BIBAX 9W	BIBAX - KOLIV - MOPAR.

MOPAR	
LOW	HIGH
4000T/FL070/140, Inbound 093^ MAX 230 KT 1 min	4000T/FL150/160, inbound 093^ MAX 240 KT 1 1/2min

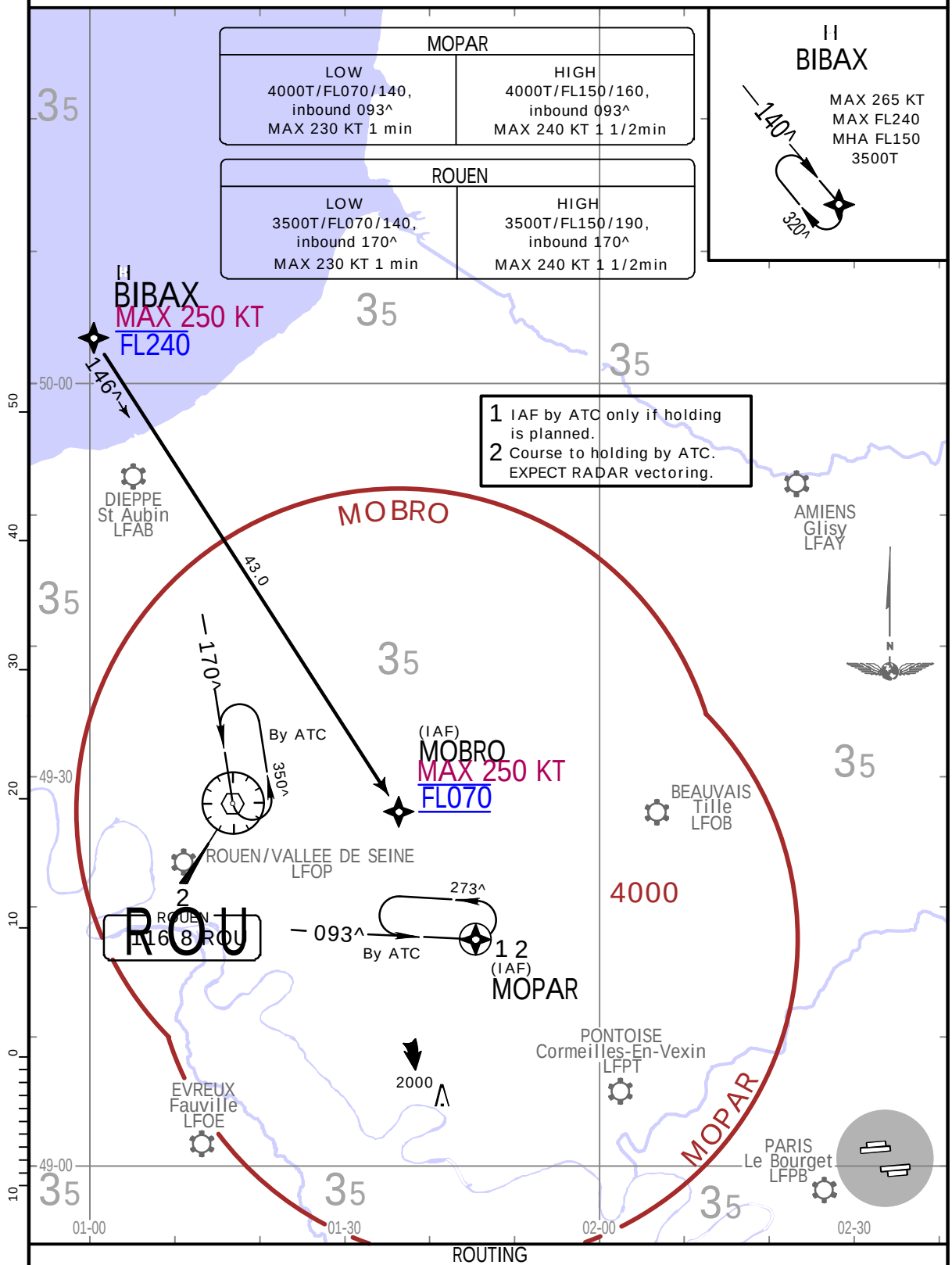
ROUEN	
LOW	HIGH
3500T/FL070/140, inbound 170^ MAX 230 KT 1 min	3500T/FL150/190, inbound 170^ MAX 240 KT 1 1/2min

1 For PROP ACFT on ATC instruction only.
2 Course to holding by ATC. EXPECT RADAR vectoring.


BIBAX
FL240
BIBAX 9V:
MAX 250 KT
BIBAX 9W:
MAX 300 KT
178^
153^
12.3
BIBAX 9V
BIBA1
DIEPPE St Aubin LFAB
BIBA2
0.7
382
BIBA3
0.01
842
BIBA4
0.01
402
BIBA5
0.01
981
092^
40.0
50.5
BIBAX 9W
170^
350^
By ATC
ROUEN 116.8 ROU
ROUEN/VALLEE DE SEINE LFOP
MOPAR
4000
KOLIV
FL130
BIBAX 9V:
MAX 250 KT
BIBAX 9W:
MAX 300 KT
7.4
093^
By ATC
273^
(IAF)
MOPAR
FL120
FL110
BIBAX 9V:
MAX 250 KT
BIBAX 9W:
MAX 300 KT
2000
AMIENS Glisy LFAY
BEAUVAIS Tille LFOB
EVREUX Fauville LFOE
PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
BIBAX
MAX 265 KT
MAX FL240
MHA FL150
3500T
140^
320^
50-00
49-30
49-00
00-30
01-00
01-30
02-00
02-30
35

D-ATIS 127.130 ATIS (French 128.230)	Apt Elev 392	Alt Set: hPa Trans level: By ATC

BIBAX 9P [BIBA9P]
RNAV ARRIVAL (RWYS 26L/R, 27L/R)
TO MOBRO AND MOPAR 1
PROP ACFT



ROUTING

BIBAX - MOBRO.

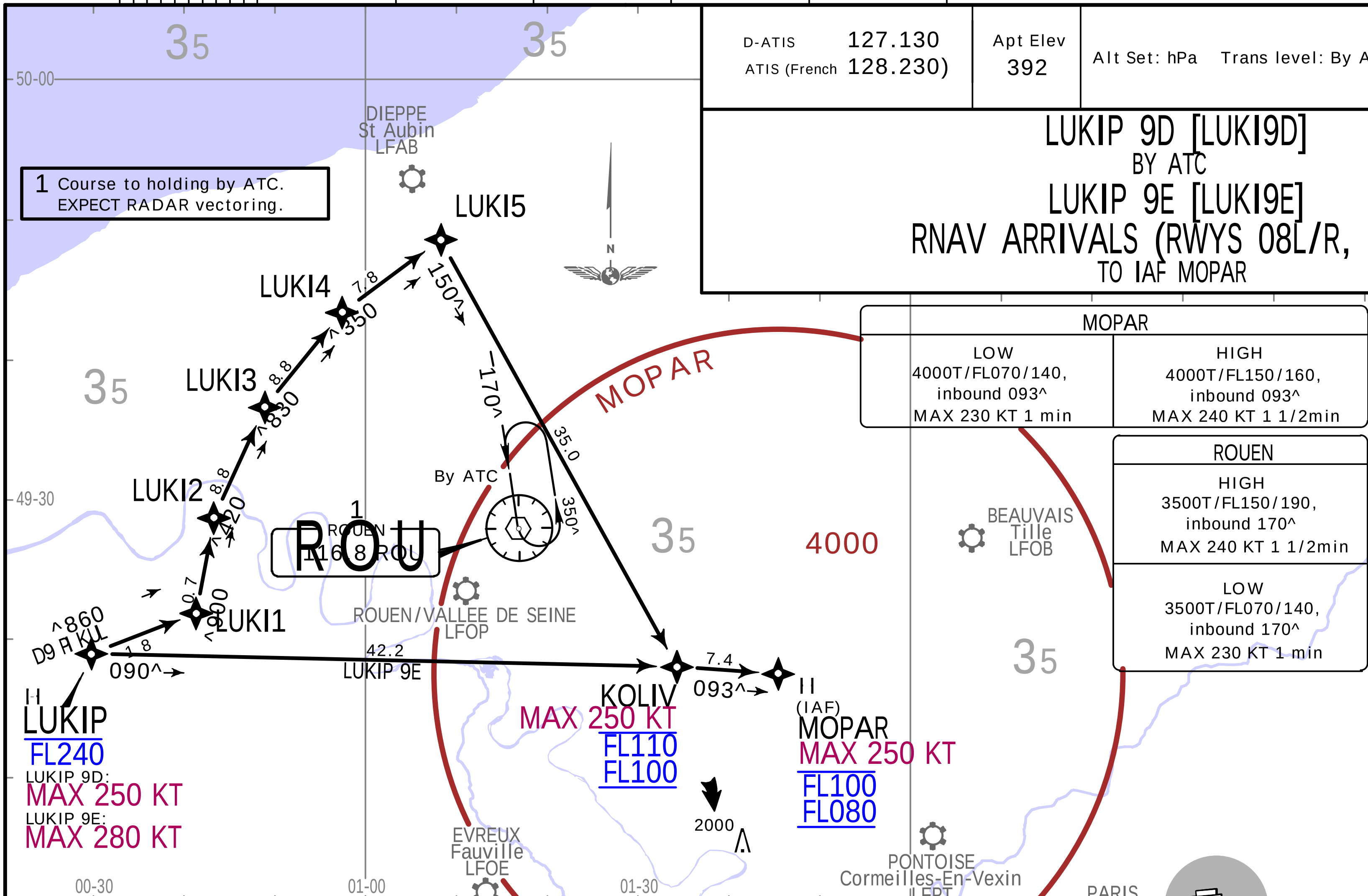
CHANGES: MOCA over holdings.

D-ATIS 127.130 ATIS (French 128.230)	Apt Elev 392	Alt Set: hPa Trans level: By ATC

LUKIP 9D [LUKI9D]
BY ATC
LUKIP 9E [LUKI9E]
RNAV ARRIVALS (RWYS 08L/R, 09L/R) TO IAF MOPAR

MOPAR	
LOW	HIGH
4000T/FL070/140, inbound 093^ MAX 230 KT 1 min	4000T/FL150/160, inbound 093^ MAX 240 KT 1 1/2min

ROUEN
HIGH 3500T/FL150/190, inbound 170^ MAX 240 KT 1 1/2min
LOW 3500T/FL070/140, inbound 170^ MAX 230 KT 1 min



LUKIP MAX 265 KT MAX FL240 MHA FL200 3500T 094^ 274^	MOPAR By ATC 093^ 273^

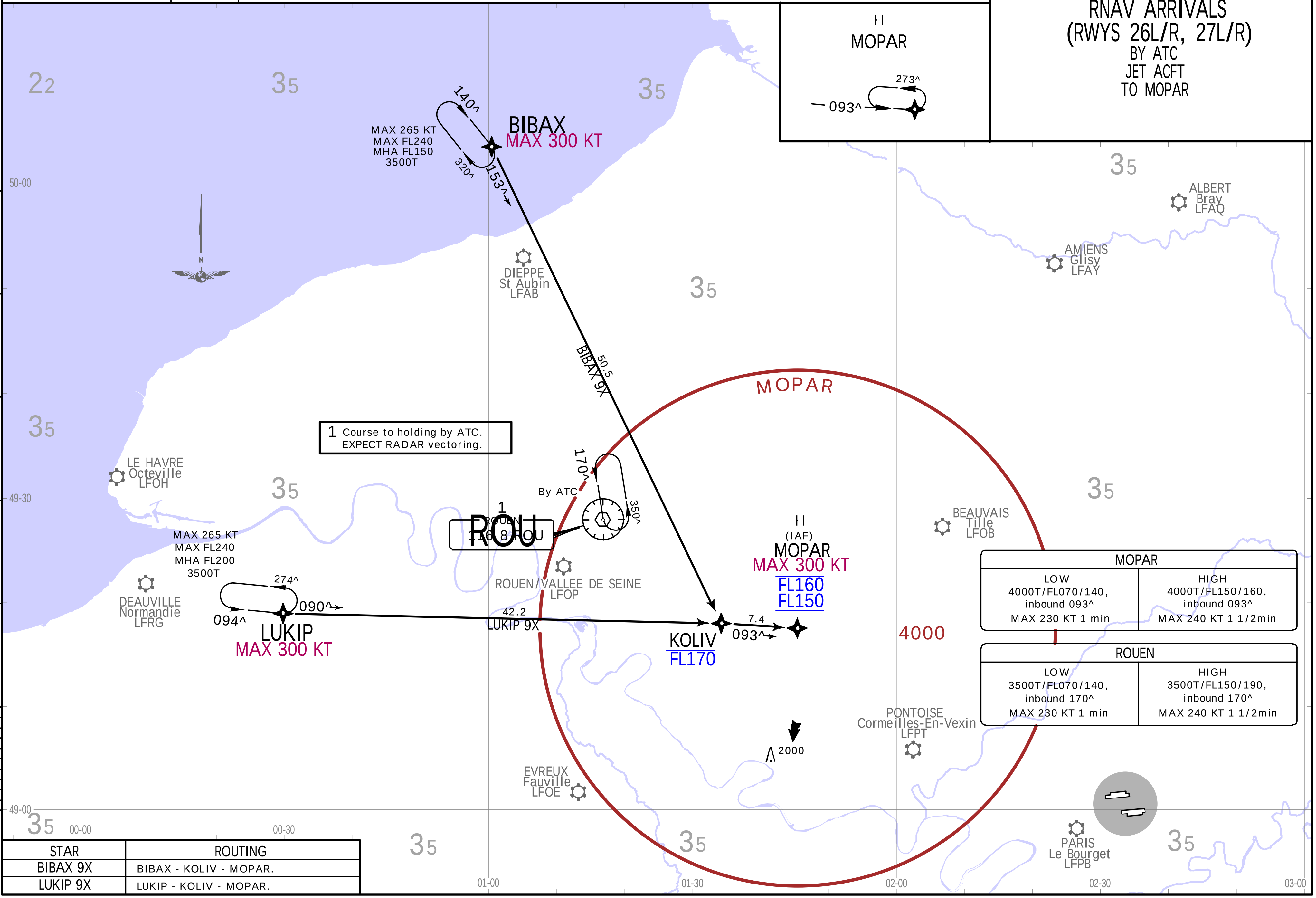
STAR	ROUTING
LUKIP 9D	LUKIP - LUKI1 - LUKI2 - LUKI3 - LUKI4 - LUKI5 - KOLIV - MOPAR.
LUKIP 9E JET ACFT	LUKIP - KOLIV - MOPAR.

CHANGES: MOCA over holdings, WP MOPAR speed limit.

D-ATIS	127.130	Apt Elev	Alt Set: hPa Trans level: By ATC
ATIS (French	128.230)	392	

1. Not to be planned in FPL.
2. Followed by MOPAR 6X initial approach procedure or, upon ATC instruction, by so-called "Night" procedures when usable.

BIBAX 9X [BIBA9X]
LUKIP 9X [LUKI9X]
RNAV ARRIVALS
(RWYS 26L/R, 27L/R)
BY ATC
JET ACFT
TO MOPAR



MOPAR	
LOW	HIGH
4000T/FL070/140, inbound 093^ MAX 230 KT 1 min	4000T/FL150/160, inbound 093^ MAX 240 KT 1 1/2min

ROUEN	
LOW	HIGH
3500T/FL070/140, inbound 170^ MAX 230 KT 1 min	3500T/FL150/190, inbound 170^ MAX 240 KT 1 1/2min

STAR	ROUTING
BIBAX 9X	BIBAX - KOLIV - MOPAR.
LUKIP 9X	LUKIP - KOLIV - MOPAR.

CHANGES: New chart (BIBAX & LUKIP 9X established).

LUKIP 9V [LUKI9V]1
BY ATC
LUKIP 9W [LUKI9W]
RNAV ARRIVALS (RWYS 26L/R, 27L/R)
TO MOPAR
JET ACFT

D-ATIS
ATIS (French 128.230)
127.130
Apt Elev 392
Alt Set: hPa Trans level: By ATC

1 For PROP ACFT on ATC instruction only.
2 Course to holding by ATC. EXPECT RADAR vectoring.

ROUEN
LOW 3500T/FL070/140, inbound 170^ MAX 230 KT 1 min
HIGH 3500T/FL150/190, inbound 170^ MAX 240 KT 1 1/2min

MOPAR
LOW 4000T/FL070/140, inbound 093^ MAX 230 KT 1 min
HIGH 4000T/FL150/160, inbound 093^ MAX 240 KT 1 1/2min

LUKIP
MAX 265 KT
MAX FL240
MHA FL200
3500T
094^
274^

MOPAR
By ATC
093^
273^

LUKI5
LUKI4
LUKI3
LUKI2
LUKI1
LUKIP
FL240
LUKIP 9V: MAX 250 KT
LUKIP 9W: MAX 300 KT

MOPAR
(IAF)
FL120
FL110
LUKIP 9V: MAX 250 KT
LUKIP 9W: MAX 300 KT

KOLIV
FL130
LUKIP 9V: MAX 250 KT
LUKIP 9W: MAX 300 KT

ROUTING

STAR	ROUTING
LUKIP 9V	LUKIP - LUKI1 - LUKI2 - LUKI3 - LUKI4 - LUKI5 - KOLIV - MOPAR.
LUKIP 9W	LUKIP - KOLIV - MOPAR.

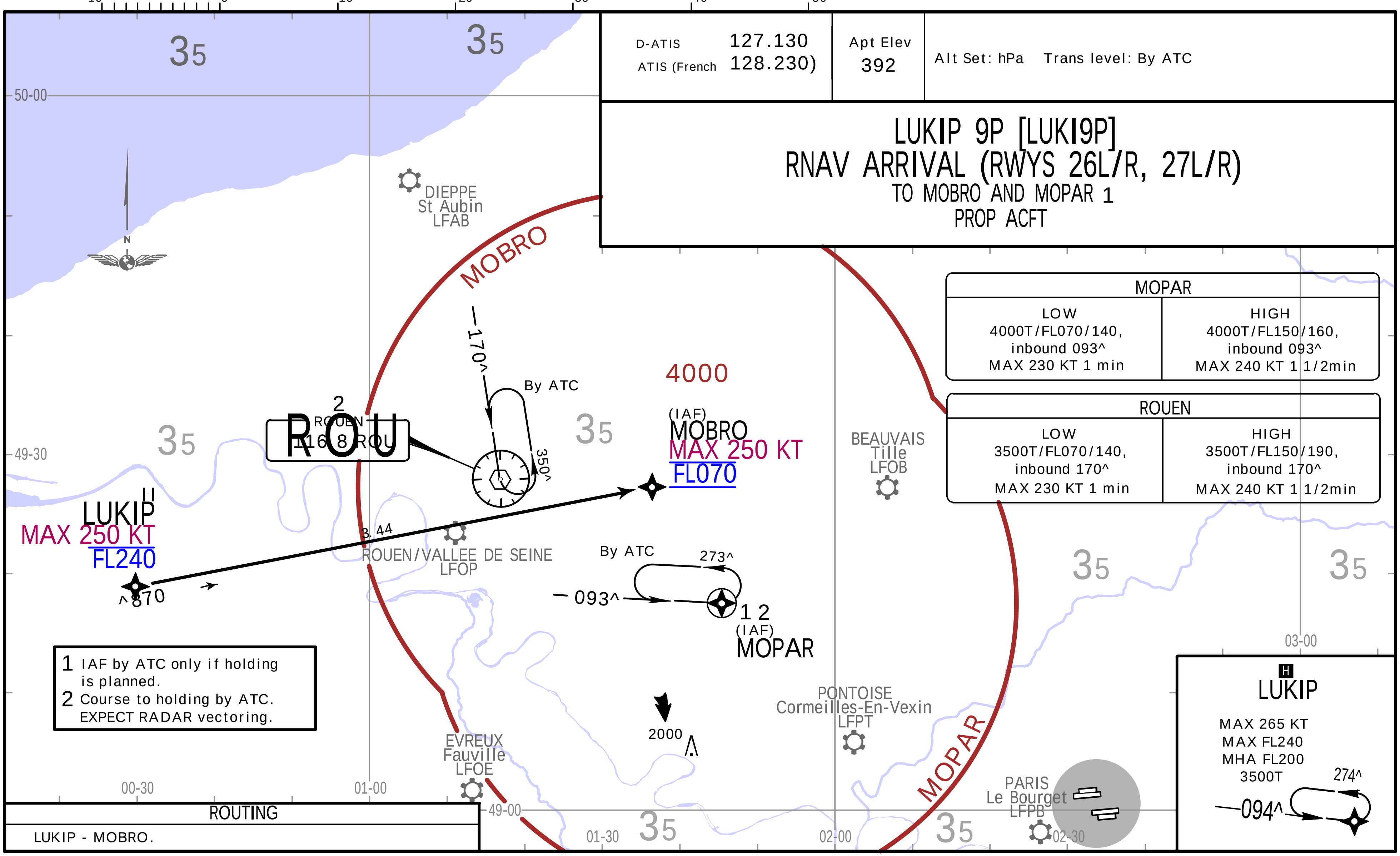
DIEPPE St Aubin LFAB
BEAUVAIS Tille LFOB
PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
ROUEN/VALLEE DE SEINE LFOP
EVREUX Fauville LFOE

D-ATIS ATIS (French	127.130 128.230)	Apt Elev 392	Alt Set: hPa Trans level: By ATC

LUKIP 9P [LUKI9P]
RNAV ARRIVAL (RWYS 26L/R, 27L/R)
TO MOBRO AND MOPAR 1
PROP ACFT

MOPAR	
LOW	HIGH
4000T/FL070/140, inbound 093^ MAX 230 KT 1 min	4000T/FL150/160, inbound 093^ MAX 240 KT 1 1/2min

ROUEN	
LOW	HIGH
3500T/FL070/140, inbound 170^ MAX 230 KT 1 min	3500T/FL150/190, inbound 170^ MAX 240 KT 1 1/2min



1 IAF by ATC only if holding is planned.
2 Course to holding by ATC. EXPECT RADAR vectoring.

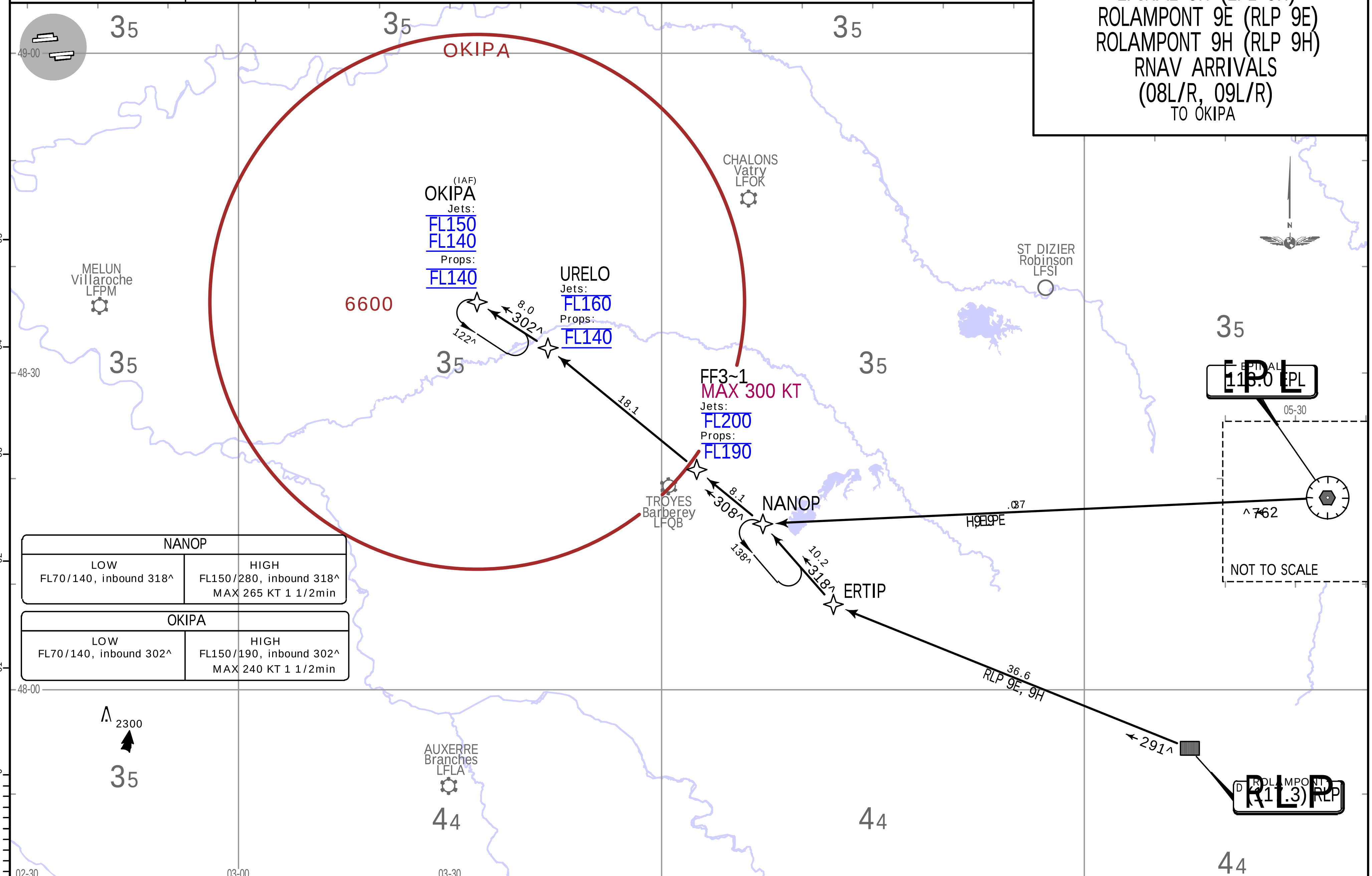
ROUTING
LUKIP - MOBRO.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 18 MAR 22 (20-2S) .Eff.24.Mar. PARIS, FRANCE .RNAV.STAR.

D-ATIS / ATIS (French	Apt Elev	
127.130 / 128.230)	392	Alt Set: hPa Trans level: By ATC

EPINAL 9E (EPL 9E)
EPINAL 9H (EPL 9H)
ROLAMPONT 9E (RLP 9E)
ROLAMPONT 9H (RLP 9H)
RNAV ARRIVALS (08L/R, 09L/R) TO OKIPA



NANOP	
LOW	HIGH
FL70/140, inbound 318^	FL150/280, inbound 318^ MAX 265 KT 1 1/2min

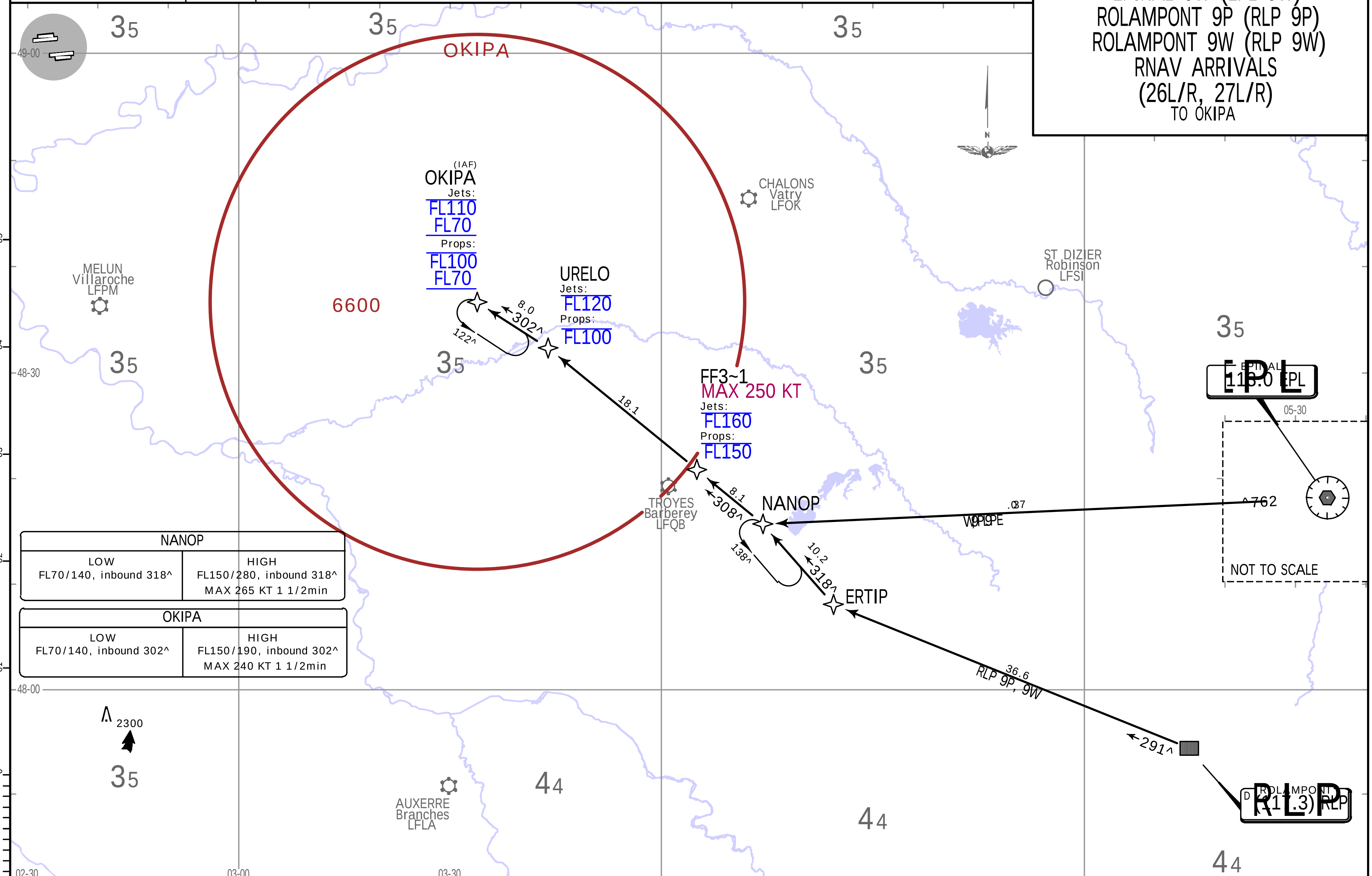
OKIPA	
LOW	HIGH
FL70/140, inbound 302^	FL150/190, inbound 302^ MAX 240 KT 1 1/2min

STAR		ROUTING	RESTRICTION
EPL 9E	JET ACFT	EPL - NANOP - URELO - OKIPA.	From upper airspace.
EPL 9H	PROP ACFT		
RLP 9E	JET ACFT	RLP - ERTIP - NANOP - URELO - OKIPA.	From lower airspace.
RLP 9H	PROP ACFT		

CHANGES: RLP VORDME changed to DME.

D-ATIS	127.130	Apt Elev	Alt Set: hPa	Trans level: By ATC
ATIS (French	128.230)	392		

EPINAL 9P (EPL 9P)
EPINAL 9W (EPL 9W)
ROLAMPONT 9P (RLP 9P)
ROLAMPONT 9W (RLP 9W)
RNAV ARRIVALS
(26L/R, 27L/R)
TO OKIPA



NANOP LOW	NANOP HIGH
FL70/140, inbound 318^	FL150/280, inbound 318^ MAX 265 KT 1 1/2min

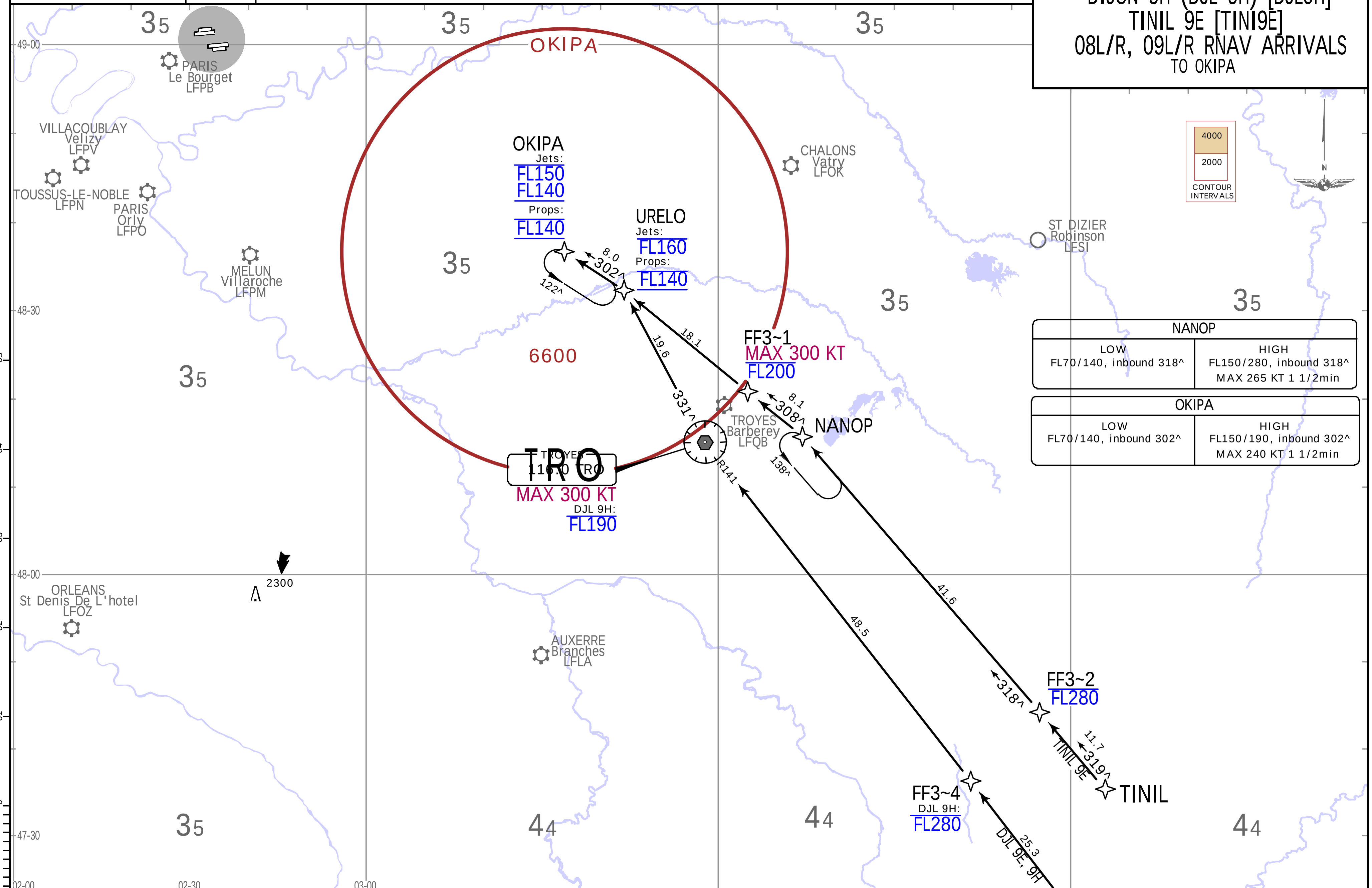
OKIPA LOW	OKIPA HIGH
FL70/140, inbound 302^	FL150/190, inbound 302^ MAX 240 KT 1 1/2min

STAR		ROUTING	RESTRICTION
EPL 9P	PROP ACFT	EPL - NANOP - URELO - OKIPA.	From upper airspace.
EPL 9W	JET ACFT		
RLP 9P	PROP ACFT	RLP - ERTIP - NANOP - URELO - OKIPA.	From lower airspace.
RLP 9W	JET ACFT		

CHANGES: RLP VORDME changed to DME.

DIJON 9E (DJL 9E) [DJL9E]
DIJON 9H (DJL 9H) [DJL9H]
TINIL 9E [TINI9E]
08L/R, 09L/R RNAV ARRIVALS
TO OKIPA

D-ATIS 127.130 ATIS (French 128.230)	Apt Elev 392	Alt Set: hPa	Trans level: By ATC



NANOP	
LOW	HIGH
FL70/140, inbound 318^	FL150/280, inbound 318^ MAX 265 KT 1 1/2min

OKIPA	
LOW	HIGH
FL70/140, inbound 302^	FL150/190, inbound 302^ MAX 240 KT 1 1/2min

STAR		ROUTING	RESTRICTION
DJL 9E	JET ACFT	DJL - TRO - URELO - OKIPA.	From lower airspace.
DJL 9H	PROP ACFT		
TINIL 9E	JET ACFT	TINIL - NANOP - URELO - OKIPA.	From upper airspace.

CHANGES: RNAV STARs renumbered; tracks updated.

D-ATIS 127.130
ATIS (French 128.230)

Apt Elev 392

Alt Set: hPa Trans level: By ATC

DIJON 9P (DJL 9P) [DJL9P]
DIJON 9W (DJL 9W) [DJL9W]
TINIL 9W [TINI9W]
26L/R, 27L/R RNAV ARRIVALS
TO OKIPA

OKIPA
(IAF)
Jets:
FL110
FL70
Props:
FL100
FL70

URELO
Jets:
FL120
Props:
FL100

FF3~1
MAX 250 KT
FL160

TRO
TROYES
116.70 TRO
MAX 250 KT
DJL 9P:
FL150
DJL 9W:
FL160

NANOP

FF3~2
MAX 280 KT
FL280

TINIL

FF3~4
DJL 9P:
FL280

6600

8.0 302^ 122^
18.1 19.6 331^
8.1 308^ 138^
R141
41.6 318^
11.7 319^ TINIL 9W
48.5
25.3 DJL 9P, 9W 321^

NANOP	
LOW FL70/140, inbound 318^	HIGH FL150/280, inbound 318^ MAX 265 KT 1 1/2min

OKIPA	
LOW FL70/140, inbound 302^	HIGH FL150/190, inbound 302^ MAX 240 KT 1 1/2min

CONTOUR INTERVALS 4000 2000

PARIS Le Bourget LFPB
VILLACOUBLAY Velizy LFPV
TOUSSUS-LE-NOBLE LFPN
PARIS Orly LFPO
MELUN Villaroche LFPM
CHALONS Vatry LFOK
ST DIZIER Robinson LFST
TROYES Barberey LFQB
ORLEANS St Denis De L'hotel LFOZ
AUXERRE Branches LFLA
DIJON Longvic LFSD
DIJON 111.45 DJL

2300

STAR	ROUTING	RESTRICTION
DJL 9P PROP ACFT	DJL - TRO - URELO - OKIPA.	
DJL 9W JET ACFT		From lower airspace.
TINIL 9W JET ACFT	TINIL - NANOP - URELO - OKIPA.	From upper airspace.

CHANGES: RNAV STARs renumbered; tracks updated.

JEPPESEN PARIS, FRANCE
17 MAR 23 (20-2T3) .Eff.23.Mar. .RNAV.STAR.

D-ATIS	127.130	Apt Elev
ATIS (French	128.230)	392

Alt Set: hPa Trans level: By ATC

1. Not to be planned in FPL.
2. Followed by OKIPA 6X-6R initial approach procedure or, upon ATC instruction, by so-called "Night" procedures when usable.

TINIL 9X [TINI9X]
RNAV ARRIVAL
(RWYS 08L/R, 09L/R)
BY ATC
TO OKIPA
JET ACFT

OKIPA

(IAF)
OKIPA
MAX 300 KT
FL190
FL180

122^
302^
8.0
6600

URELO
FL200

26.2

NANOP
MAX 300 KT

308^
138^
10.2
318^

ERTIP

43.1

319^

TINIL
FL340

NANOP	
LOW 3500T/FL070/140, inbound 318^ MAX 230 KT 1 min	HIGH 3500T/FL150/280, inbound 318^ MAX 265 KT 1 1/2min

OKIPA	
LOW 2700T/FL070/140, inbound 302^ MAX 230 KT 1min	HIGH 2700T/FL150/190, inbound 302^ MAX 240 KT 1 1/2min

2300

PARIS
Le Bourget
LFPB

VILLACOUBLAY
Velizy
LFPV

PARIS
Orly
LFPO

MELUN
Villaroche
LFPM

CHALONS
Vatry
LFOK

ST DIZIER
Robinson
LFSI

TROYES
Barberey
LFQB

ORLEANS
St Denis De L'hotel
LFOZ

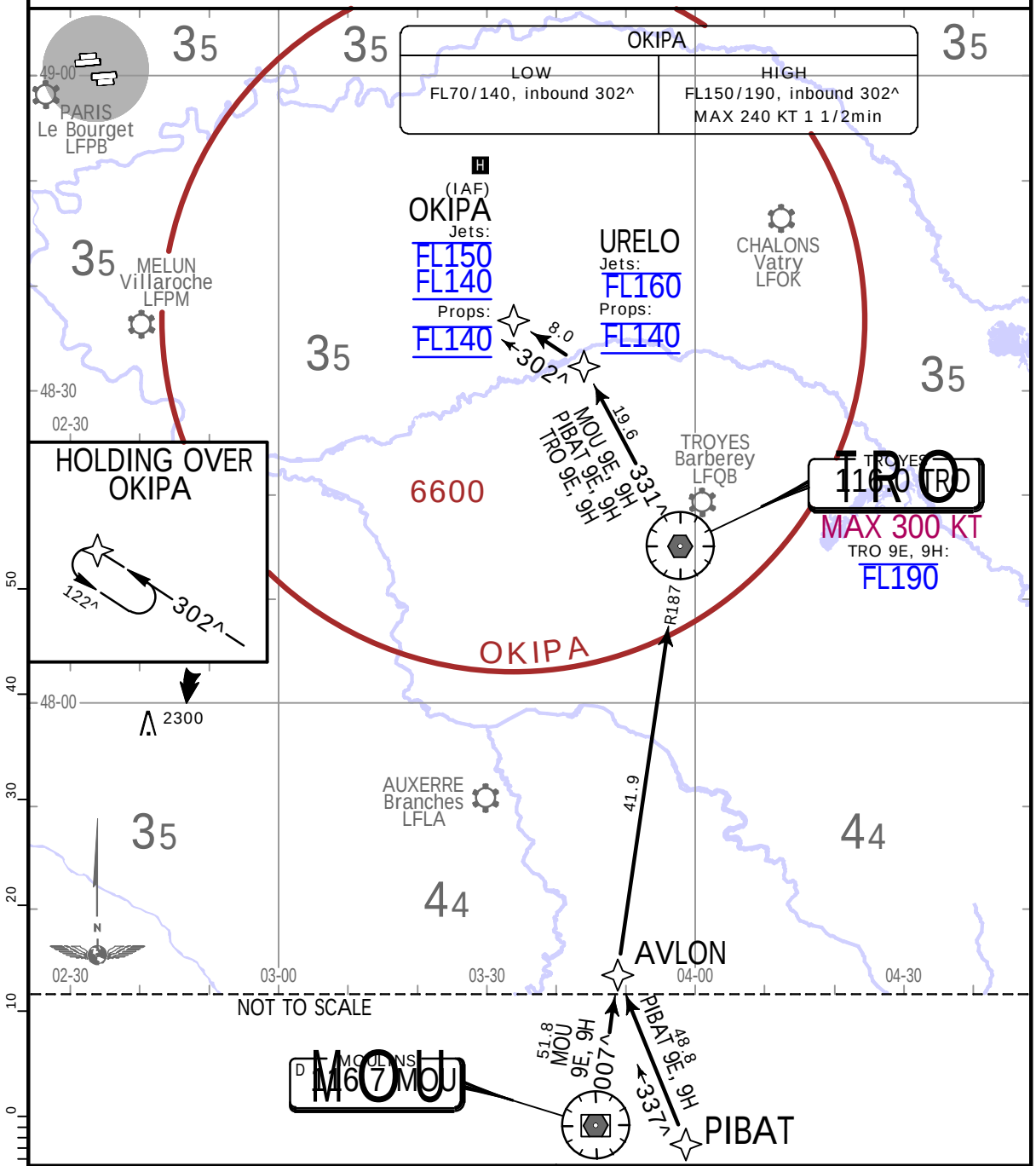
AUXERRE
Branches
LFLA

ROUTING	RESTRICTION
TINIL - ERTIP - NANOP - URELO - OKIPA.	From upper airspace.

CHANGES: New chart (TINIL 9X established).

D-ATIS 127.130 ATIS (French 128.230)	Apt Elev 392	Alt Set: hPa Trans level: By ATC

MOULINS 9E (MOU 9E) [MOU9E], MOULINS 9H (MOU 9H) [MOU9H]
PIBAT 9E [PIBA9E], PIBAT 9H [PIBA9H]
TROYES 9E (TRO 9E) [TRO9E], TROYES 9H (TRO 9H) [TRO9H]
RWYS 08L/R, 09L/R RNAV ARRIVALS
TO OKIPA

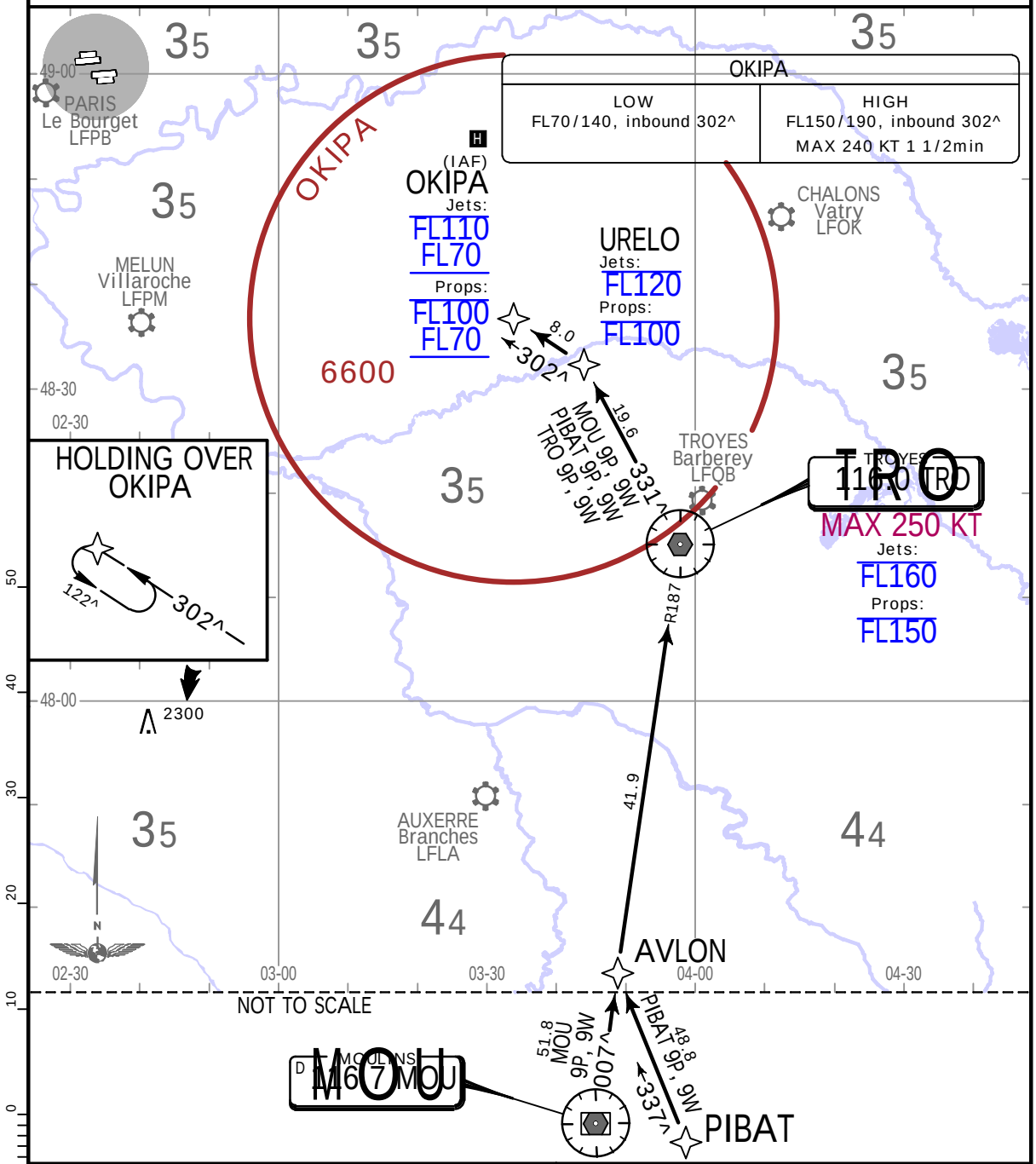


STAR	ROUTING	RESTRICTION
MOU 9E JET ACFT MOU 9H PROP ACFT	MOU - TRO - URELO - OKIPA.	From lower airspace.
PIBAT 9E JET ACFT PIBAT 9H PROP ACFT	PIBAT - AVLON - TRO - URELO - OKIPA.	
TRO 9E JET ACFT TRO 9H PROP ACFT	TRO - URELO - OKIPA.	Only usable coming direct from night routes: AWY LF5402, LF5424, LF5399, LF5454.

CHANGES: RNAV STARs renumbered; tracks updated.

D-ATIS 127.130 ATIS (French 128.230)	Apt Elev 392	Alt Set: hPa Trans level: By ATC

MOULINS 9P (MOU 9P) [MOU9P], MOULINS 9W (MOU 9W) [MOU9W]
PIBAT 9P [PIBA9P], PIBAT 9W [PIBA9W]
TROYES 9P (TRO 9P) [TRO9P], TROYES 9W (TRO 9W) [TRO9W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
TO OKIPA



STAR	ROUTING	RESTRICTION
MOU 9P PROP ACFT MOU 9W JET ACFT	MOU - TRO - URELO - OKIPA.	From lower airspace.
PIBAT 9P PROP ACFT PIBAT 9W JET ACFT	PIBAT - AVLON - TRO - URELO - OKIPA.	
TRO 9P PROP ACFT TRO 9W JET ACFT	TRO - URELO - OKIPA.	Only usable coming direct from night routes: AWY LF5402, LF5424, LF5399, LF5454.

CHANGES: RNAV STARs renumbered; tracks updated.

CONVENTIONAL HOLDING INFORMATION

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

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

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

NORTH sector

REIMS
FL90/110, inbound 237^
RIGHT turn

ROUEN
FL70/110, inbound 170^
LEFT turn

SOUTH sector

BANOX
FL70/110, inbound 062^
115.65 EPR R242 D7.0/13.0
RIGHT turn

OKIPA
FL70/110, inbound 302^
112.9 CLM R122 D26.0/31.0
LEFT turn

ROMGO
FL70/110, inbound 034^
115.2 CHW R214 D10.0/16.0
RIGHT turn

DEPARTURE INSTRUCTIONS

1. SID

1.1. GENERAL

All sectors of Paris TMA are provided with RNAV SIDs.
Initial departures are also published for conventional navigation.
These departures are only available to RNAV 1 exempted ACFT.

1.2. OPERATING PROCEDURES

RNAV SIDs from all runways are usable in RNAV 1 based on GNSS and/or DME/DME sensors.

RNAV 1 exempted flights :
Upon requesting start up clearance on PREFLIGHT frequency, the pilot of an aircraft being subject to exemption must report,
"Impossible RNAV 1" if the flight is non RNAV, or
"RNAV 5 but impossible RNAV 1", if the flight is RNAV 5 capable.
The flight will be given a conventional initial departure, followed by RADAR guidance until able to resume own navigation to the point joining ENR.

RNAV 1 flights with RFL below FL115 :
The pilot must report his RFL upon requesting start up clearance on PREFLIGHT frequency.
The flight will be given an initial departure followed by RADAR guidance until able to resume own navigation to the point joining ENR.

2. DEPARTURES (DIRECT PLAN)

2.1. GENERAL

Specify FPL item 15:
- to NORTH sector: DCT EGOZE then DCT first point joining the en-route network.
- to EAST sector: DCT NIPOR or DCT ALIMO.
- to WEST sector: DCT EVX or DCT LGL.
- to SOUTH sector: DCT OLZOM, DCT MONOT or DCT DORDI.

2.2. RNAV 1 exempted departures

The pilot may expect an initial conventional departure depending on the runway and the sector used for take-off.
Then the pilot may expect :
a) For non RNAV flights (all RFL):
- NORTH sector: RADAR guidance to EGOZE;
- EAST sector: RADAR guidance to CTL R259 to CTL, then CTL R093 to NIPOR or RADAR guidance to CLM R101 to ALIMO;
- WEST sector: RADAR guidance to EVX or LGL;
- SOUTH sector: RADAR guidance to OLZOM, MONOT, DORDI.

b) For RNAV 5 equipped flights (RFL above FL115) :
- NORTH sector: RADAR guidance to OPALE - ATREX - NURMO;
- EAST sector: RADAR guidance to RANUX - DIKOL - LANVI - BAXIR - BUBLI;
- WEST sector: RADAR guidance to EVX - LGL;
- SOUTH sector: RADAR guidance to AGOPA - ERIXU - LATRA - OKASI - PILUL - OLZOM - MONOT - DORDI.

2.3. RNAV 1 departures with RFL below FL115 :

After an initial departure on RNAV 1 SID depending on the runway and the sector used for take-off, the pilot may expect :
- NORTH sector: RADAR guidance to EGOZE;
- EAST sector: RADAR guidance to CTL R259 to CTL, then CTL R093 to NIPOR or RADAR guidance to CLM R101 to ALIMO;
- WEST sector: RADAR guidance to EVX or LGL;
- SOUTH sector: RADAR guidance to OLZOM, MONOT, DORDI.

Pilot attention is drawn to the fact that they may fly through class E airspace with VFR traffic unknown to ATC.

FURTHER INSTRUCTIONS ON PAGE 20-3A

DEPARTURE INSTRUCTIONS CONTD

2.4. RNAV 1 PROP aircraft destination UIR indicate FPL item 15:

- after OLZOM: DCT AGOPA or DCT ERIXU.
- after MONOT: DCT LATRA, DCT OKASI or DCT PILUL.

3. SID DESIGNATION

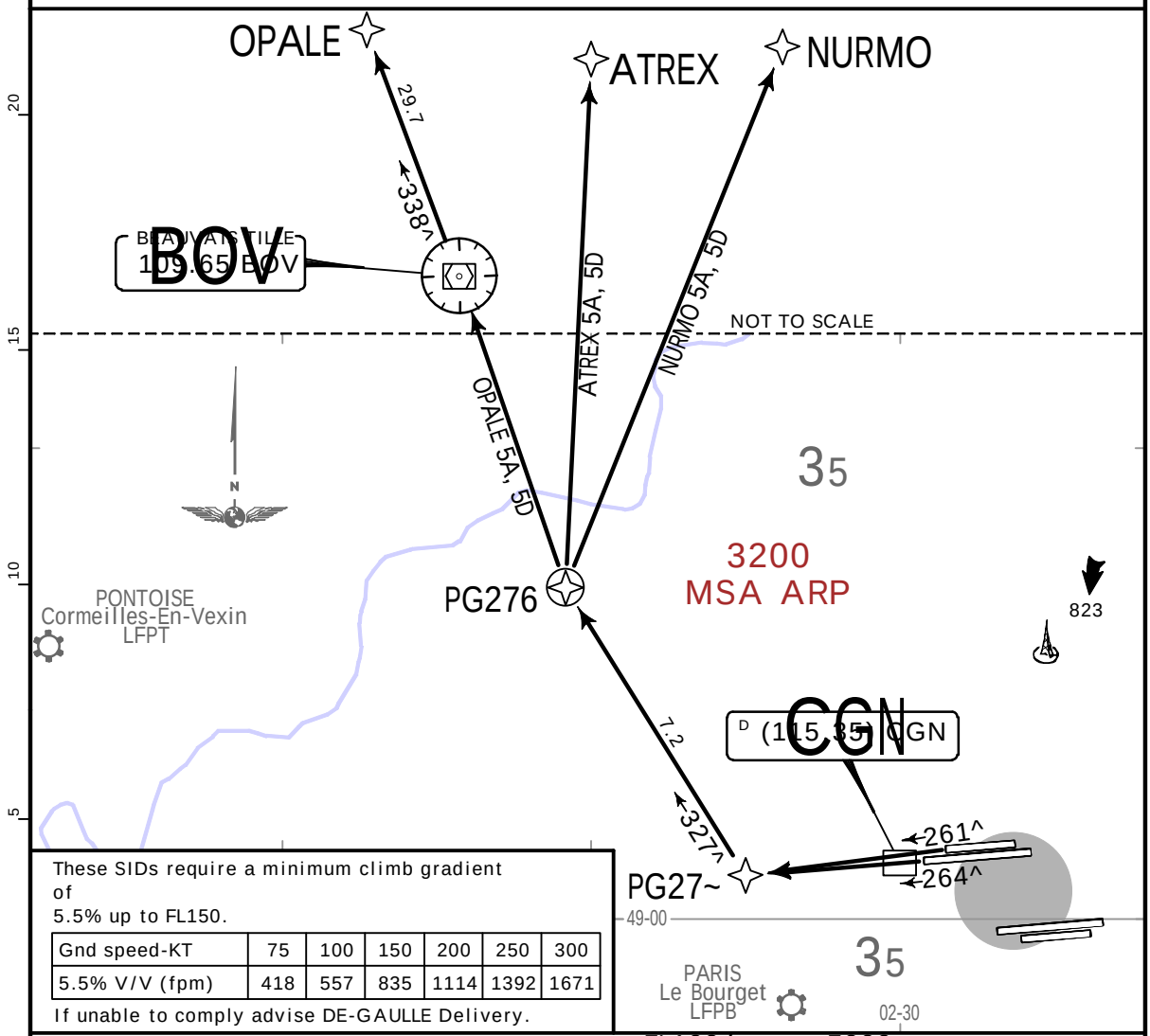
Letter A, B & Z assigned when westerly take-offs/landings (same direction) in use at Orly.
Letter D, E & Z assigned when easterly take-offs/landings (reverse direction) in use at Orly.
Letter G & H assigned when easterly take-offs/landings (same direction) in use at Orly.
Letter K & L assigned when westerly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

DE GAULLE Departure 124.355	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 27R: No turn before DER.

ATREX 5A [ATRE5A], ATREX 5D [ATRE5D]
NURMO 5A [NURM5A], NURMO 5D [NURM5D]
OPALE 5A [OPAL5A], OPALE 5D [OPAL5D]
RNAV DEPARTURES (RWYS 27L/R)

JETS & PROPS ABOVE FL115

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance JET: FL100/ PROP: 5000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D6.1 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG27~, then to PG276.
27R	Climb on 261^ track to PG27~, then to PG276.

SID	ROUTING
1 ATREX 5A, ATREX 5D	PG276 - ATREX.
2 NURMO 5A, NURMO 5D	PG276 - NURMO.
3 OPALE 5A, OPALE 5D	PG276 - BOV - OPALE.

For flights to destinations specified via airways 1 UT-225, 2 UN-874, 3 UT-421.

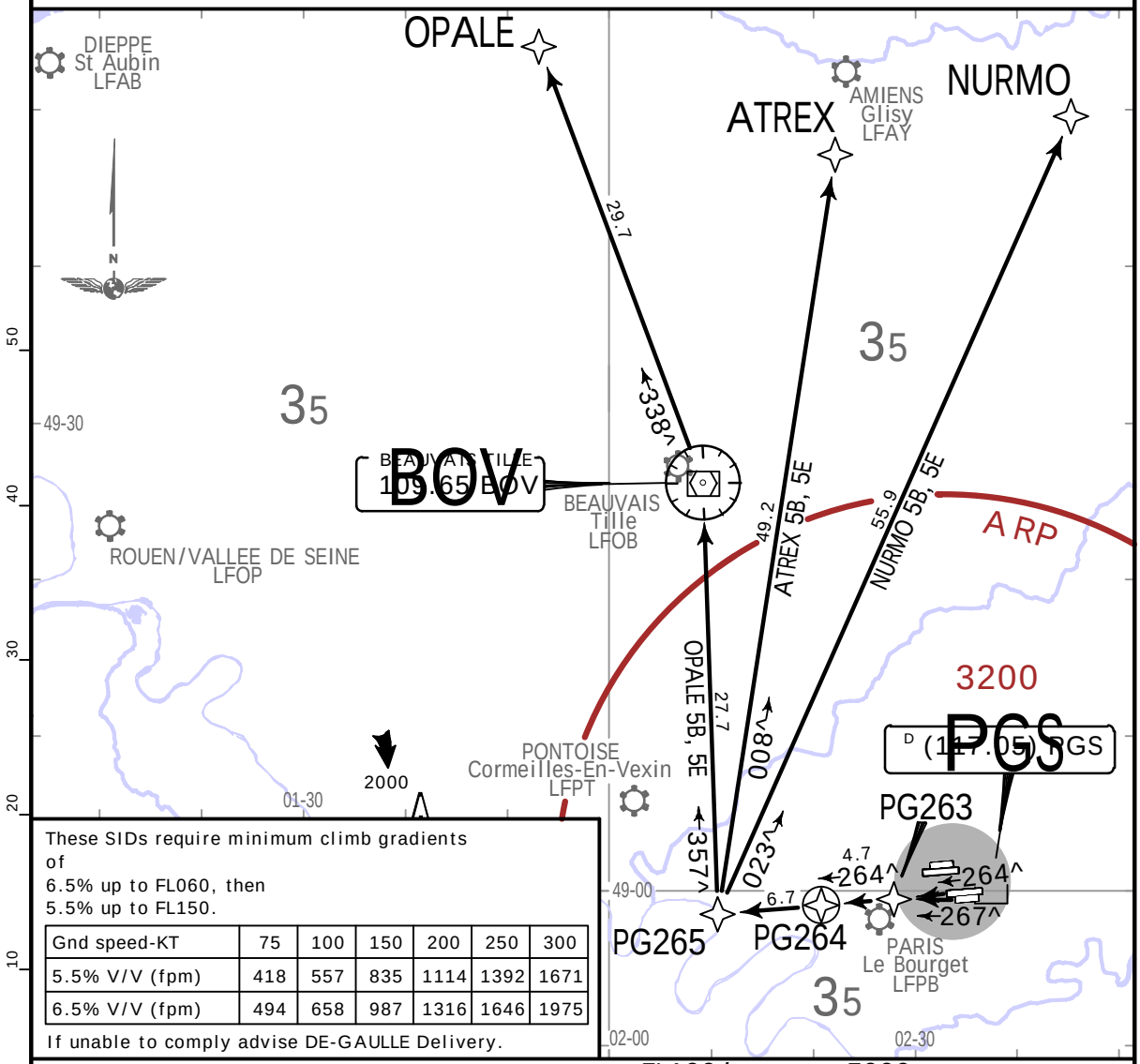
CHANGES: Chart reindexed.

DE GAULLE Departure 124.355	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 26L: No turn before DER.

ATREX 5B [ATRE5B], ATREX 5E [ATRE5E]
NURMO 5B [NURM5B], NURMO 5E [NURM5E]
OPALE 5B [OPAL5B], OPALE 5E [OPAL5E]
RNAV DEPARTURES (RWYS 26L/R)

JETS & PROPS ABOVE FL115

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance JET: FL100/ PROP: 5000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	Climb on 267^ track to PG263, then to PG264.
26R	Climb on 264^ track to PG263, then to PG264.

SID	ROUTING
1 ATREX 5B, ATREX 5E	PG264 - PG265 - ATREX.
2 NURMO 5B, NURMO 5E	PG264 - PG265 - NURMO.
3 OPALE 5B, OPALE 5E	PG264 - PG265 - BOV - OPALE.

For flights to destinations specified via airways 1 UT-225, 2 UN-874, 3 UT-421.

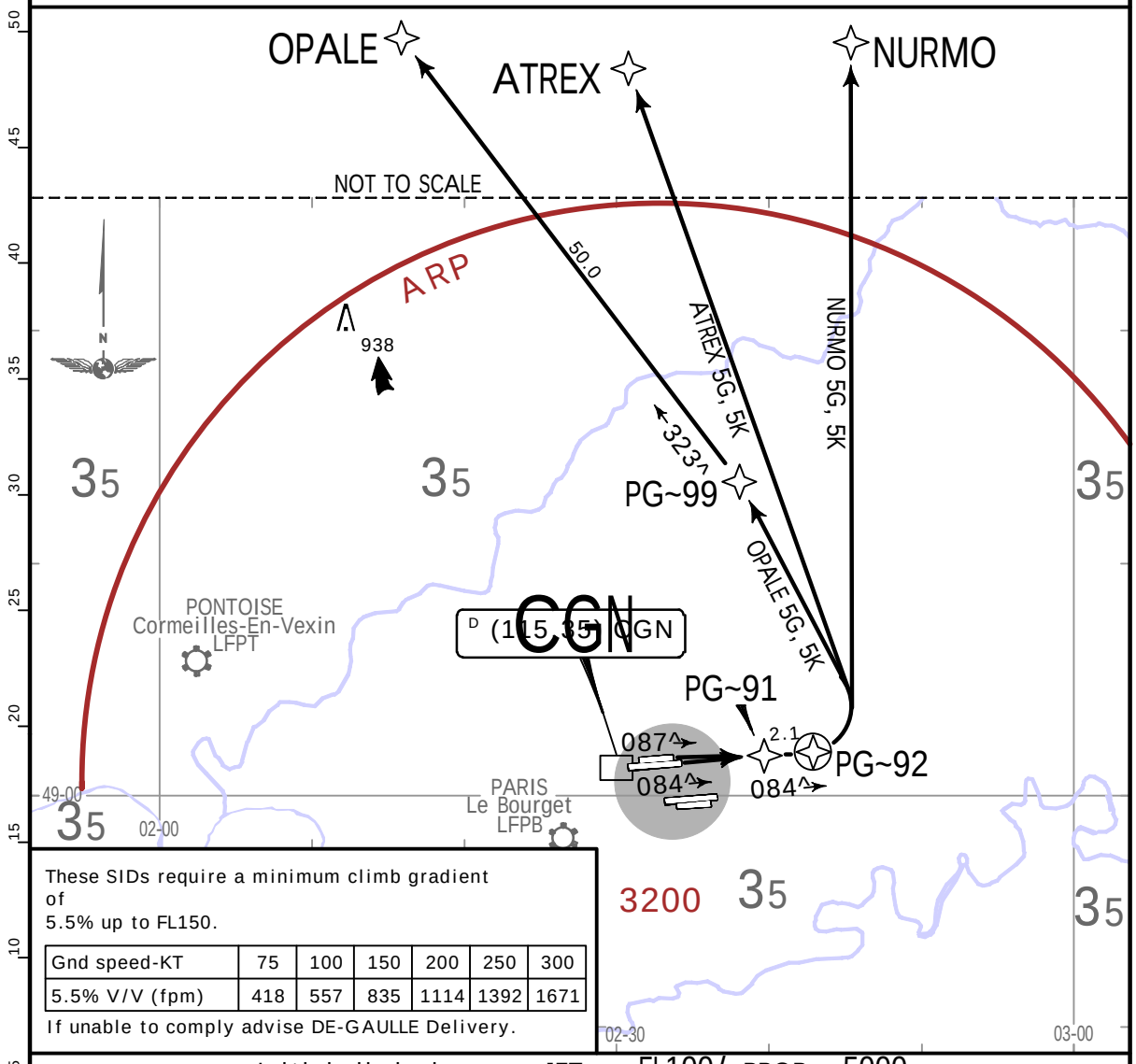
CHANGES: PGS VORDME downgraded to DME.

DE GAULLE Departure	Apt Elev	
124.355	392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 09L: No turn before DER.

ATREX 5G [ATRE5G], ATREX 5K [ATRE5K]
NURMO 5G [NURM5G], NURMO 5K [NURM5K]
OPALE 5G [OPAL5G], OPALE 5K [OPAL5K]
RNAV DEPARTURES (RWYS 09L/R)

JETS & PROPS ABOVE FL115

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance JET: FL100/ PROP: 5000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D8.2 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
09L	Climb on 087^ track to PG~91, then to PG~92.
09R	Climb on 084^ track to PG~91, then to PG~92.

SID	ROUTING
1 ATREX 5G, ATREX 5K	PG~92 - ATREX.
2 NURMO 5G, NURMO 5K	PG~92 - NURMO.
3 OPALE 5G, OPALE 5K	PG~92 - PG~99 - OPALE.

For flights to destinations specified via airways 1 UT-225, 2 UN-874, 3 UT-421.

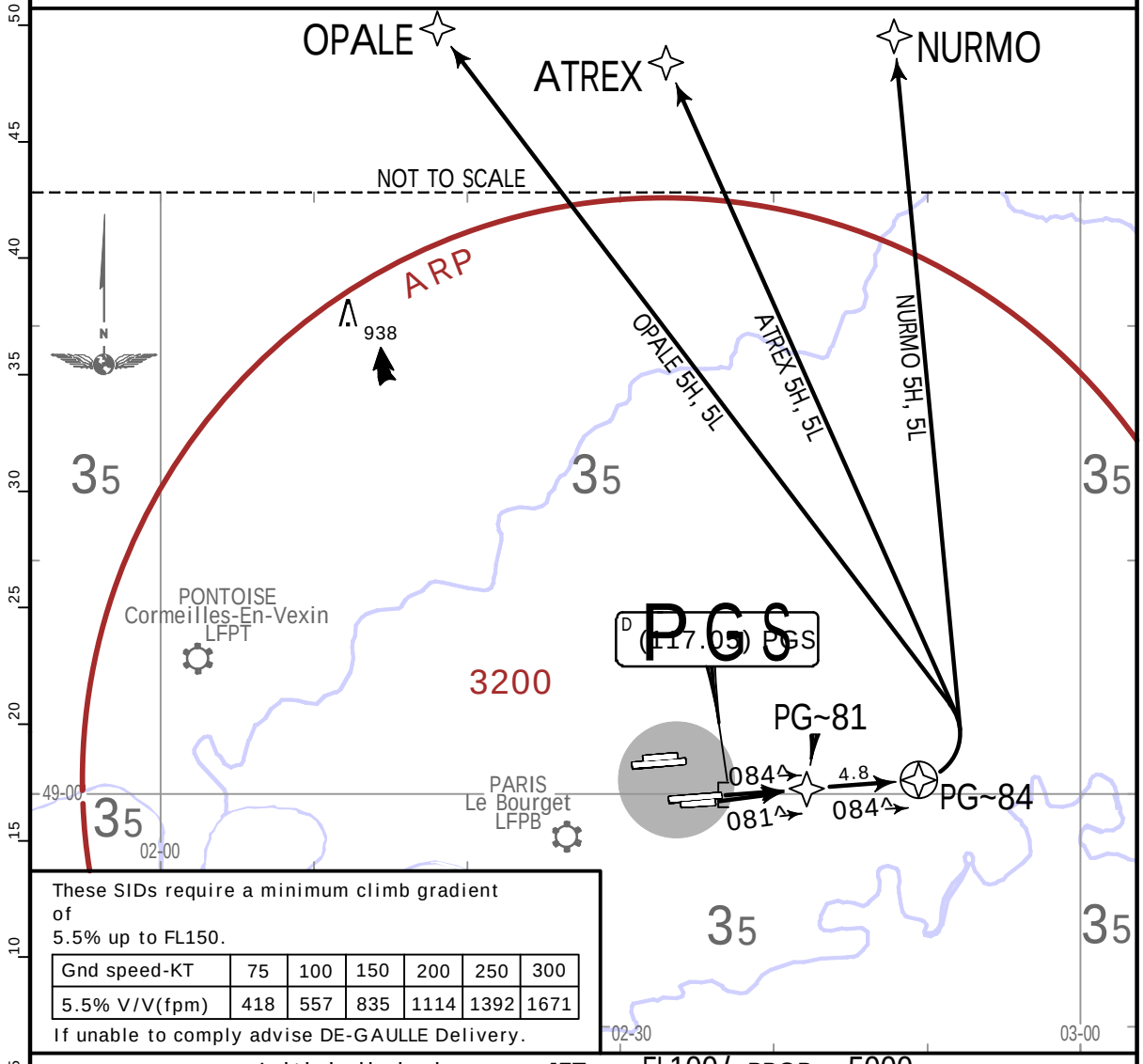
CHANGES: None.

DE GAULLE Departure 124.355	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 08R: No turn before DER.

ATREX 5H [ATRE5H], ATREX 5L [ATRE5L]
NURMO 5H [NURM5H], NURMO 5L [NURM5L]
OPALE 5H [OPAL5H], OPALE 5L [OPAL5L]
RNAV DEPARTURES (RWYS 08L/R)

JETS & PROPS ABOVE FL115

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance JET: FL100/ PROP: 5000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D4.6 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
08L	Climb on 084^ track to PG~81, then to PG~84.
08R	Climb on 081^ track to PG~81, then to PG~84.

SID	ROUTING
1 ATREX 5H, ATREX 5L	PG~84 - ATREX.
2 NURMO 5H, NURMO 5L	PG~84 - NURMO.
3 OPALE 5H, OPALE 5L	PG~84 - OPALE.

For flights to destinations specified via airways 1 UT-225, 2 UN-874, 3 UT-421.

CHANGES: PGS VORDME downgraded to DME.

CHANGES: None.

DE GAULLE Departure	Apt Elev	Trans alt: 5000
124.355	392	1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 27R: No turn before DER.

DIKOL 5A [DIKO5A], DIKOL 5D [DIKO5D]
JETS & PROPS BETWEEN FL115 & FL195
RANUX 5A [RANU5A], RANUX 5D [RANU5D]
JETS & PROPS ABOVE FL195
RNAV DEPARTURES (RWYS 27L/R)

SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.

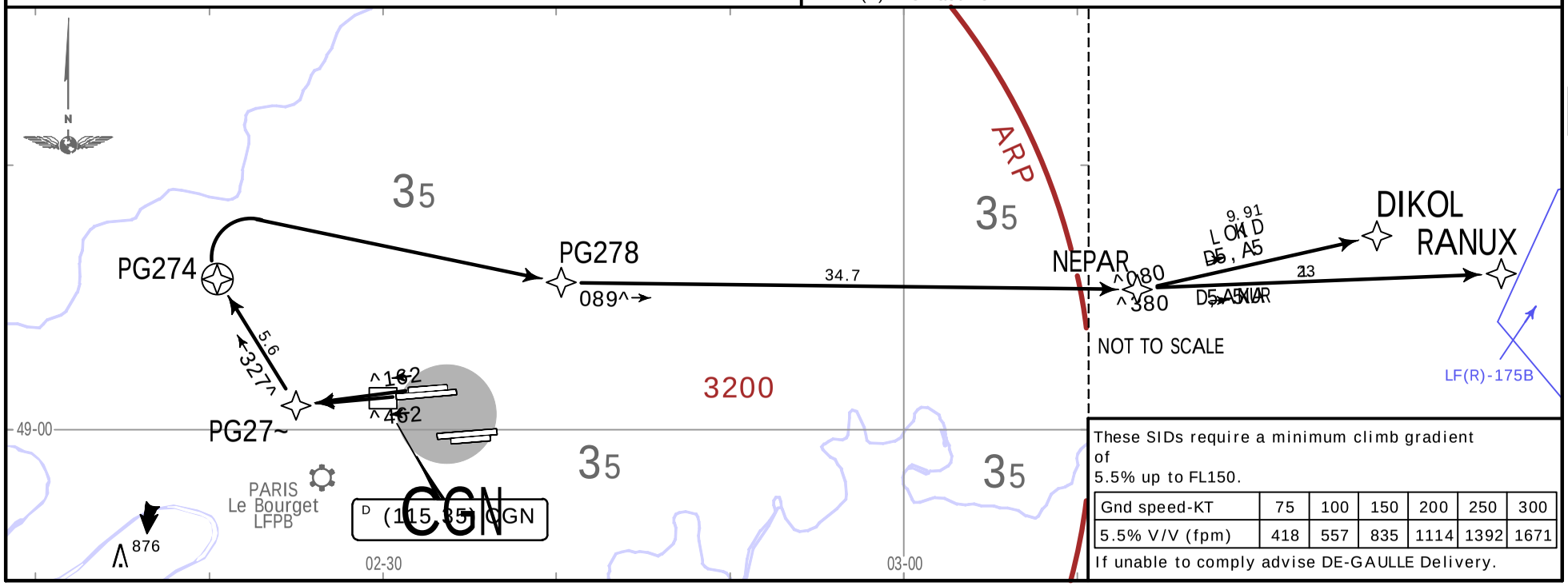
Initial climb clearance JET: FL100/ PROP: 5000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D6.1 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG27~, then to PG274.
27R	Climb on 261^ track to PG27~, then to PG274.

SID	ROUTING
1 DIKOL 5A, DIKOL 5D	PG274 - PG278 - NEPAR - DIKOL.
2 3 RANUX 5A, RANUX 5D	PG274 - PG278 - NEPAR - RANUX.

For flights to destinations specified via airways 1 J-10, 2 UN-858.
3 File DIKOL SID (even with RFL above FL195 after DIKOL and SUIPE) when LF(R)-175B active.



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

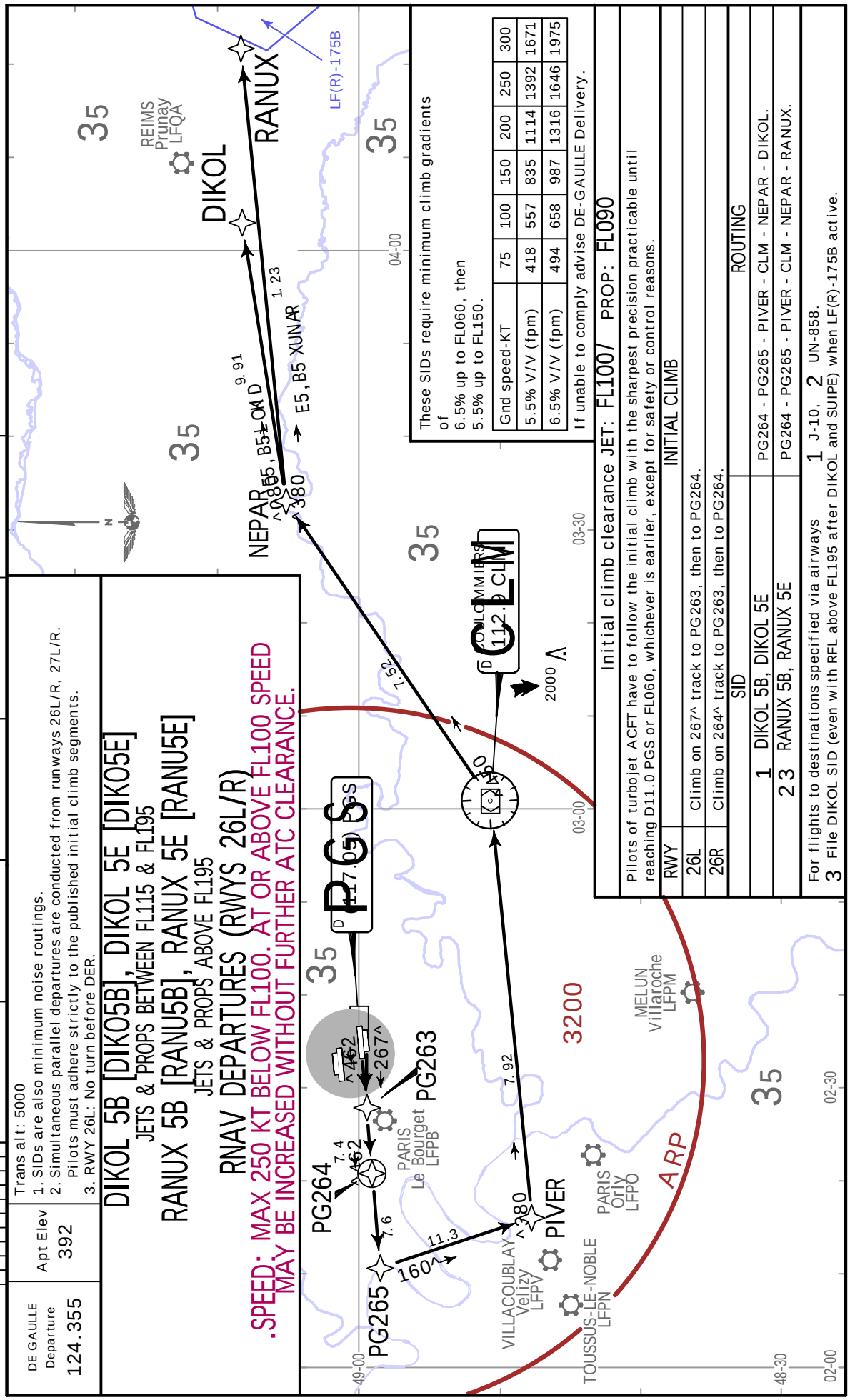
DE GAULLE Departure 124.355

Apt Elev 392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R.
Pilots must adhere strictly to the published initial climb segments.
3. RWY 26L: No turn before DER.

DIKOL 5B [DIKO5B], DIKOL 5E [DIKO5E]
JETS & PROPS BETWEEN FL115 & FL195
RANUX 5B [RANU5B], RANUX 5E [RANU5E]
JETS & PROPS ABOVE FL195
RNAV DEPARTURES (RWYS 26L/R)

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance JET: FL100/ PROP: FL090

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	Climb on 267^ track to PG263, then to PG264.
26R	Climb on 264^ track to PG263, then to PG264.

SID	ROUTING
1 DIKOL 5B, DIKOL 5E	PG264 - PG265 - PIVER - CLM - NEPAR - DIKOL.
2 3 RANUX 5B, RANUX 5E	PG264 - PG265 - PIVER - CLM - NEPAR - RANUX.

For flights to destinations specified via airways 1 J-10, 2 UN-858.
3 File DIKOL SID (even with RFL above FL195 after DIKOL and SUIPE) when LF(R)-175B active.

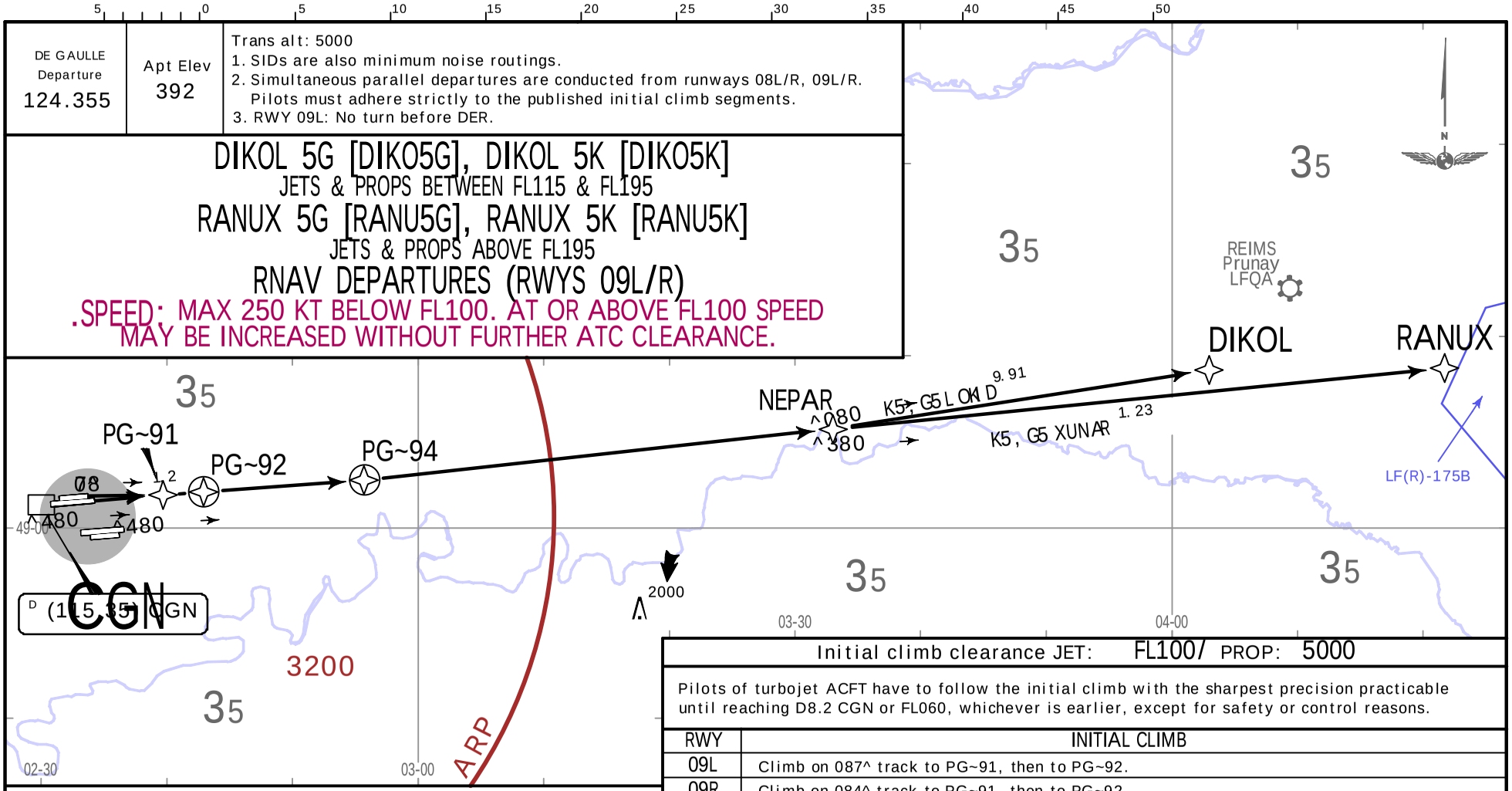
CHANGES: PGS VORDME downgraded to DME.

DE GAULLE Departure	Apt Elev
124.355	392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 09L: No turn before DER.

DIKOL 5G [DIKO5G], DIKOL 5K [DIKO5K]
JETS & PROPS BETWEEN FL115 & FL195
RANUX 5G [RANU5G], RANUX 5K [RANU5K]
JETS & PROPS ABOVE FL195
RNAV DEPARTURES (RWYS 09L/R)

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

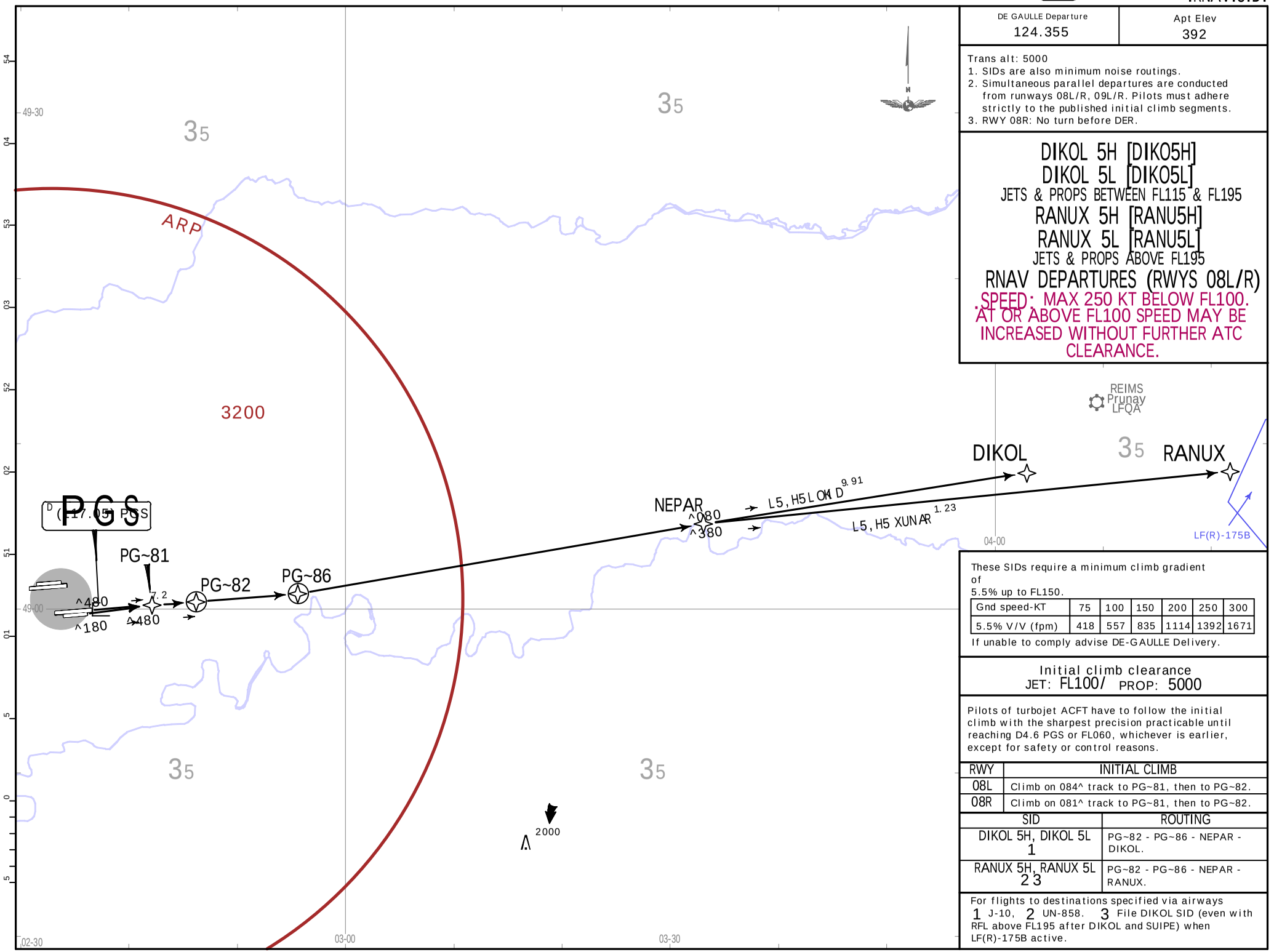
Initial climb clearance JET: FL100/ PROP: 5000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D8.2 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
09L	Climb on 087^ track to PG~91, then to PG~92.
09R	Climb on 084^ track to PG~91, then to PG~92.

SID	ROUTING
1 DIKOL 5G, DIKOL 5K	PG~92 - PG~94 - NEPAR - DIKOL.
2 3 RANUX 5G, RANUX 5K	PG~92 - PG~94 - NEPAR - RANUX.

For flights to destinations specified via airways 1 J-10, 2 UN-858.
3 File DIKOL SID (even with RFL above FL195 after DIKOL and SUIPE) when LF(R)-175B active.



DE GAULLE Departure	Apt Elev
124.355	392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 08R: No turn before DER.

DIKOL 5H [DIKO5H]
DIKOL 5L [DIKO5L]
JETS & PROPS BETWEEN FL115 & FL195
RANUX 5H [RANU5H]
RANUX 5L [RANU5L]
JETS & PROPS ABOVE FL195
RNAV DEPARTURES (RWYS 08L/R)

SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance
JET: FL100/ PROP: 5000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D4.6 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
08L	Climb on 084^ track to PG~81, then to PG~82.
08R	Climb on 081^ track to PG~81, then to PG~82.

SID	ROUTING
DIKOL 5H, DIKOL 5L 1	PG~82 - PG~86 - NEPAR - DIKOL.
RANUX 5H, RANUX 5L 2 3	PG~82 - PG~86 - NEPAR - RANUX.

For flights to destinations specified via airways
1 J-10, 2 UN-858. 3 File DIKOL SID (even with RFL above FL195 after DIKOL and SUIPE) when LF(R)-175B active.

CHANGES: PGS VORDME downgraded to DME.

Initial climb clearance JET: FL100/ PROP: 5000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D6.1 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG27~, then to PG274.
27R	Climb on 261^ track to PG27~, then to PG274.

SID	ROUTING
1 BAXIR 5A, BAXIR 5D	PG274 - PG278 - BEKOS - BAXIR.
2 BUBLI 5A, BUBLI 5D	PG274 - PG278 - BEKOS - BUBLI.
LANVI 5A, LANVI 5D 3 4 JET ONLY	PG274 - PG278 - LUPAM - LASIV - LANVI.

For flights to destinations specified via airways 1 A-6, B-13, 2 UG-42, 3 UM-164, UN-491.
4 File BUBLI SID when LF(TSA)-200A or 200W active.

DE GAULLE Departure	Apt Elev
131.2	392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 27R: No turn before DER.

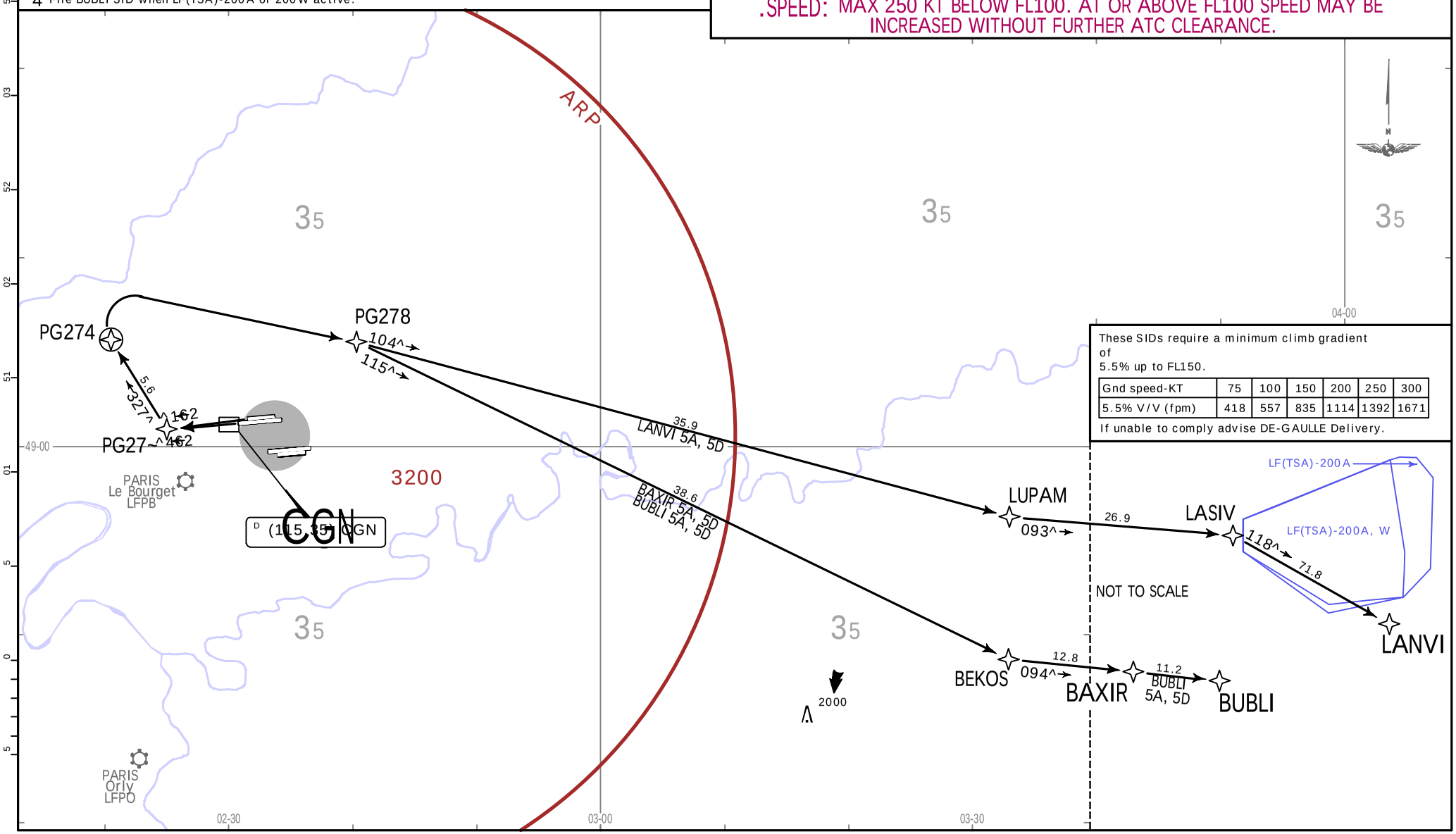
BAXIR 5A [BAXI5A], BAXIR 5D [BAXI5D]
JETS & PROPS BETWEEN FL115 & FL195

BUBLI 5A [BUBL5A], BUBLI 5D [BUBL5D]
JETS & PROPS ABOVE FL195

LANVI 5A [LANV5A], LANVI 5D [LANV5D]
JETS ABOVE FL195

RNAV DEPARTURES (RWYS 27L/R)

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

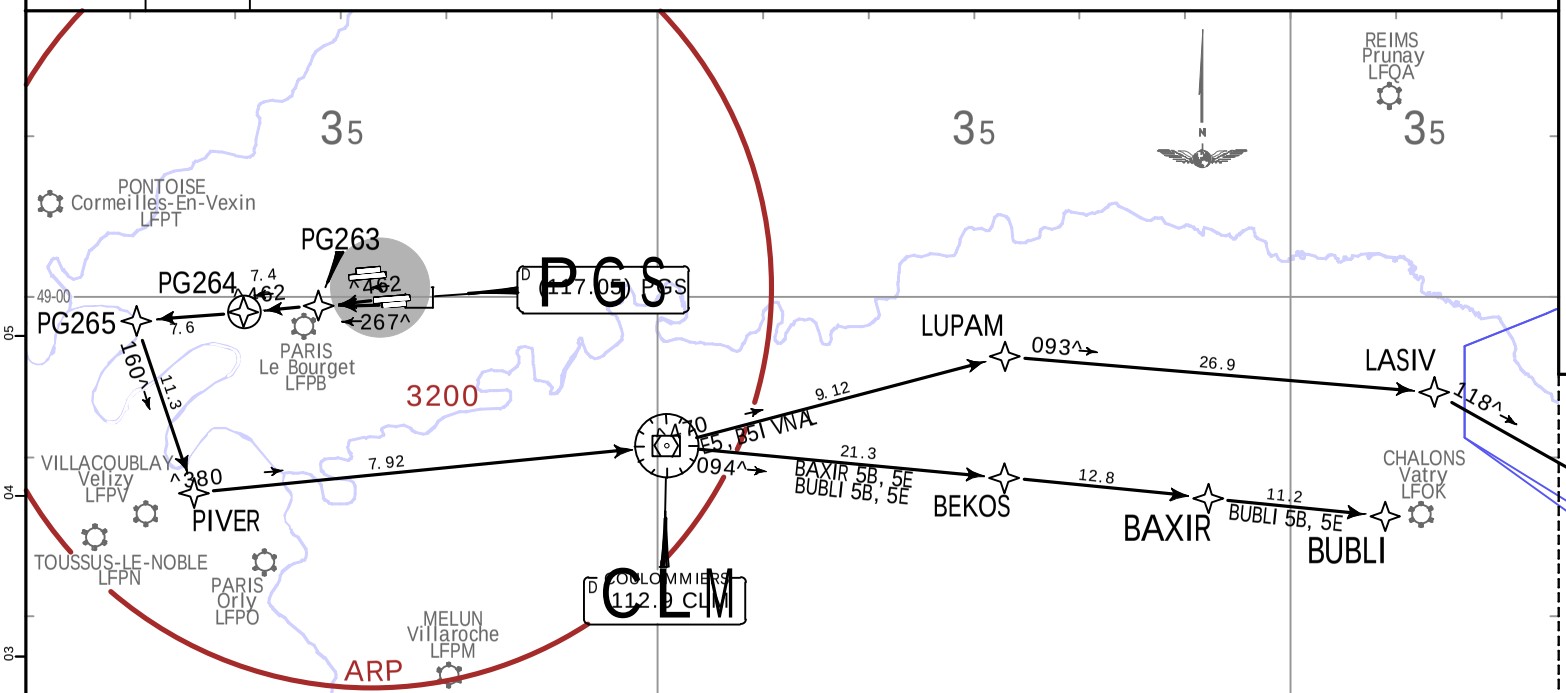
If unable to comply advise DE-GAULLE Delivery.

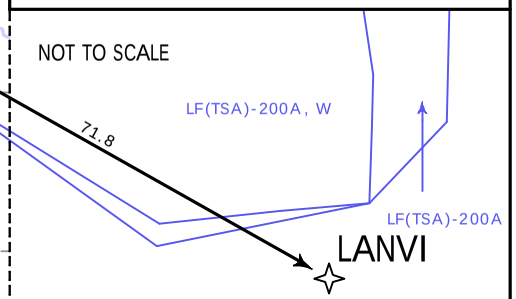
DE GAULLE Departure	Apt Elev
131.2	392

Trans alt: 5000
1.SIDs are also minimum noise routings.
2.Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 26L: No turn before DER.

BAXIR 5B [BAXI5B]
BAXIR 5E [BAXI5E]
JETS & PROPS BETWEEN FL115 & FL195
BUBLI 5B [BUBL5B]
BUBLI 5E [BUBL5E]
JETS & PROPS ABOVE FL195
LANVI 5B [LANV5B]
LANVI 5E [LANV5E]
JETS ABOVE FL195
RNAV DEPARTURES (RWYS 26L/R)

SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.





These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance
JET: FL100/ PROP: FL090

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	Climb on 267^ track to PG263, then to PG264.
26R	Climb on 264^ track to PG263, then to PG264.

SID	ROUTING
BAXIR 5B, BAXIR 5E 1	PG264 - PG265 - PIVER - CLM - BEKOS - BAXIR.
BUBLI 5B, BUBLI 5E 2	PG264 - PG265 - PIVER - CLM - BEKOS - BUBLI.
LANVI 5B, LANVI 5E 3 4 JET ONLY	PG264 - PG265 - PIVER - CLM - LUPAM - LASIV - LANVI.

For flights to destinations specified via airways
1 A-6, B-13, 2 UG-42, 3 UM-164, UN-491.
4 File BUBLI SID when LF(TSA)-200A or 200W active.

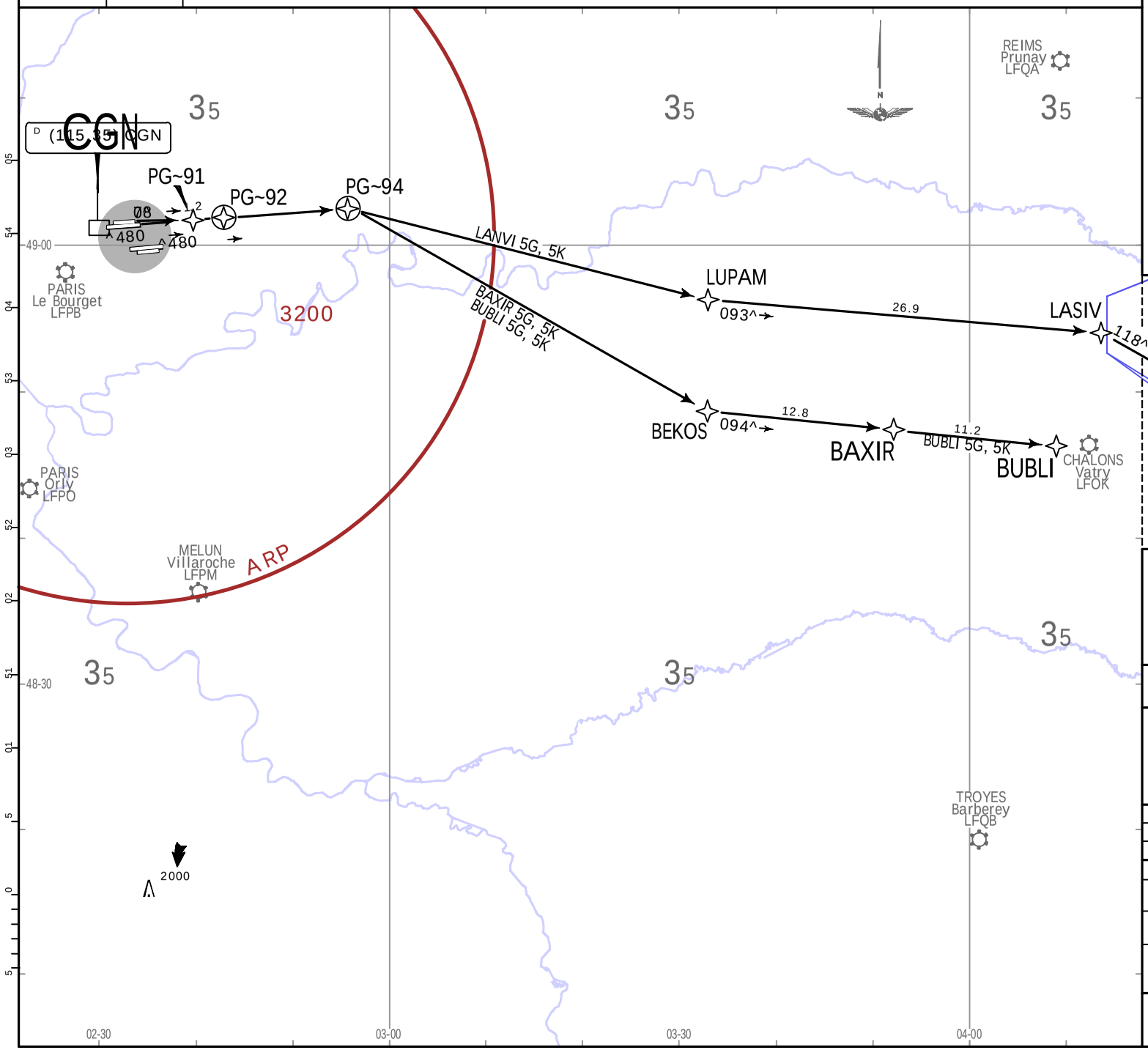
CHANGES: PGS VORDME downgraded to DME.

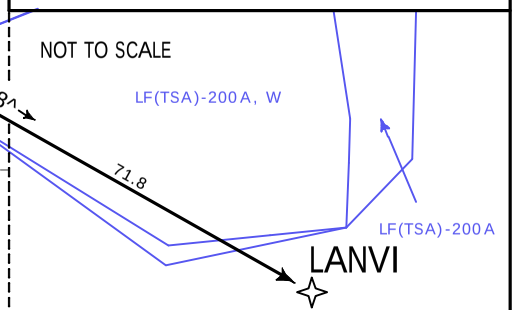
DE GAULLE Departure 131.2	Apt Elev 392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 09L: No turn before DER.

BAXIR 5G [BAXI5G]
BAXIR 5K [BAXI5K]
JETS & PROPS BETWEEN FL115 & FL195
BUBLI 5G [BUBL5G]
BUBLI 5K [BUBL5K]
JETS & PROPS ABOVE FL195
LANVI 5G [LANV5G]
LANVI 5K [LANV5K]
JETS ABOVE FL195
RNAV DEPARTURES (RWYS 09L/R)

SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.





These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance
JET: FL100/ PROP: 5000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D8.2 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
09L	Climb on 087^ track to PG~91, then to PG~92.
09R	Climb on 084^ track to PG~91, then to PG~92.

SID	ROUTING
BAXIR 5G, BAXIR 5K 1	PG~92 - PG~94 - BEKOS - BAXIR.
BUBLI 5G, BUBLI 5K 2	PG~92 - PG~94 - BEKOS - BUBLI.
LANVI 5G, LANVI 5K 3 4 JET ONLY	PG~92 - PG~94 - LUPAM - LASIV - LANVI.

For flights to destinations specified via airways
1 A-6, B-13 2 UG-42, 3 UM-164, UN-491.
4 File BUBLI SID when LF(TSA)-200A or 200W active.

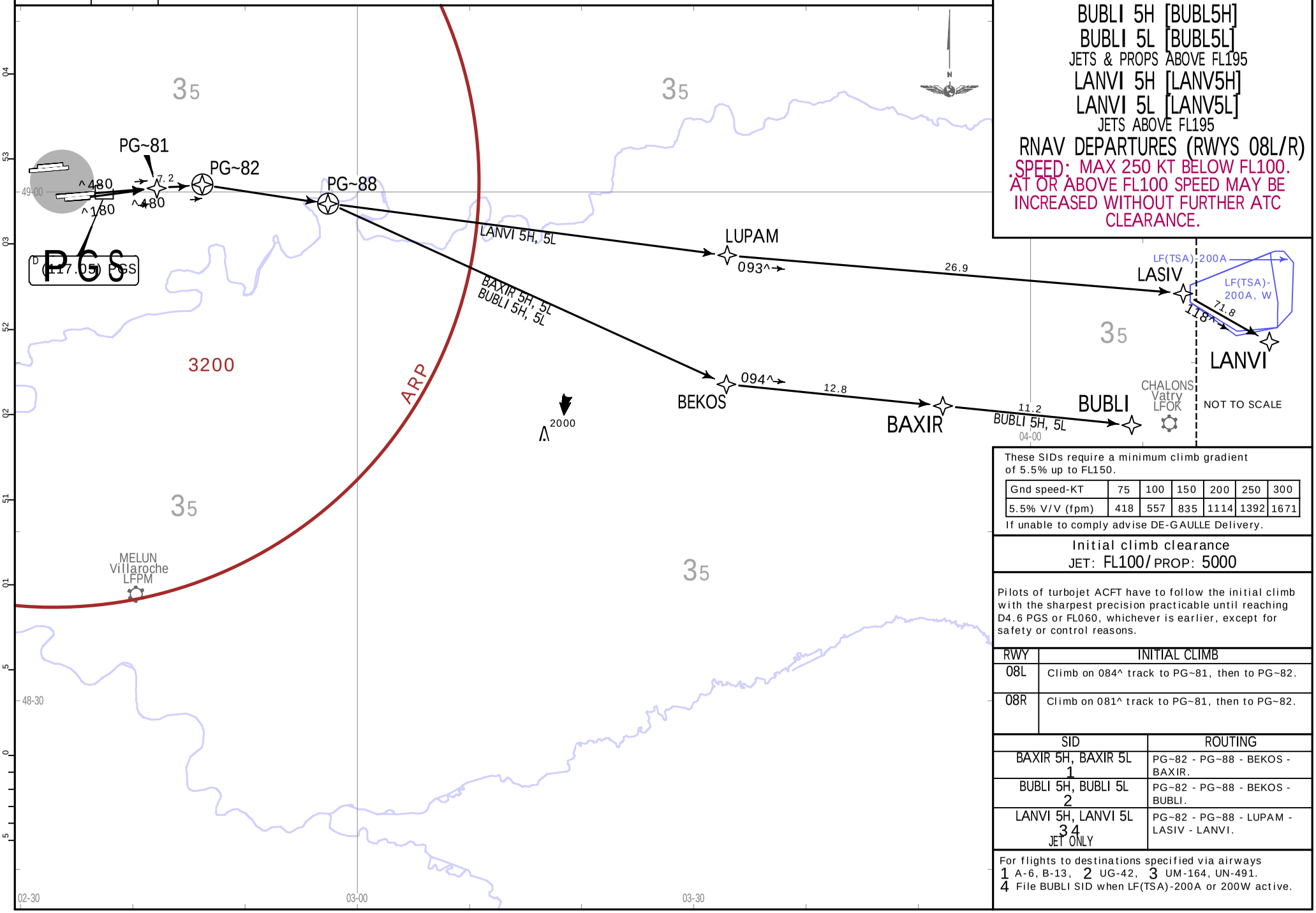
CHANGES: None.

DE GAULLE Departure	Apt Elev
131.2	392

Trans alt: 5000
1.SIDs are also minimum noise routings.
2.Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 08R: No turn before DER.

BAXIR 5H [BAXI5H]
BAXIR 5L [BAXI5L]
JETS & PROPS BETWEEN FL115 & FL195
BUBLI 5H [BUBL5H]
BUBLI 5L [BUBL5L]
JETS & PROPS ABOVE FL195
LANVI 5H [LANV5H]
LANVI 5L [LANV5L]
JETS ABOVE FL195
RNAV DEPARTURES (RWYS 08L/R)

SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance
JET: FL100/ PROP: 5000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D4.6 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
08L	Climb on 084^ track to PG~81, then to PG~82.
08R	Climb on 081^ track to PG~81, then to PG~82.

SID	ROUTING
BAXIR 5H, BAXIR 5L 1	PG~82 - PG~88 - BEKOS - BAXIR.
BUBLI 5H, BUBLI 5L 2	PG~82 - PG~88 - BEKOS - BUBLI.
LANVI 5H, LANVI 5L 3 4 JET ONLY	PG~82 - PG~88 - LUPAM - LASIV - LANVI.

For flights to destinations specified via airways
1 A-6, B-13, 2 UG-42, 3 UM-164, UN-491.
4 File BUBLI SID when LF(TSA)-200A or 200W active.

CHANGES: None.

DE GAULLE Departure	Apt Elev
133.380	392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 27R: No turn before DER.

OKASI 5A [OKAS5A], OKASI 5D [OKAS5D]
PILUL 5A [PILU5A], PILUL 5D [PILU5D]
RNAV DEPARTURES (RWYS 27L/R)

JETS ABOVE FL195
SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100

PG28~ 273^ PG271 261^ 3.3 264^ 264^ PG272
CGN D (115.35) CGN
PARIS Le Bourget LFPB
3200
PG289 122^ 161^ 9.7 7.3
VILLACOUBLAY Velizy LFPV
TOUSSUS-LE-NOBLE LFPN
POY 334 POY
PARIS Orly LFPO
DOPAP 148^ 146^
MELUN Villaroche LFPM
A RP
PILUL 5A, 5D 32.3
OKASI 5A, 5D 29.5
1070
ODEBU 152^ 13.3
PEKIM 141^ 14.6
NOT TO SCALE
PILUL MAX 280 KT
OKASI MAX 280 KT
49-00
48-30
02-00
02-30

These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance FL120

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D6.1 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG271, then to PG272.
27R	Climb on 261^ track to PG271, then to PG272.

SID	ROUTING
OKASI 5A, OKASI 5D	PG272 - PG28~ - PG289 - DOPAP - ODEBU - OKASI (K280-).
PILUL 5A, PILUL 5D	PG272 - PG28~ - PG289 - POY - PEKIM - PILUL (K280-).

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
28 OCT 22 (20-3Q) .Eff.3.Nov.

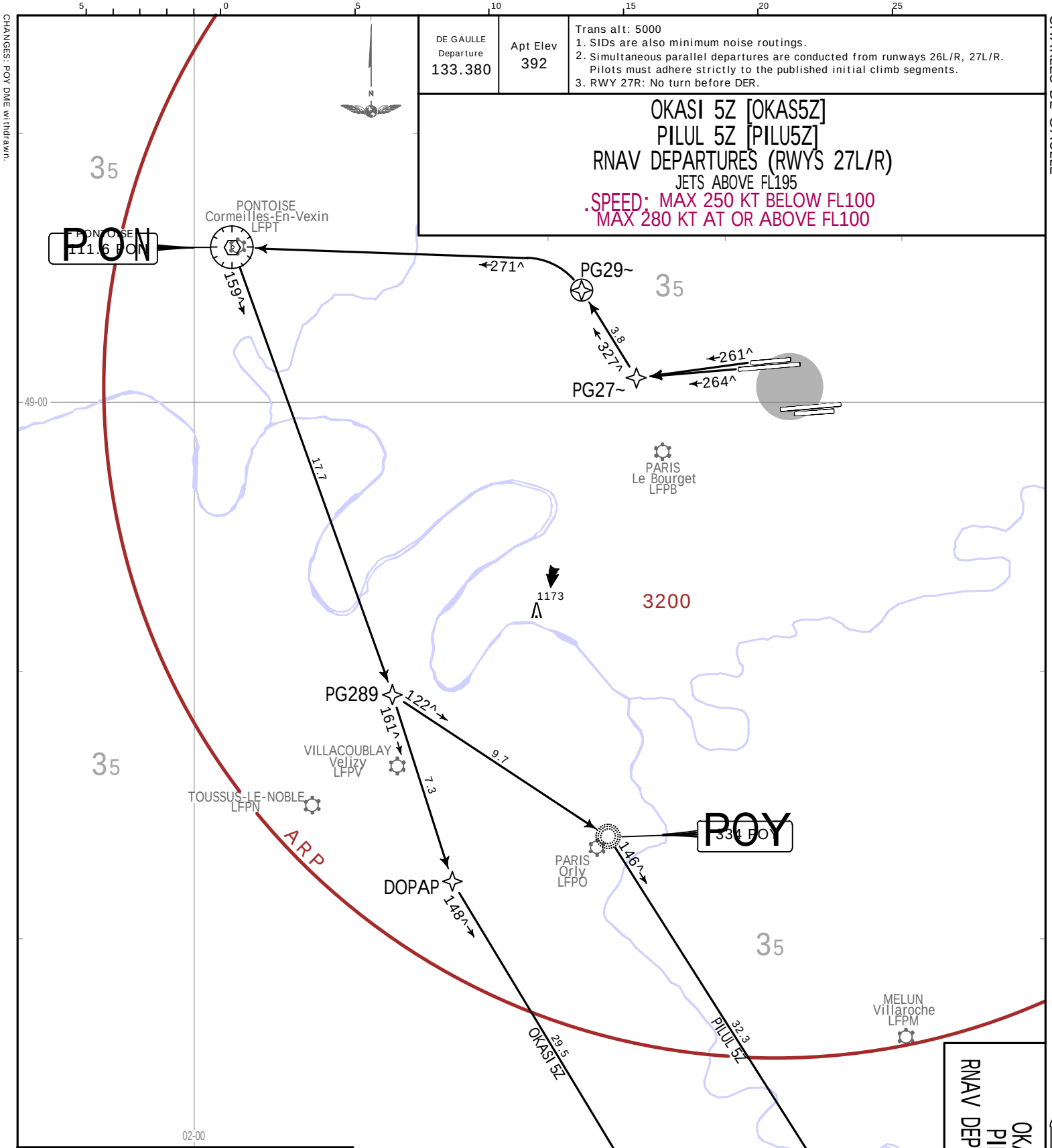
OKASI 5A [OKAS5A], OKASI 5D [OKAS5D]
PILUL 5A [PILU5A], PILUL 5D [PILU5D]
RNAV DEPARTURES (RWYS 27L/R)

PARIS, FRANCE
.RNAV.SID.

DE GAULLE Departure	Apt Elev
133.380	392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 27R: No turn before DER.

OKASI 5Z [OKAS5Z]
PILUL 5Z [PILU5Z]
RNAV DEPARTURES (RWYS 27L/R)
JETS ABOVE FL195
.SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance FL120

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG27~, then to PG29~.
27R	Climb on 261^ track to PG27~, then to PG29~.

SID	ROUTING
OKASI 5Z	PG29~ - PON - PG289 - DOPAP - ODEBU - OKASI (K280-).
PILUL 5Z	PG29~ - PON - PG289 - POY - PEKIM - PILUL (K280-).

OKASI 5Z [OKAS5Z]
PILUL 5Z [PILU5Z]
RNAV DEPARTURES (RWYS 27L/R)

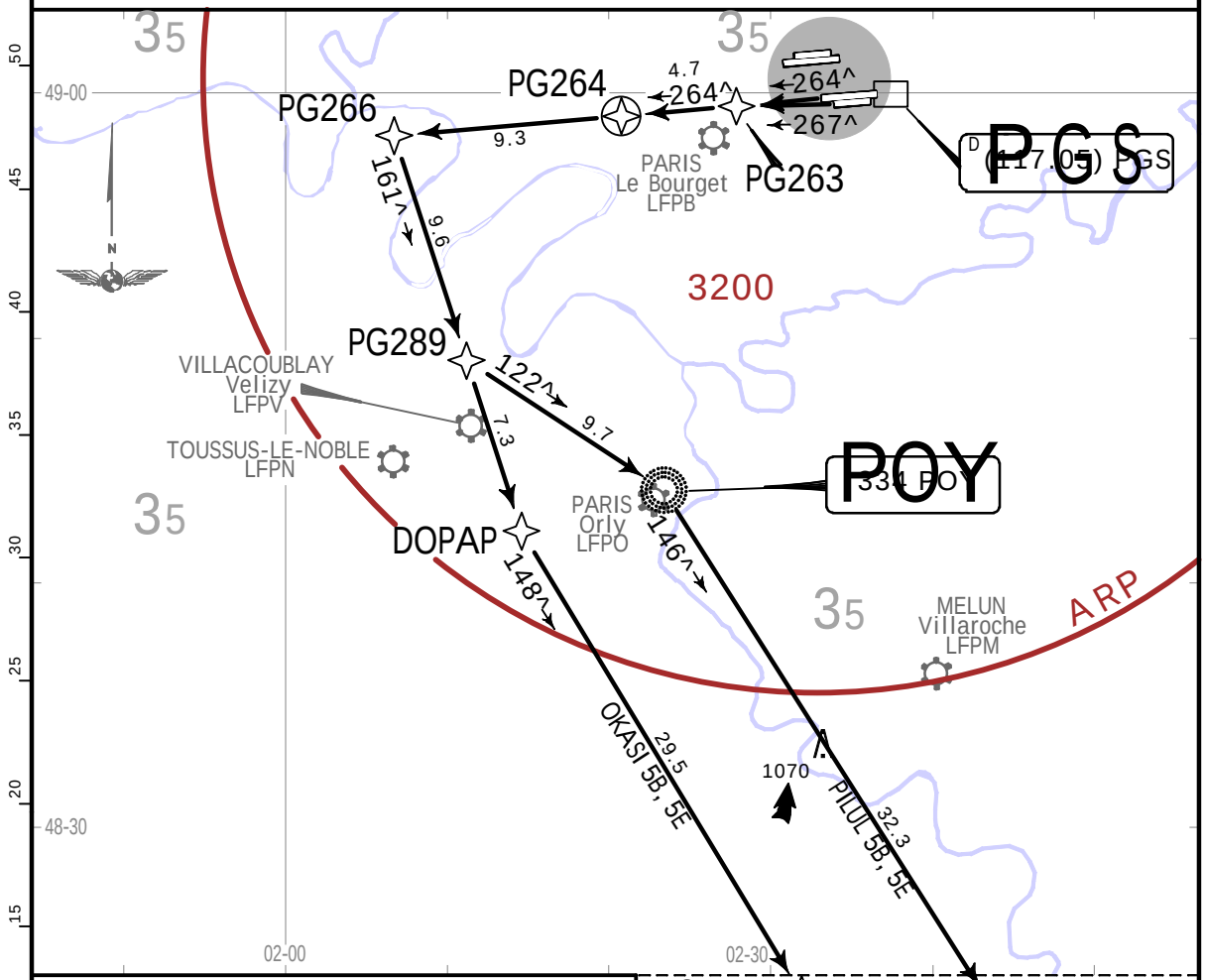
JEPPESEN
28 OCT 22
(20-3Q1) .Eff.3.Nov.
PARIS, FRANCE
.RNAV.SID.

DE GAULLE Departure 133.380	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 26L: No turn before DER.

OKASI 5B [OKAS5B], OKASI 5E [OKAS5E]
PILUL 5B [PILU5B], PILUL 5E [PILU5E]
RNAV DEPARTURES (RWYS 26L/R)

JETS ABOVE FL195

.SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100



These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

NOT TO SCALE

ODEBU
152^
13.3
OKASI
MAX 280 KT

PEKIM
141^
14.6
PILUL
MAX 280 KT

Initial climb clearance FL120

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	Climb on 267^ track to PG263, then to PG264.
26R	Climb on 264^ track to PG263, then to PG264.

SID	ROUTING
OKASI 5B, OKASI 5E	PG264 - PG266 - PG289 - DOPAP - ODEBU - OKASI (K280-).
PILUL 5B, PILUL 5E	PG264 - PG266 - PG289 - POY - PEKIM - PILUL (K280-).

CHANGES: POY DME withdrawn.

CHANGES: None.

DE GAULLE Departure	Apt Elev	
133.380	392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 09L: No turn before DER.

OKASI 5G [OKAS5G], OKASI 5K [OKAS5K]
PILUL 5G [PILU5G], PILUL 5K [PILU5K]
RNAV DEPARTURES (RWYS 09L/R)

JETS ABOVE FL195

.SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100

Initial climb clearance FL120

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D8.2 CGN or FL060, whichever is earlier, except for safety or control reasons.

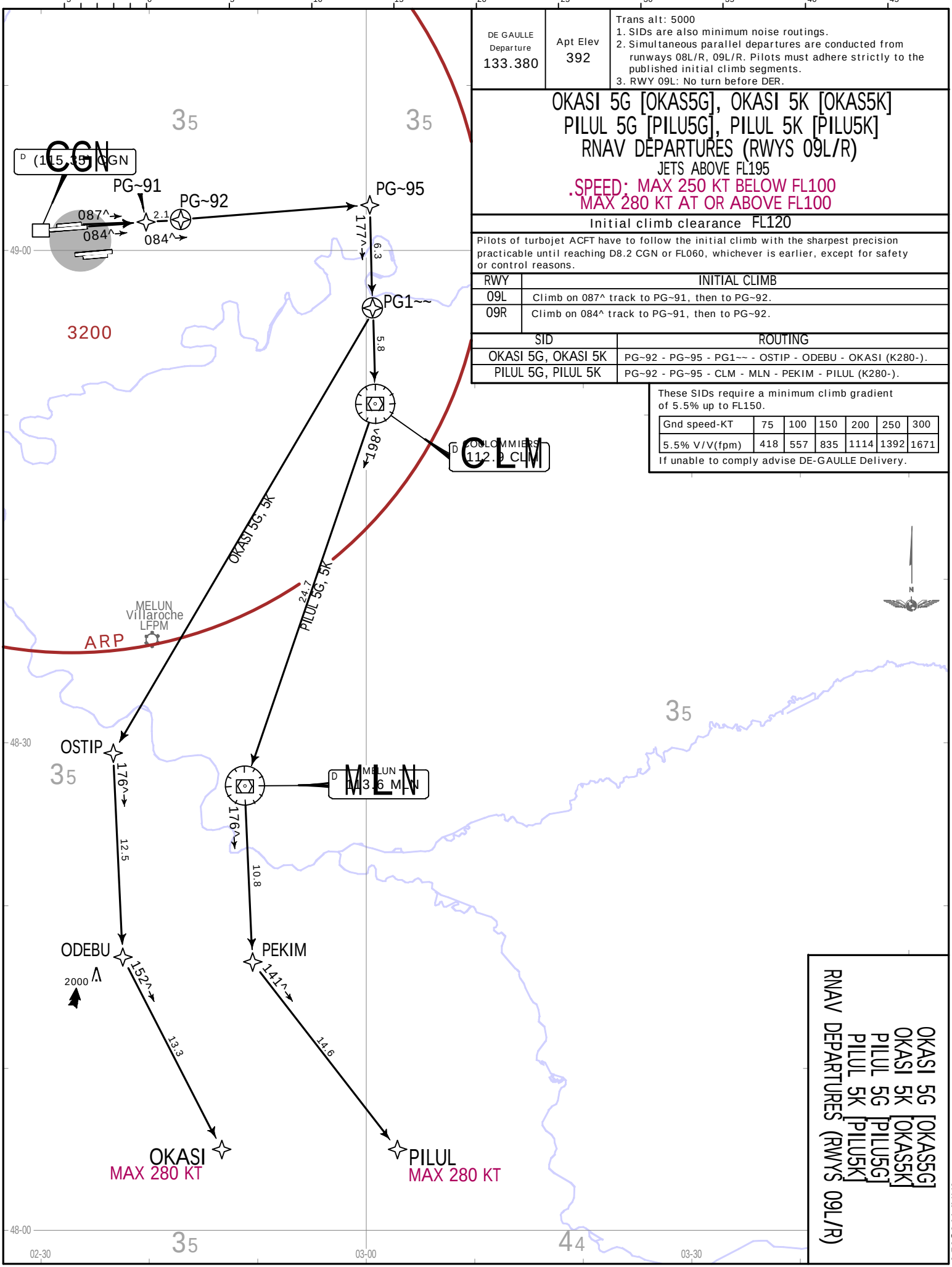
RWY	INITIAL CLIMB
09L	Climb on 087^ track to PG~91, then to PG~92.
09R	Climb on 084^ track to PG~91, then to PG~92.

SID	ROUTING
OKASI 5G, OKASI 5K	PG~92 - PG~95 - PG1~~ - OSTIP - ODEBU - OKASI (K280-).
PILUL 5G, PILUL 5K	PG~92 - PG~95 - CLM - MLN - PEKIM - PILUL (K280-).

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.



OKASI 5G [OKAS5G]
OKASI 5K [OKAS5K]
PILUL 5G [PILU5G]
PILUL 5K [PILU5K]
RNAV DEPARTURES (RWYS 09L/R)

JEPPESEN
10 JUN 22
(20-3Q3) .Eff.16.Jun.

PARIS, FRANCE
.RNAV.SID.

DE GAULLE Departure	Apt Elev	
133.380	392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 08R: No turn before DER.

OKASI 5H [OKAS5H], OKASI 5L [OKAS5L]
PILUL 5H [PILU5H], PILUL 5L [PILU5L]
RNAV DEPARTURES (RWYS 08L/R)

JETS ABOVE FL195

.SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100

Initial climb clearance FL120

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D4.6 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
08L	Climb on 084^ track to PG~81, then to PG~82.
08R	Climb on 081^ track to PG~81, then to PG~82.

SID	ROUTING
OKASI 5H, OKASI 5L	PG~82- PG~88 - OSTIP - ODEBU - OKASI (K280-).
PILUL 5H, PILUL 5L	PG~82 - PG~88 - CLM - MLN - PEKIM - PILUL (K280-).

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

PG~81
PG~82
PG~88
084^
081^
2.7
084^
PGS
D 117.05 PGS
3200
CLM
D COULOMMIERS 112.9 CLM
198^
OKASI 5H, 5L
PILUL 5H, 5L
24.7
MELUN Villaroche LFPM
ARP
OSTIP
176^
12.5
MLN
D MELUN 113.6 MLN
176^
10.8
ODEBU
2000
152^
13.3
PEKIM
141^
14.6
OKASI
MAX 280 KT
PILUL
MAX 280 KT

LFPG/CDG
CHARLES-DE-GAULLE

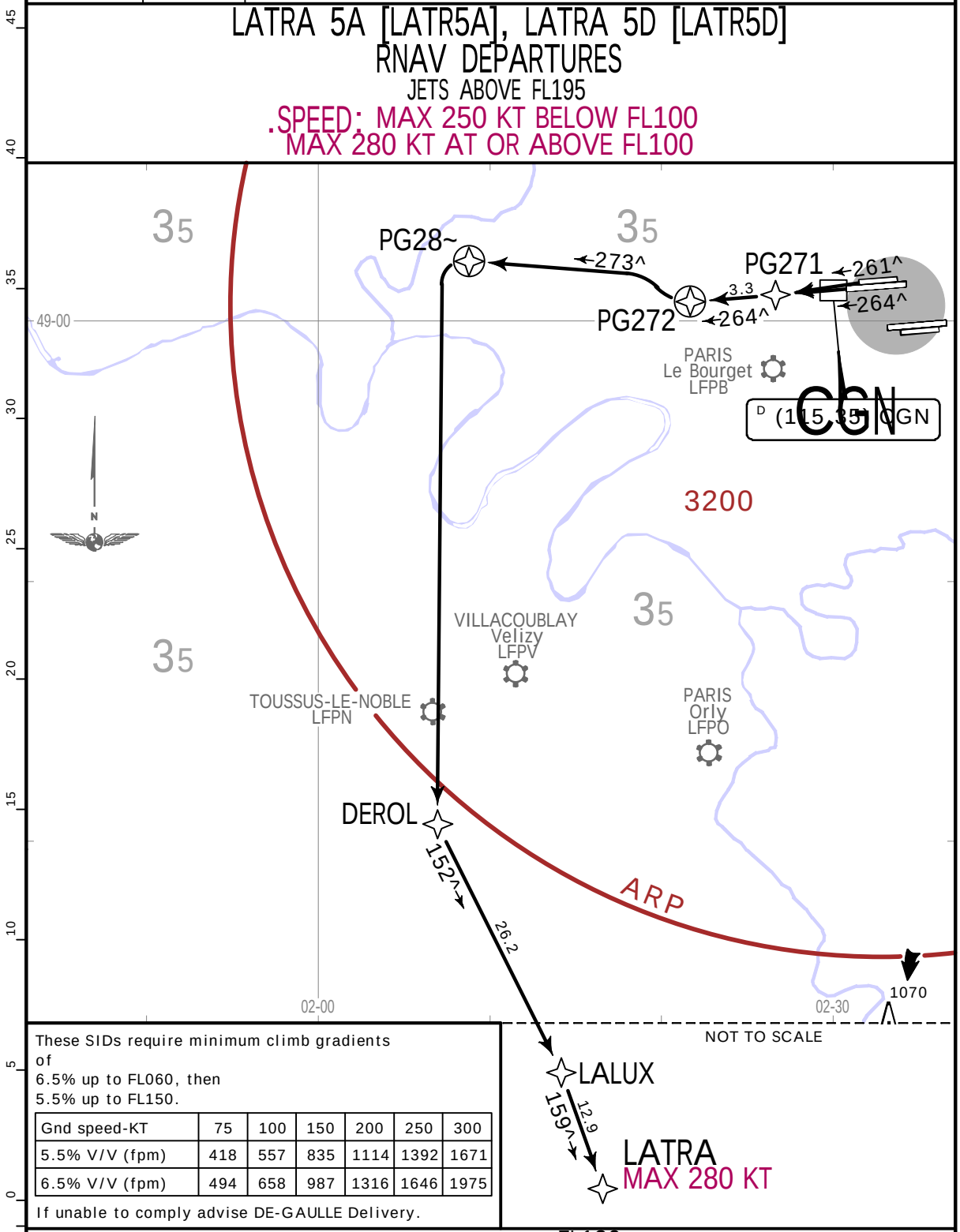
OKASI 5H [OKAS5H]
OKASI 5L [OKAS5L]
PILUL 5H [PILU5H]
PILUL 5L [PILU5L]
RNAV DEPARTURES (RWYS 08L/R)

JEPPESEN
10 JUN 22
20-3Q4
.Eff.16.Jun.

PARIS, FRANCE
.RNAV.SID.

DE GAULLE Departure 133.380	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 27R: No turn before DER.

LATRA 5A [LATR5A], LATRA 5D [LATR5D]
RNAV DEPARTURES
JETS ABOVE FL195
.SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100



These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance FL120

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D6.1 CGN or FL060, whichever is earlier, except for safety or control reasons.

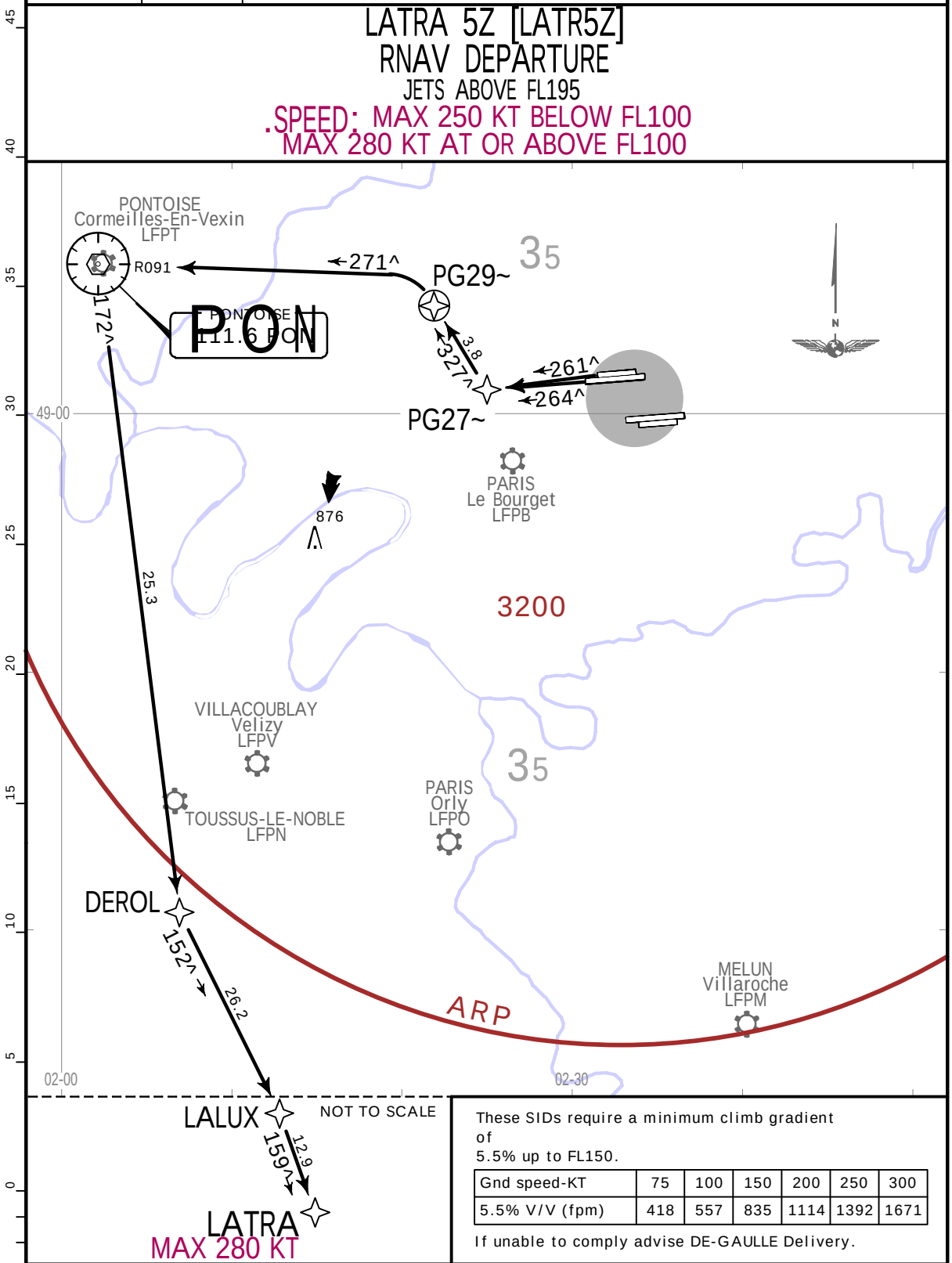
RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG271, then to PG272.
27R	Climb on 261^ track to PG271, then to PG272.

SID	ROUTING
LATRA 5A, LATRA 5D	PG272 - PG28~ - DEROL - LALUX - LATRA (K280-).

CHANGES: Airway note withdrawn.

DE GAULLE Departure 133.380	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 27R: No turn before DER.

LATRA 5Z [LATR5Z]
RNAV DEPARTURE
JETS ABOVE FL195
.SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance FL120

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG27~, then to PG29~.
27R	Climb on 261^ track to PG27~, then to PG29~.

ROUTING

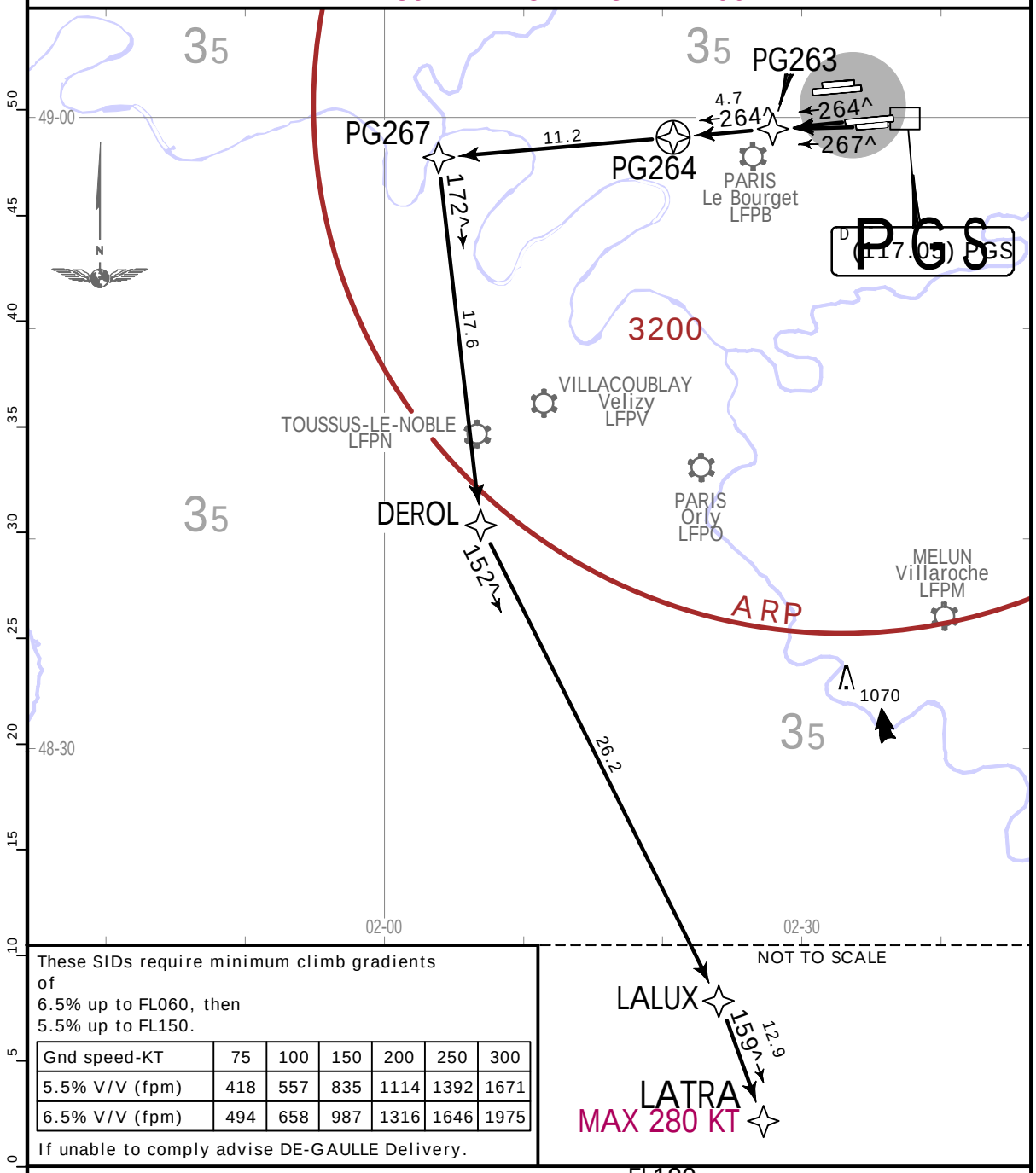
PG29~ - PON - DEROL - LALUX - LATRA (K280-).

CHANGES: Airway note withdrawn.

DE GAULLE Departure 133.380	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 26L: No turn before DER.

LATRA 5B [LATR5B], LATRA 5E [LATR5E]
RNAV DEPARTURES (RWYS 26L/R)

JETS ABOVE FL195
.SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100



These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance FL120

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL060, whichever is earlier, except for safety or control reasons.

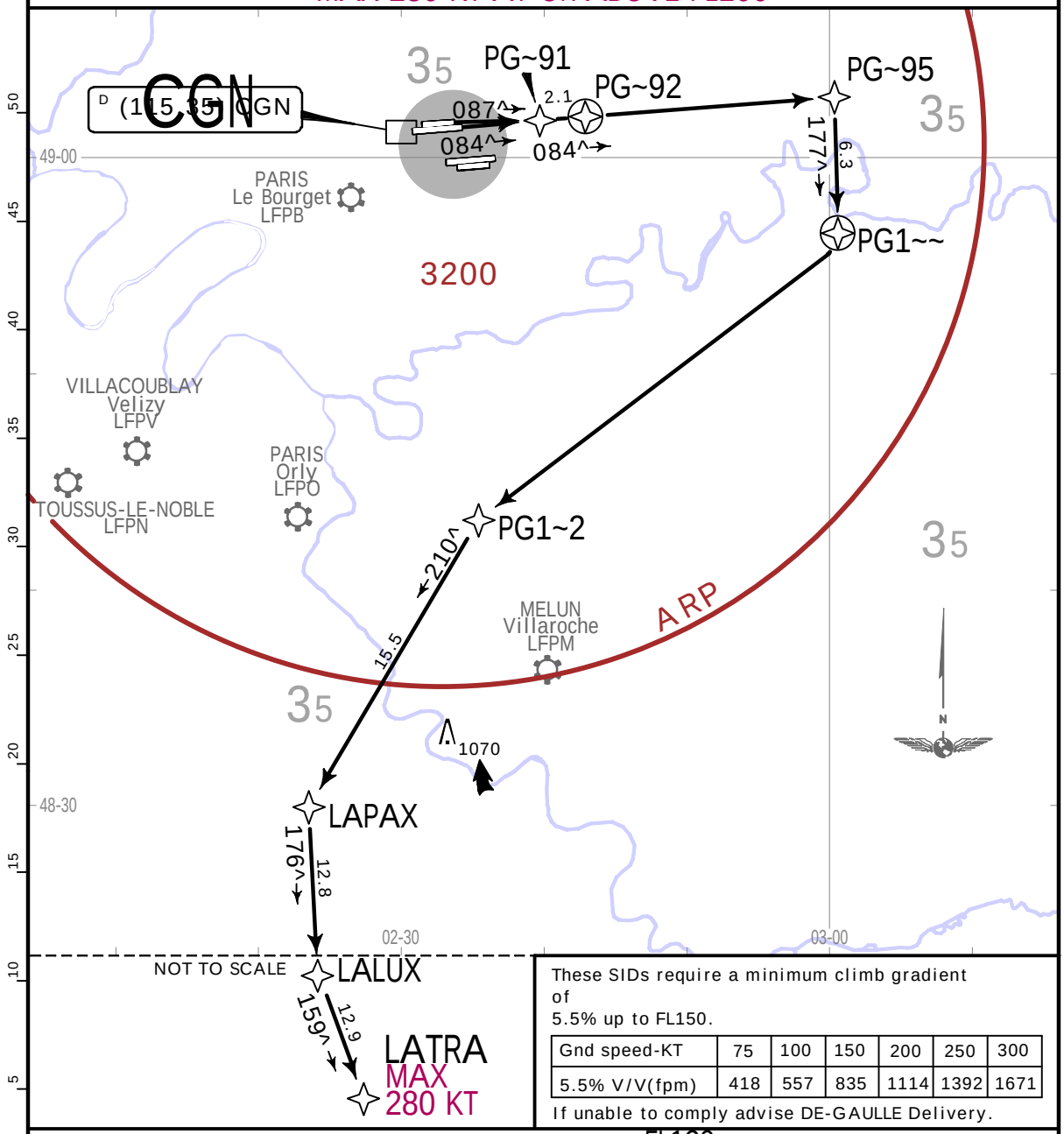
RWY	INITIAL CLIMB
26L	Climb on 267^ track to PG263, then to PG264.
26R	Climb on 264^ track to PG263, then to PG264.

SID	ROUTING
LATRA 5B, LATRA 5E	PG264 - PG267 - DEROL - LALUX - LATRA (K280-).

CHANGES: PGS VORDME downgraded to DME.

DE GAULLE Departure	Apt Elev	
133.380	392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 09L: No turn before DER.

LATRA 5G [LATR5G], LATRA 5K [LATR5K]
RNAV DEPARTURES (RWYS 09L/R)
JETS ABOVE FL195
.SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance FL120

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D8.2 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
09L	Climb on 087^ track to PG~91, then to PG~92.
09R	Climb on 084^ track to PG~91, then to PG~92.

SID	ROUTING
LATRA 5G, LATRA 5K	PG~92 - PG~95 - PG1~~ - PG1~2 - LAPAX - LALUX - LATRA (K280-).

DE GAULLE Departure	Apt Elev	Trans alt: 5000
133.380	392	1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 08R: No turn before DER.

LATRA 5H [LATR5H], LATRA 5L [LATR5L] RNAV DEPARTURES (RWYS 08L/R)

JETS ABOVE FL195

.SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100

Initial climb clearance FL120

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D4.6 PGS or FL060, whichever is earlier, except for safety or control reasons.

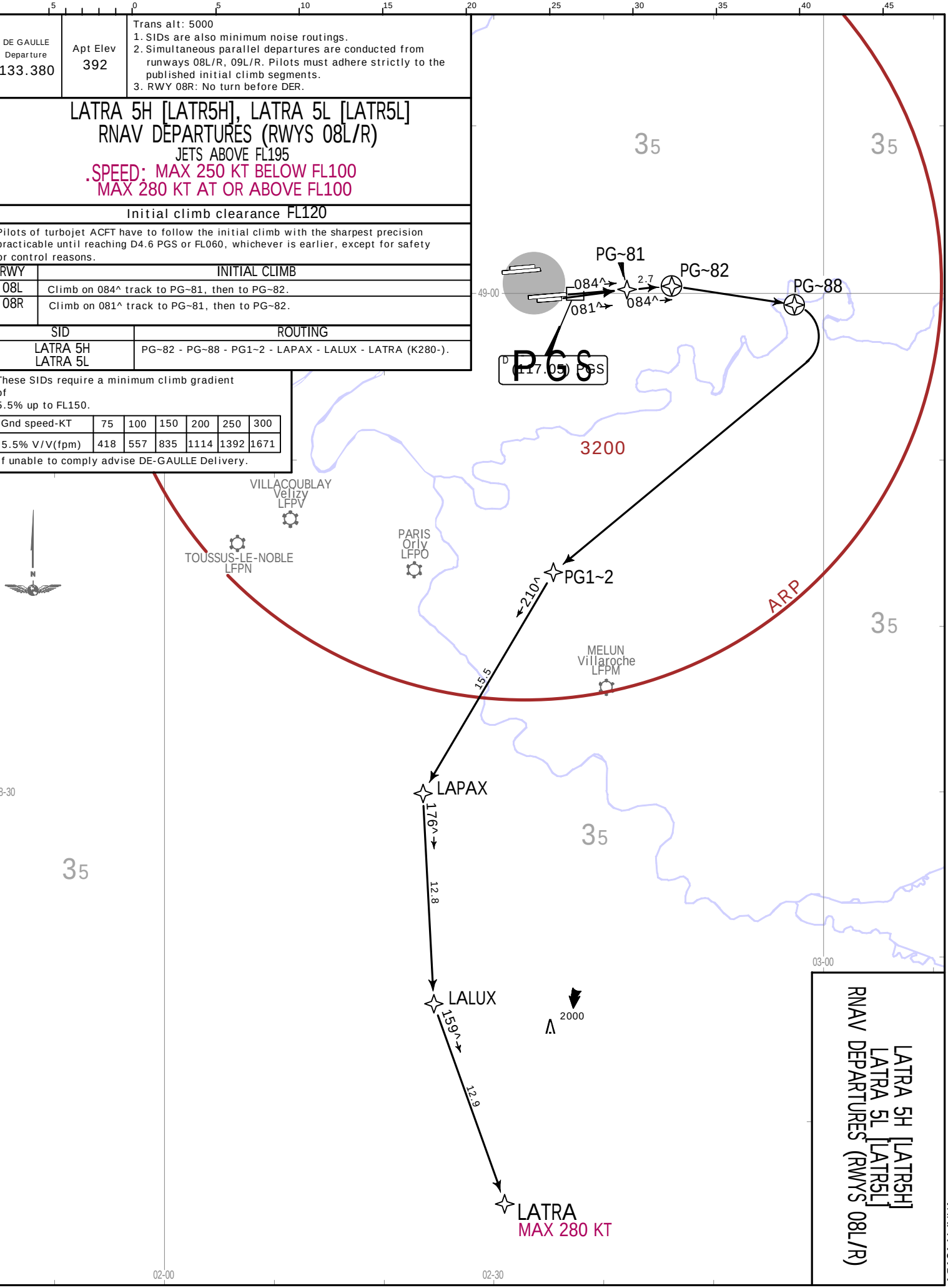
RWY	INITIAL CLIMB
08L	Climb on 084^ track to PG~81, then to PG~82.
08R	Climb on 081^ track to PG~81, then to PG~82.

SID	ROUTING
LATRA 5H LATRA 5L	PG~82 - PG~88 - PG1~2 - LAPAX - LALUX - LATRA (K280-).

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.



LFPG/CDG
CHARLES-DE-GAULLE

LATRA 5H [LATR5H]
LATRA 5L [LATR5L]
RNAV DEPARTURES (RWYS 08L/R)

JEPPESEN
10 JUN 22
20-3S
PARIS, FRANCE
Eff.16.Jun.
.RNAV.SID.

CHANGES: PGS VORDME downgraded to DME.

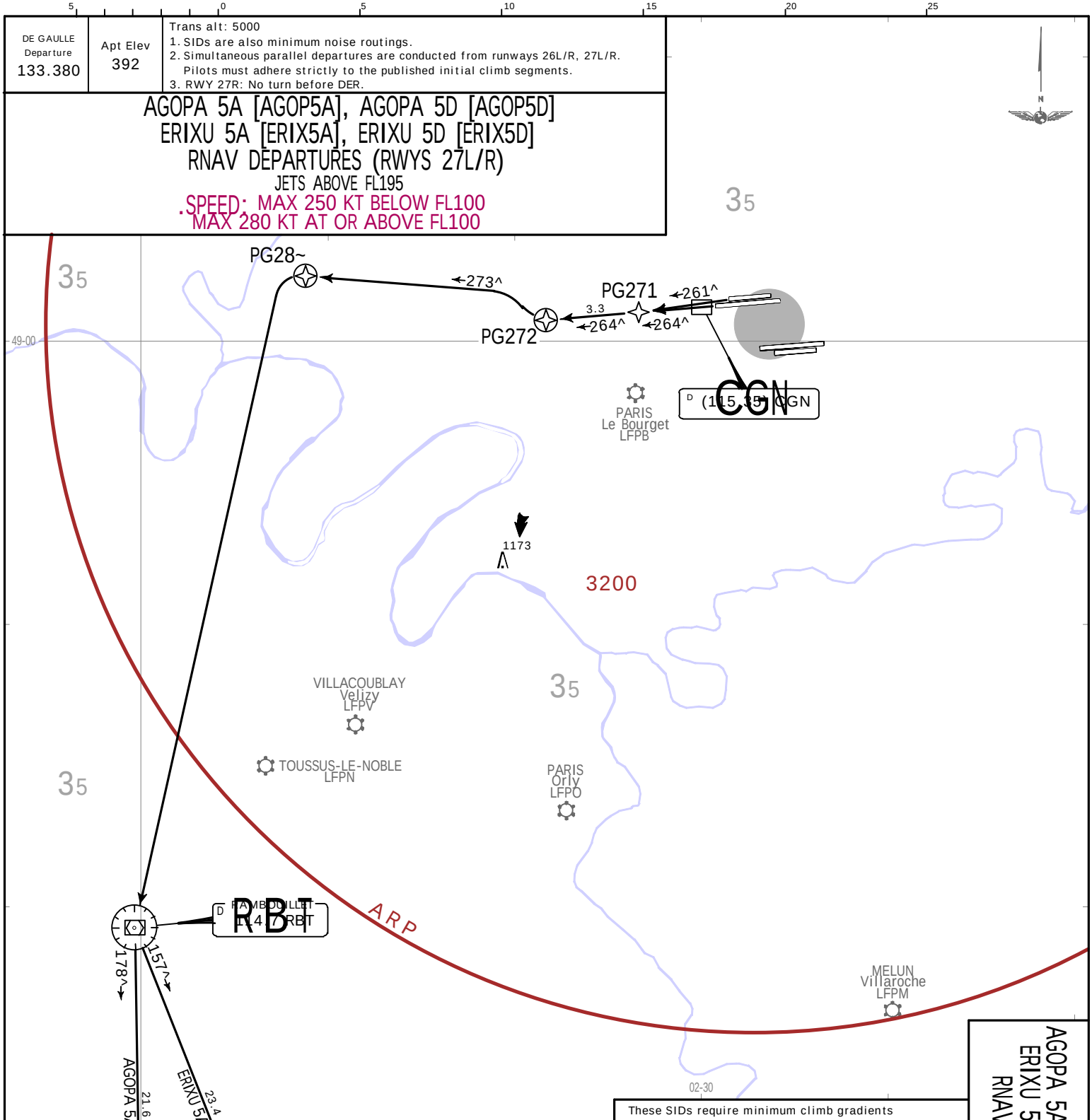
CHANGES: None.

DE GAULLE Departure	Apt Elev
133.380	392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 27R: No turn before DER.

AGOPA 5A [AGOP5A], AGOPA 5D [AGOP5D]
ERIXU 5A [ERIX5A], ERIXU 5D [ERIX5D]
RNAV DEPARTURES (RWYS 27L/R)

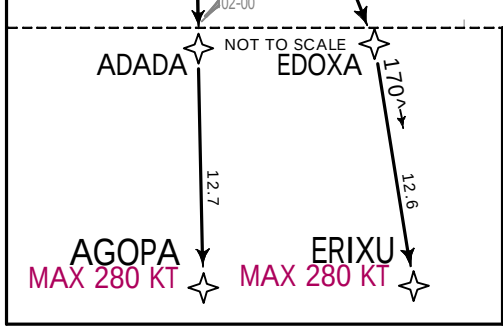
JETS ABOVE FL195
SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100



These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.



Initial climb clearance FL120

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D6.1 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG271, then to PG272.
27R	Climb on 261^ track to PG271, then to PG272.

SID	ROUTING
AGOPA 5A, AGOPA 5D	PG272 - PG28~ - RBT - ADADA - AGOPA (K280-).
ERIXU 5A, ERIXU 5D	PG272 - PG28~ - RBT - EDOXA - ERIXU (K280-).

LFPG/CDG
CHARLES-DE-GAULLE

AGOPA 5A [AGOP5A], AGOPA 5D [AGOP5D]
ERIXU 5A [ERIX5A], ERIXU 5D [ERIX5D]
RNAV DEPARTURES (RWYS 27L/R)

JEPPESEN
10 JUN 22 (20-3T) .Eff.16.Jun.

PARIS, FRANCE
.RNAV.SID.

DE GAULLE Departure	Apt Elev
133.380	392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 27R: No turn before DER.

AGOPA 5Z [AGOP5Z]
ERIXU 5Z [ERIX5Z]
RNAV DEPARTURES (RWYS 27L/R)

JETS ABOVE FL195
.SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100

PONTOISE
111.6 PON
PON
PONTOISE
Cormeilles-En-Vexin
LFPT
271^
PG29~
182^
3.8
327^
261^
264^
PG27~
49-00
PARIS
Le Bourget
LFPB
3200
1173
9.92
VILLACOUBLAY
Velizy
LFPV
TOUSSUS-LE-NOBLE
LFPN
PARIS
Orly
LFPO
ARP
RAMBOUILLET
114.7 RBT
D
RBT
178^
157^
MELUN
Villaroche
LFPM
AGOPA 5Z
21.6
ERIXU 5Z
23.4
02-30
48-30
02-00
NOT TO SCALE
ADADA
EDOXA
170^
12.7
12.6
AGOPA
MAX 280 KT
ERIXU
MAX
280 KT

These SIDs require a minimum climb gradient of
5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance FL120

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG27~, then to PG29~.
27R	Climb on 261^ track to PG27~, then to PG29~.

SID	ROUTING
AGOPA 5Z	PG29~ - PON - RBT - ADADA - AGOPA (K280-).
ERIXU 5Z	PG29~ - PON - RBT - EDOXA - ERIXU (K280-).

AGOPA 5Z [AGOP5Z]
ERIXU 5Z [ERIX5Z]
RNAV DEPARTURES (RWYS 27L/R)

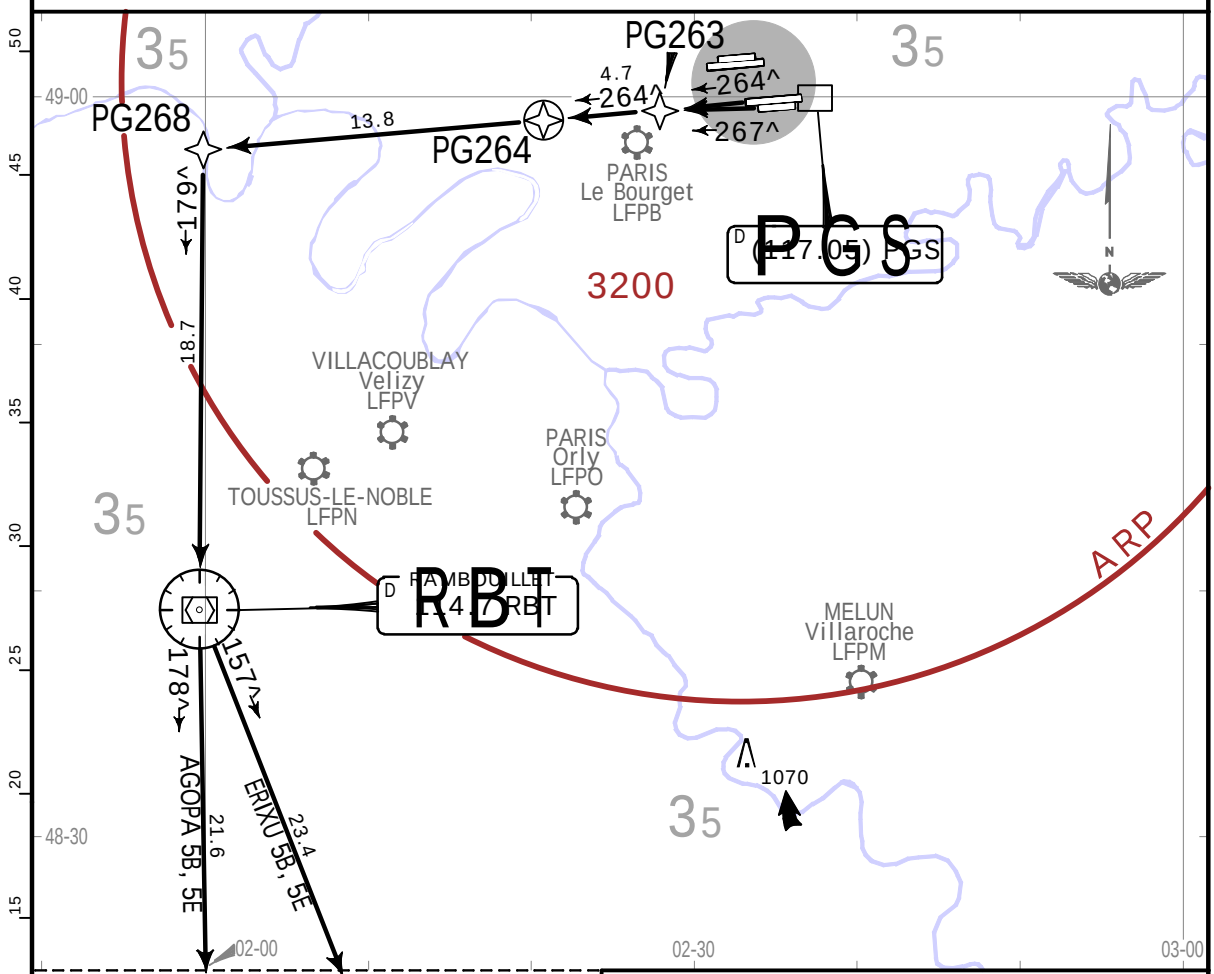
JEPPESEN
10 JUN 22
(20-3T1) .Eff.16.Jun.
PARIS, FRANCE
.RNAV.SID.

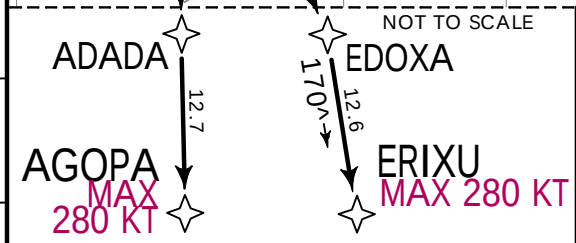
DE GAULLE Departure 133.380	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 26L: No turn before DER.

AGOPA 5B [AGOP5B], AGOPA 5E [AGOP5E]
ERIXU 5B [ERIX5B], ERIXU 5E [ERIX5E]
RNAV DEPARTURES (RWYS 26L/R)

JETS ABOVE FL195

SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100





These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance FL120

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	Climb on 267^ track to PG263, then to PG264.
26R	Climb on 264^ track to PG263, then to PG264.

SID	ROUTING
AGOPA 5B, AGOPA 5E	PG264 - PG268 - RBT - ADADA - AGOPA (K280-).
ERIXU 5B, ERIXU 5E	PG264 - PG268 - RBT - EDOXA - ERIXU (K280-).

CHANGES: PGS VORDME downgraded to DME.

DE GAULLE Departure	Apt Elev
133.380	392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 09L: No turn before DER.

AGOPA 5G [AGOP5G], AGOPA 5K [AGOP5K]
ERIXU 5G [ERIX5G], ERIXU 5K [ERIX5K]
RNAV DEPARTURES (RWYS 09L/R)

JETS ABOVE FL195

.SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100

CHANGES: POY DME withdrawn.

CGN
D (115.35) CGN
PG~91
PG~92
PG~95
087^
084^
2.1
084^
177^
6.3
PG1~~
PARIS
Le Bourget
LFPB
3200
234^
PG1~1
11.3
VILLACOUBLAY
Velizy
LFPV
TOUSSUS-LE-NOBLE
LFPN
PARIS
Orly
LFPO
POY
334 POY
210^
15.4
MELUN
Villaroche
LFPM
ARP
ABOBO
209^
176^
AGOPA 5G, 5K
14.9
ERIXU 5G, 5K
13.2
ADADA
EDOXA
178^
170^
12.7
12.6
2000
AGOPA
MAX 280 KT
ERIXU
MAX 280 KT
ORLEANS
Bricy
LFOJ
49-00
48-30
48-00
02-30
03-00
02-00
35

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance FL120

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D8.2 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
09L	Climb on 087^ track to PG~91, then to PG~92.
09R	Climb on 084^ track to PG~91, then to PG~92.

SID	ROUTING
AGOPA 5G, AGOPA 5K	PG~92 - PG~95 - PG1~~ - PG1~1 - POY - ABOBO - ADADA - AGOPA (K280-).
ERIXU 5G, ERIXU 5K	PG~92 - PG~95 - PG1~~ - PG1~1 - POY - ABOBO - EDOXA - ERIXU (K280-).

AGOPA 5G [AGOP5G]
AGOPA 5K [AGOP5K]
ERIXU 5G [ERIX5G]
ERIXU 5K [ERIX5K]
RNAV DEPARTURES (RWYS 09L/R)

JEPPESEN
28 OCT 22
(20-3T3)
PARIS, FRANCE
.Eff.3.Nov. .RNAV.SID.

DE GAULLE Departure	Apt Elev
133.380	392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 08R: No turn before DER.

AGOPA 5H [AGOP5H], AGOPA 5L [AGOP5L]
ERIXU 5H [ERIX5H], ERIXU 5L [ERIX5L]
RNAV DEPARTURES (RWYS 08L/R)

JETS ABOVE FL195

.SPEED: MAX 250 KT BELOW FL100
MAX 280 KT AT OR ABOVE FL100

PGS
D 117.05 PGS

PG~81
PG~82
PG~88
084^
081^
2.7
084^
PARIS
Le Bourget
LFPB

3200

PG1~1
234^
11.3

VILLACOUBLAY
Velizy
LFPV

TOUSSUS-LE-NOBLE
LFPN

PARIS
Orly
LFPO

POY
334 POY

210^
15.4

MELUN
Villaroche
LFPM

ARP

ABOBO
209^
176^
AGOPA 5H, 5L
14.9
ERIXU 5H, 5L
13.2

ADADA
EDOXA
178^
170^
12.7
12.6

AGOPA
MAX 280 KT

ERIXU
MAX 280 KT

2000

ORLEANS
Bricy
LFOJ

49-00
48-30
48-00
02-30
03-00
02-00

35

These SIDs require a minimum climb gradient of
5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance FL120

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D4.6 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
08L	Climb on 084^ track to PG~81, then to PG~82.
08R	Climb on 081^ track to PG~81, then to PG~82.

SID	ROUTING
AGOPA 5H, AGOPA 5L	PG~82 - PG~88 - PG1~1 - POY - ABOBO - ADADA - AGOPA (K280-).
ERIXU 5H, ERIXU 5L	PG~82 - PG~88 - PG1~1 - POY - ABOBO - EDOXA - ERIXU (K280-).

LFPG/CDG
CHARLES-DE-GAULLE

AGOPA 5H [AGOP5H]
AGOPA 5L [AGOP5L]
ERIXU 5H [ERIX5H]
ERIXU 5L [ERIX5L]
RNAV DEPARTURES (RWYS 08L/R)

JEPPESEN
28 OCT 22
(20-3T4)
.Eff.3.Nov. .RNAV.SID.
PARIS, FRANCE

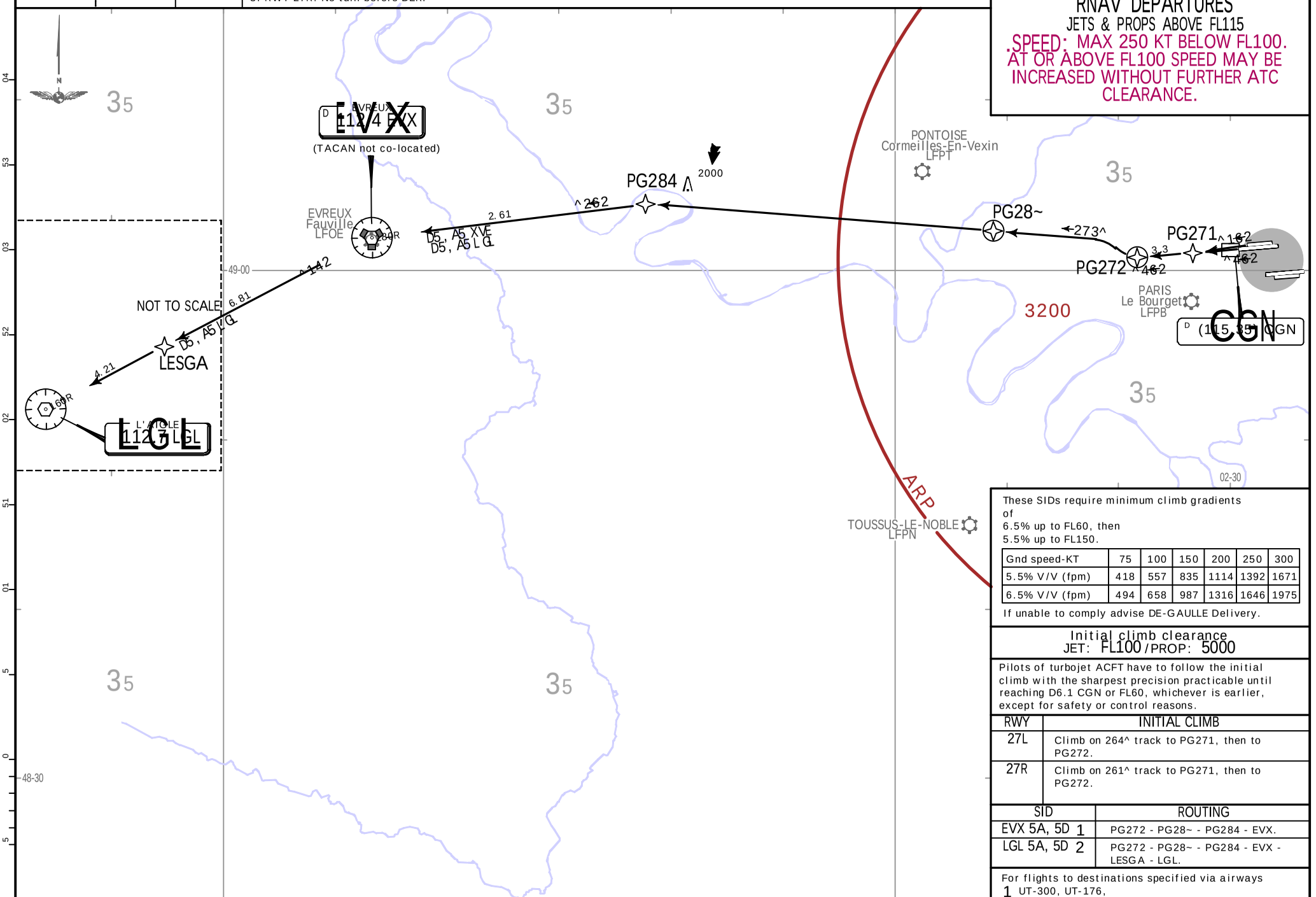
DE GAULLE Departure		Apt Elev
EVX 5A, 5D	LGL 5A, 5D	392
124.355	133.380	

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 27R: No turn before DER.

EVX 5A, EVX 5D
LGL 5A, LGL 5D
RNAV DEPARTURES

JETS & PROPS ABOVE FL115

SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



These SIDs require minimum climb gradients of
6.5% up to FL60, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance
JET: FL100 / PROP: 5000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D6.1 CGN or FL60, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG271, then to PG272.
27R	Climb on 261^ track to PG271, then to PG272.

SID	ROUTING
EVX 5A, 5D 1	PG272 - PG28~ - PG284 - EVX.
LGL 5A, 5D 2	PG272 - PG28~ - PG284 - EVX - LESGA - LGL.

For flights to destinations specified via airways
1 UT-300, UT-176,
2 UN-502, UN-491, UT-176, UT-190.

CHANGES: RNAV SIDs renumbered.

DE GAULLE
Departure

EVX 5Z	LGL 5Z
124.355	133.380

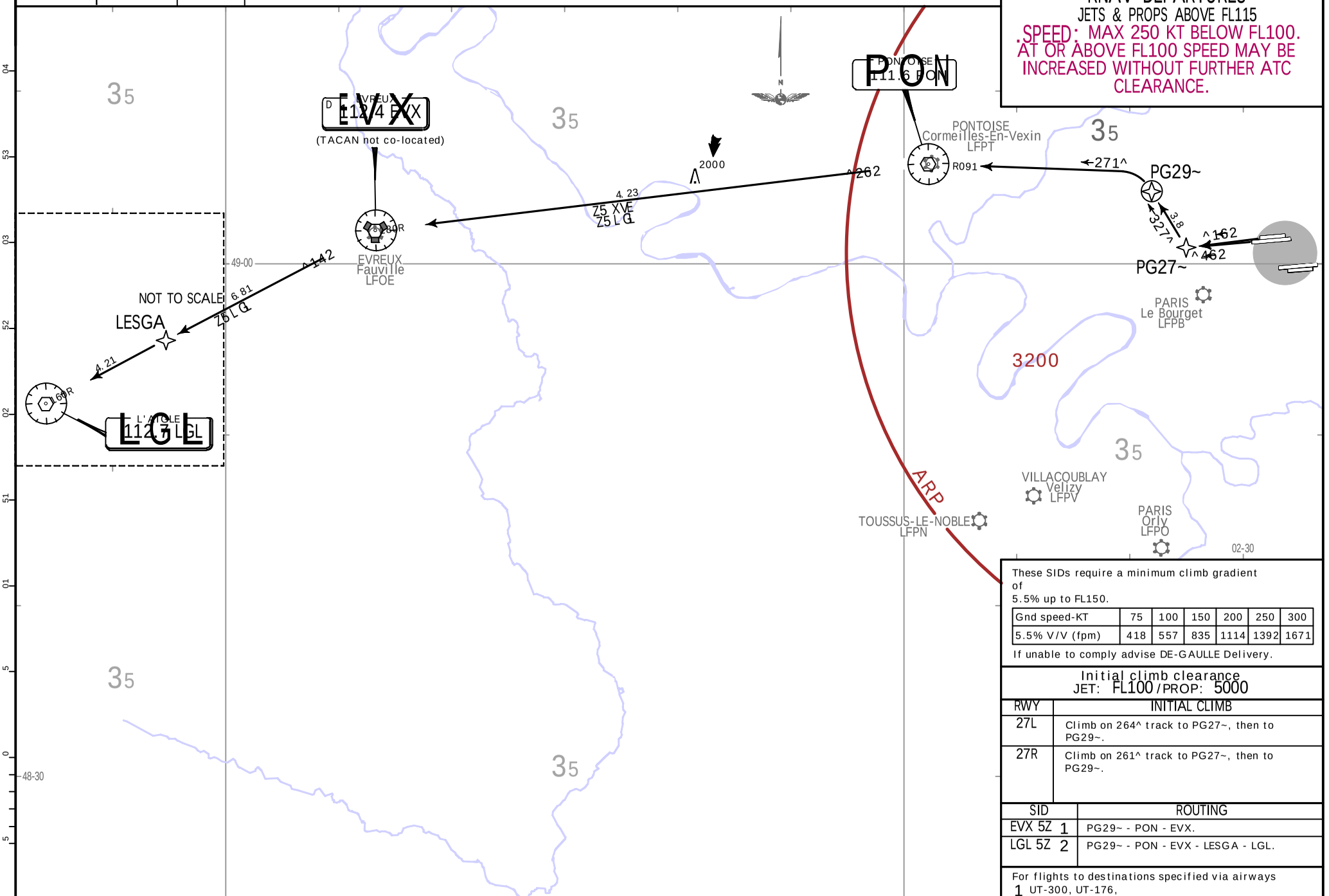
Apt Elev
392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 27R: No turn before DER.

EVX 5Z
LGL 5Z
RNAV DEPARTURES

JETS & PROPS ABOVE FL115

SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance
JET: FL100 / PROP: 5000

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG27~, then to PG29~.
27R	Climb on 261^ track to PG27~, then to PG29~.

SID	ROUTING
EVX 5Z 1	PG29~ - - PON - EVX.
LGL 5Z 2	PG29~ - - PON - EVX - LESGA - LGL.

For flights to destinations specified via airways
1 UT-300, UT-176,
2 UN-502, UN-491, UT-176, UT-190.

CHANGES: RNAV SIDs renumbered.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
10 JUN 22 (20-3T7) .Eff.16.Jun.

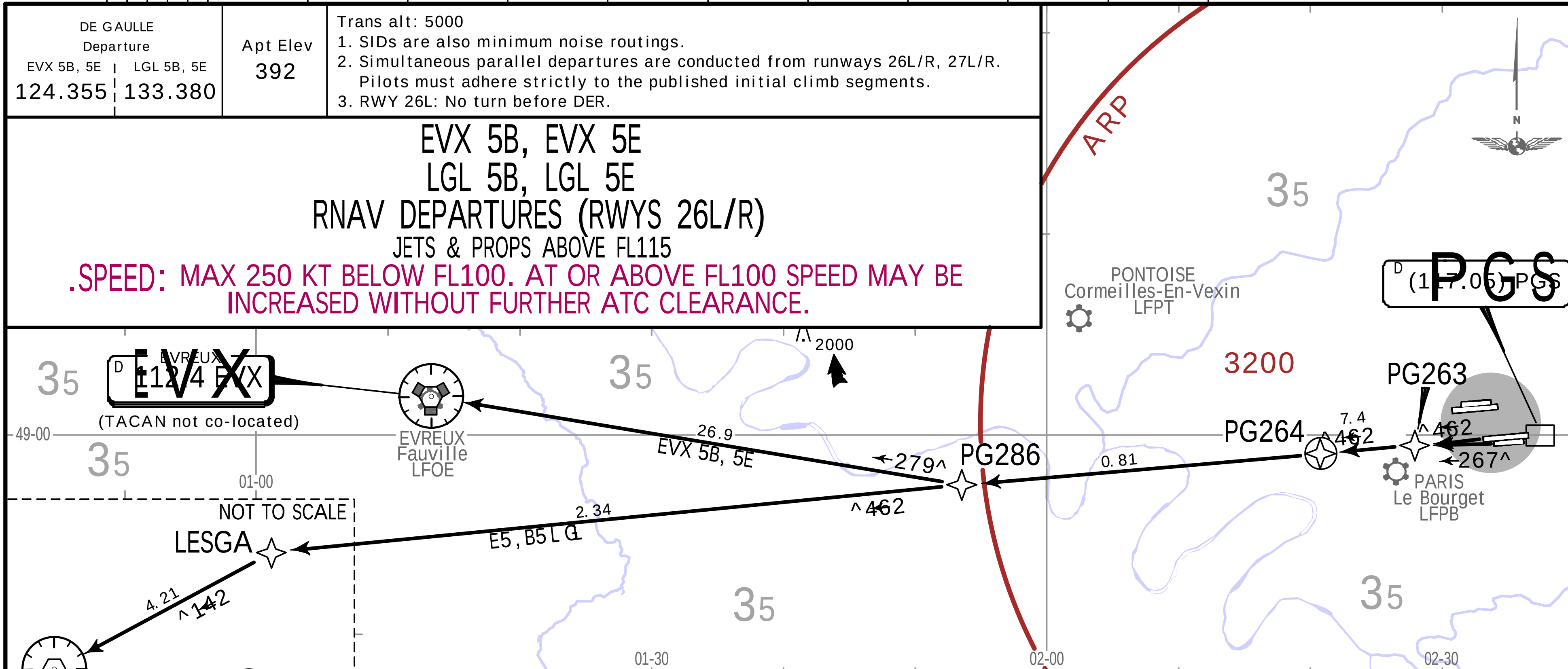
PARIS, FRANCE
.RNAV.SID.

DE GAULLE Departure EVX 5B, 5E	LGL 5B, 5E	Apt Elev
124.355	133.380	392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 26L: No turn before DER.

EVX 5B, EVX 5E
LGL 5B, LGL 5E
RNAV DEPARTURES (RWYS 26L/R)
JETS & PROPS ABOVE FL115

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



Initial climb clearance JET: FL100 /PROP: 5000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	Climb on 267^ track to PG263, then to PG264.
26R	Climb on 264^ track to PG263, then to PG264.

SID	ROUTING
EVX 5B, 5E 1	PG264 - PG286 - EVX.
LGL 5B, 5E 2	PG264 - PG286 - LESGA - LGL.

For flights to destinations specified via airways 1 UT-300, UT-176, 2 UN-502, UN-491, UT-176, UT-190

These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

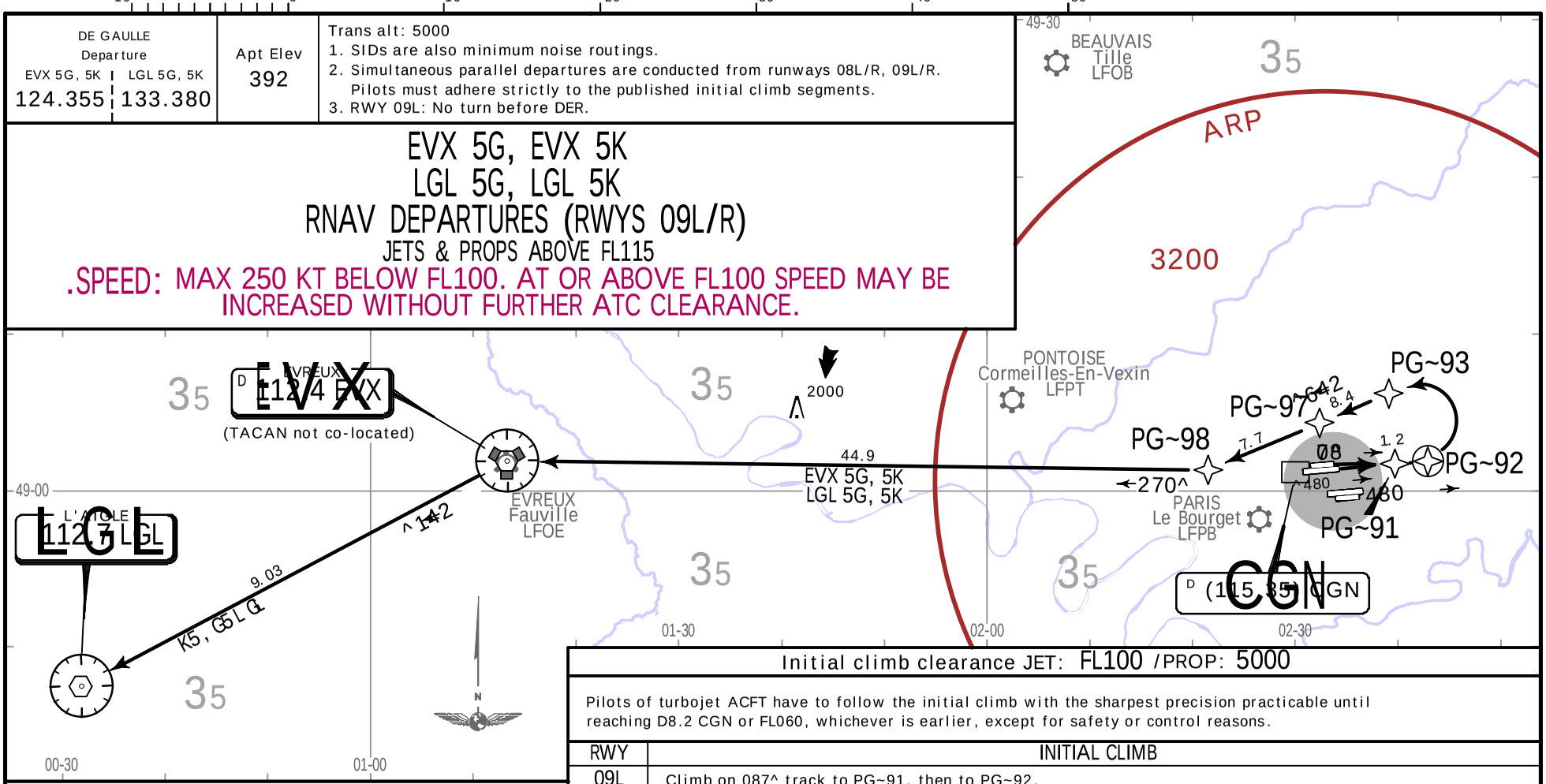
CHANGES: PGS VORDME downgraded to DME.

DE GAULLE Departure		Apt Elev	Trans alt: 5000
EVX 5G, 5K	LGL 5G, 5K	392	1. SIDs are also minimum noise routings.
124.355	133.380		2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.
			3. RWY 09L: No turn before DER.

EVX 5G, EVX 5K
LGL 5G, LGL 5K
RNAV DEPARTURES (RWYS 09L/R)

JETS & PROPS ABOVE FL115

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



Initial climb clearance JET: FL100 /PROP: 5000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D8.2 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
09L	Climb on 087^ track to PG~91, then to PG~92.
09R	Climb on 084^ track to PG~91, then to PG~92.

SID	ROUTING
EVX 5G, 5K 1	PG~92 - PG~93 - PG~097 - PG~98 - EVX.
LGL 5G, 5K 2	PG~92 - PG~93 - PG~097 - PG~98 - EVX - LGL.

For flights to destinations specified via airways 1 UT-300, UT-176, 2 UN-502, UN-491, UT-176, UT-190.

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

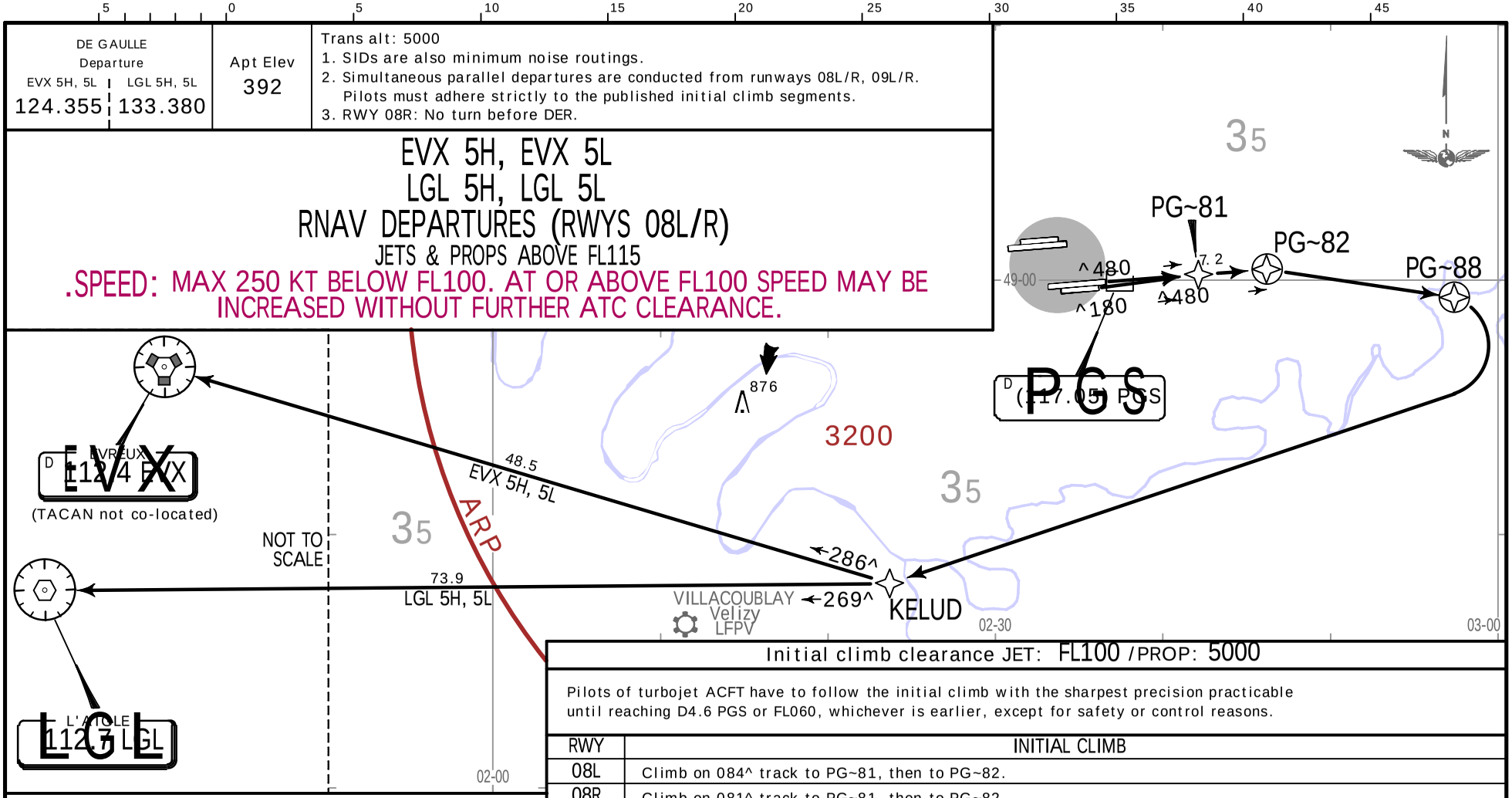
If unable to comply advise DE-GAULLE Delivery.

DE GAULLE Departure		Apt Elev	Trans alt: 5000
EVX 5H, 5L	LGL 5H, 5L	392	1. SIDs are also minimum noise routings.
124.355	133.380		2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.
			3. RWY 08R: No turn before DER.

EVX 5H, EVX 5L
LGL 5H, LGL 5L
RNAV DEPARTURES (RWYS 08L/R)

JETS & PROPS ABOVE FL115

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance JET: FL100 /PROP: 5000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D4.6 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
08L	Climb on 084^ track to PG~81, then to PG~82.
08R	Climb on 081^ track to PG~81, then to PG~82.

SID	ROUTING
EVX 5H, 5L 1	PG~82 - PG~88 - KELUD - EVX.
LGL 5H, 5L 2	PG~82 - PG~88 - KELUD - LGL.

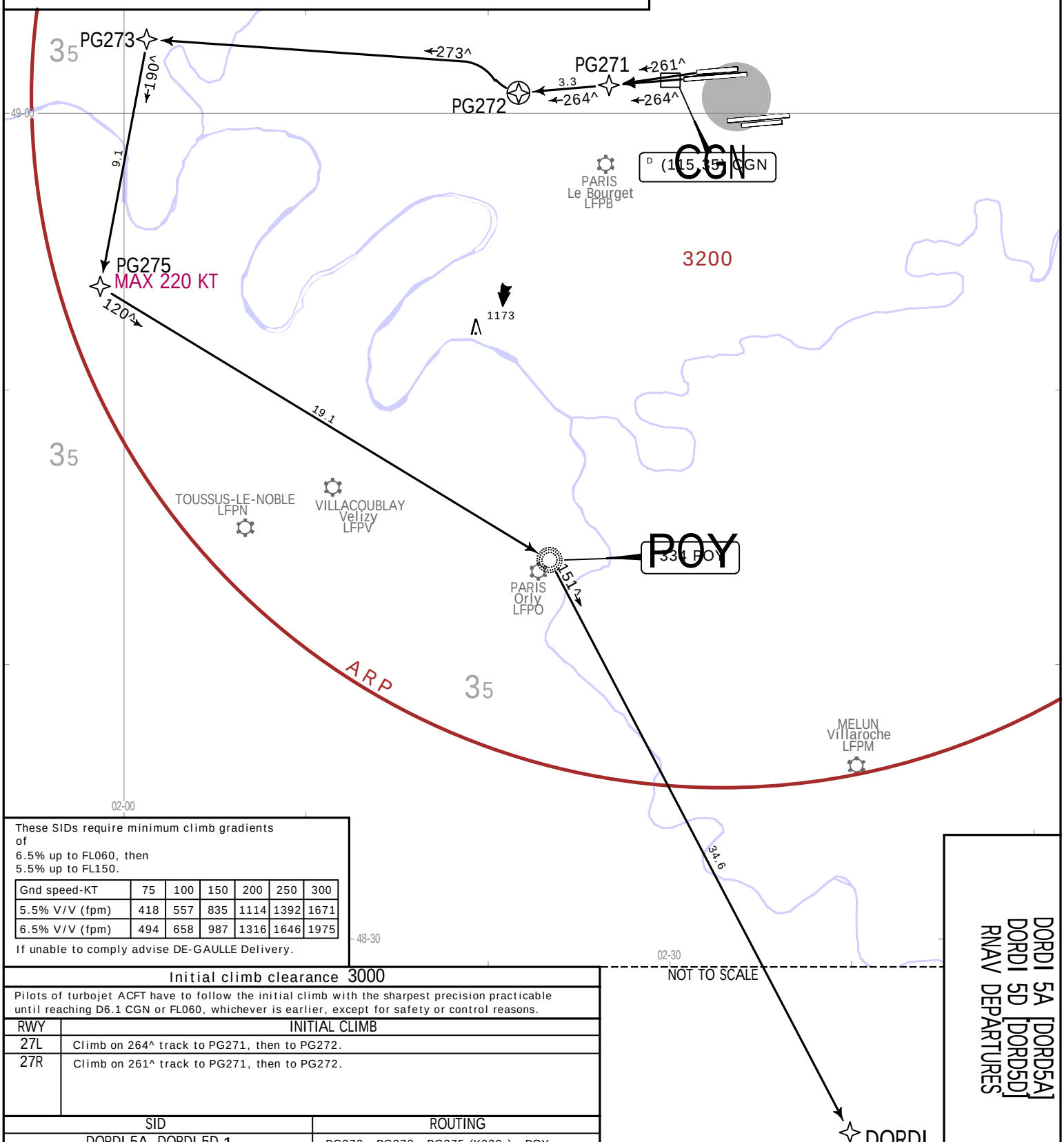
For flights to destinations specified via airways 1 UT-300, UT-176, 2 UN-502, UN-491, UT-176, UT-190.

DE GAULLE Departure 133.380	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 27R: No turn before DER.

DORDI 5A [DORD5A], DORDI 5D [DORD5D] RNAV DEPARTURES

JETS BELOW FL145 & PROPS

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



NOT TO SCALE

These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance 3000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D6.1 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG271, then to PG272.
27R	Climb on 261^ track to PG271, then to PG272.

SID	ROUTING
DORDI 5A, DORDI 5D 1	PG272 - PG273 - PG275 (K220-) - POY - DORDI.

For flights to destinations specified via airways 1 G-40, G-54, J-301.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
28 OCT 22
(20-3V) .Eff.3.Nov.

PARIS, FRANCE
.RNAV.SID.

DORDI 5A [DORD5A]
DORDI 5D [DORD5D]
RNAV DEPARTURES

DE GAULLE Departure	Apt Elev
133.380	392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 27R: No turn before DER.

DORDI 5Z [DORD5Z]
RNAV DEPARTURE (RWYS 27L/R)

JETS BELOW FL145 & PROPS

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.

PONTOISE
111.6 PON

PON
PONTOISE
Cormeilles-En-Vexin
LFPT

271^
PG29~
091^
3.8
327^
261^
264^
PG27~
12.3
49-00
PARIS
Le Bourget
LFPB
PG275
MAX 220 KT
120^
1173
3200
19.1
VILLACOUBLAY
Velizy
LFPV
TOUSSUS-LE-NOBLE
LFPN
POY
334 POY
151^
PARIS
Orly
LFPO
ARP
MELUN
Villaroche
LFPM
02-00
34.6
48-30
02-30
NOT TO SCALE
DORDI

This SID requires a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance 3000

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG27~, then to PG29~.
27R	Climb on 261^ track to PG27~, then to PG29~.

SID	ROUTING
DORDI 5Z 1	PG29~ - PON - PG275 (K220-) - POY - DORDI.

For flights to destinations specified via airways 1 G-40, G-54, J-301.

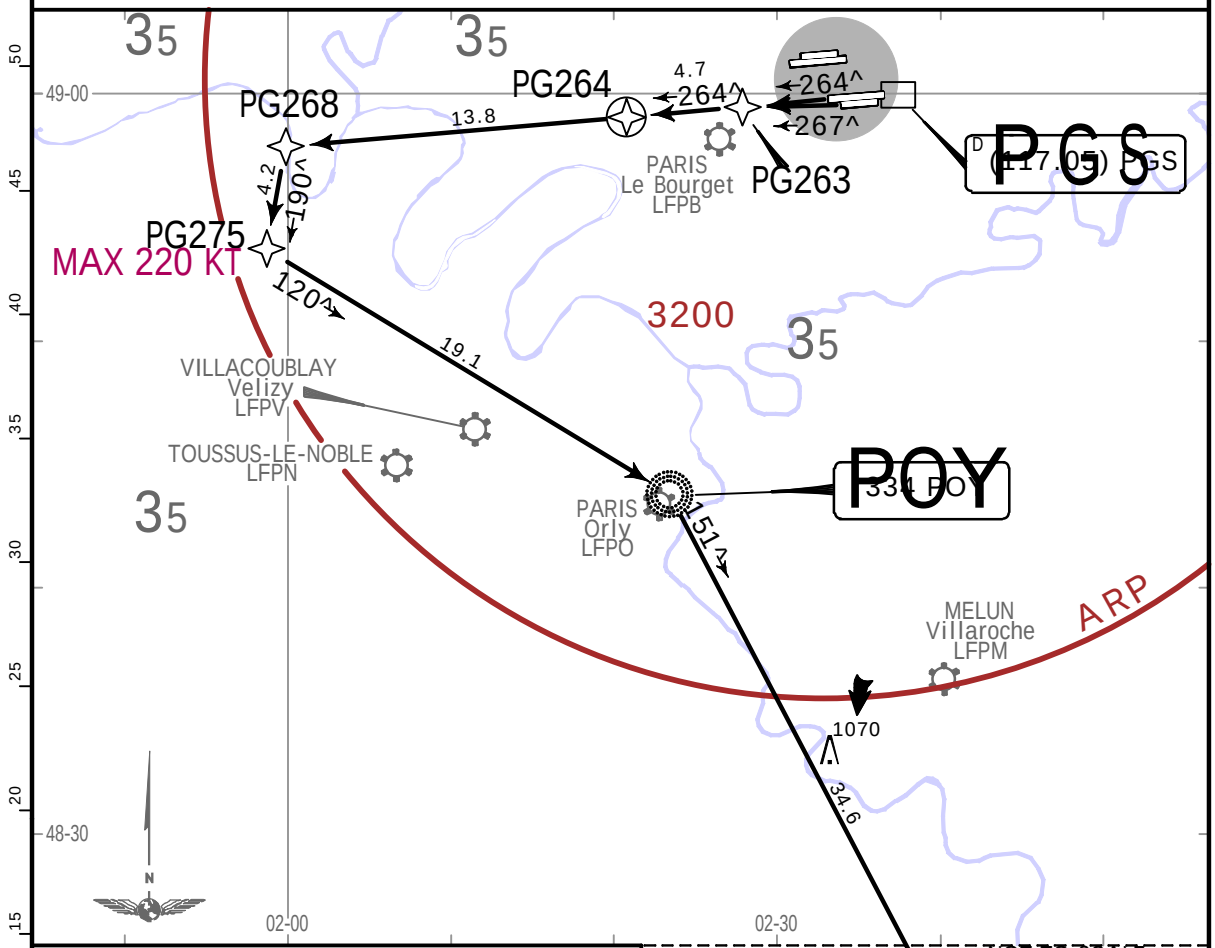
DORDI 5Z [DORD5Z]
RNAV DEPARTURE (RWYS 27L/R)

JEPPESEN
28 OCT 22
20-3V1
.Eff.3.Nov.
PARIS, FRANCE
.RNAV.SID.

DE GAULLE Departure 133.380	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 26L: No turn before DER.

DORDI 5B [DORD5B], DORDI 5E [DORD5E]
RNAV DEPARTURES (RWYS 26L/R)
JETS BELOW FL145 & PROPS

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance 3000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	Climb on 267^ track to PG263, then to PG264.
26R	Climb on 264^ track to PG263, then to PG264.

SID	ROUTING
1 DORDI 5B, DORDI 5E	PG264 - PG268 - PG275 (K220-) - POY - DORDI.

For flights to destinations specified via airways 1 G-40, G-54, J-301.

CHANGES: POY DME withdrawn.

DE GAULLE Departure	Apt Elev
133.380	392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 09L: No turn before DER.

DORDI 5G [DORD5G], DORDI 5K [DORD5K] RNAV DEPARTURES (RWYS 09L/R)

JETS BELOW FL145 & PROPS

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.

Initial climb clearance 3000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D8.2 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
09L	Climb on 087^ track to PG~91, then to PG~92.
09R	Climb on 084^ track to PG~91, then to PG~92.

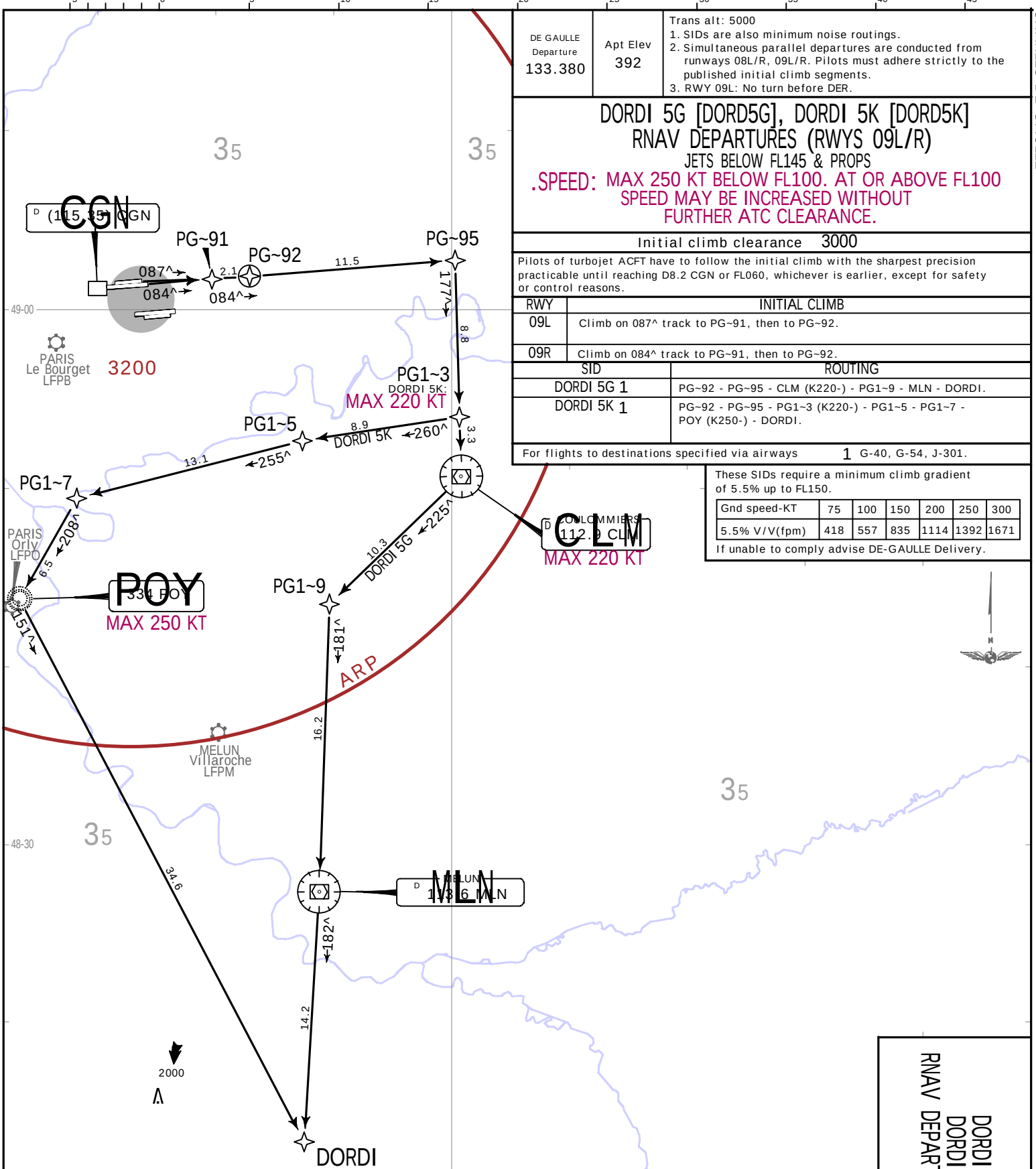
SID	ROUTING
DORDI 5G 1	PG~92 - PG~95 - CLM (K220-) - PG1~9 - MLN - DORDI.
DORDI 5K 1	PG~92 - PG~95 - PG1~3 (K220-) - PG1~5 - PG1~7 - POY (K250-) - DORDI.

For flights to destinations specified via airways 1 G-40, G-54, J-301.

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.



DORDI 5G [DORD5G]
DORDI 5K [DORD5K]
RNAV DEPARTURES (RWYS 09L/R)

DE GAULLE Departure	Apt Elev	
133.380	392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 08R: No turn before DER.

DORDI 5H [DORD5H], DORDI 5L [DORD5L]
RNAV DEPARTURES (RWYS 08L/R)

JETS BELOW FL145 & PROPS

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.

Initial climb clearance 3000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D4.6 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
08L	Climb on 084^ track to PG~81, then to PG~82.
08R	Climb on 081^ track to PG~81, then to PG~82.

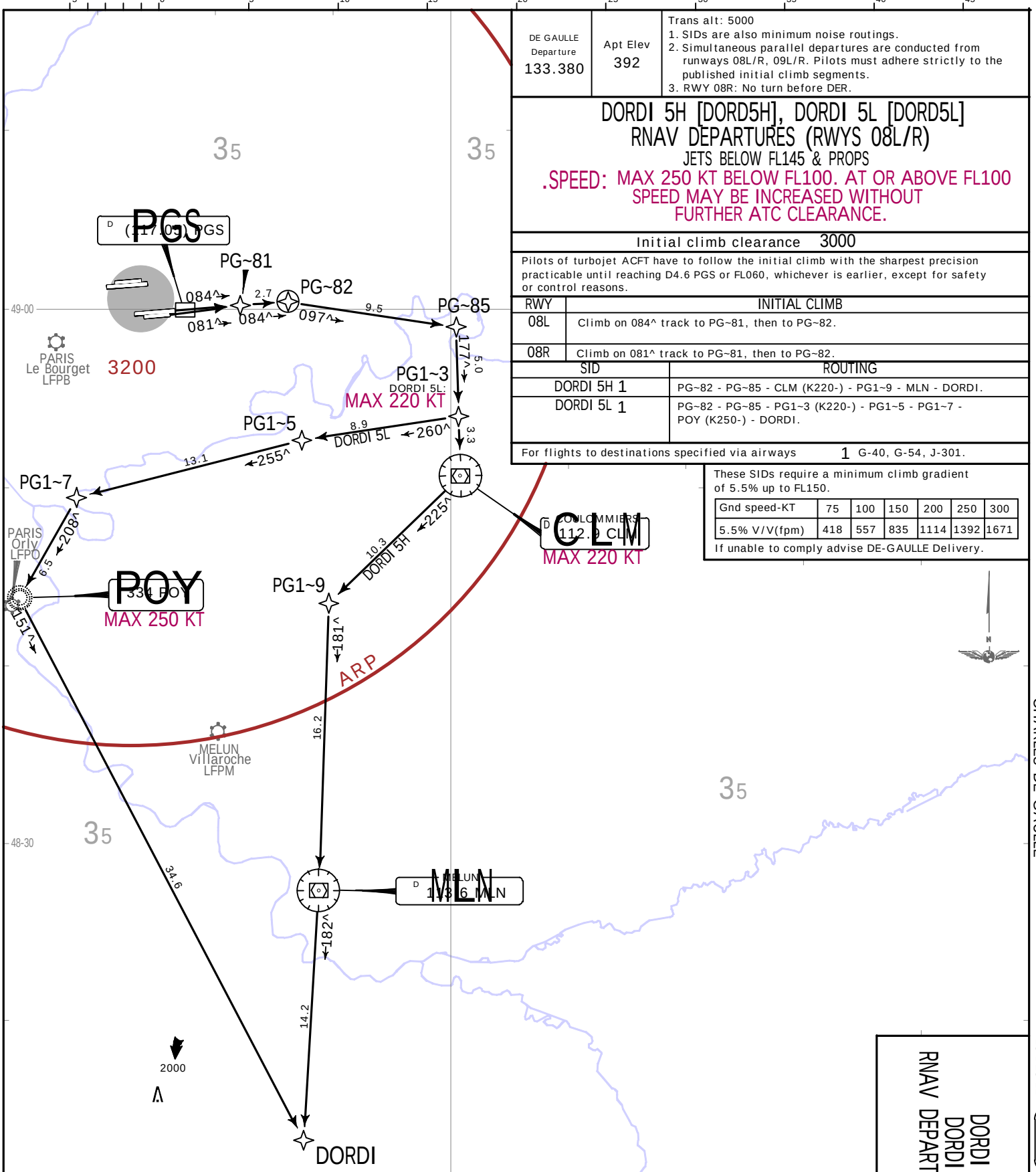
SID	ROUTING
DORDI 5H 1	PG~82 - PG~85 - CLM (K220-) - PG1~9 - MLN - DORDI.
DORDI 5L 1	PG~82 - PG~85 - PG1~3 (K220-) - PG1~5 - PG1~7 - POY (K250-) - DORDI.

For flights to destinations specified via airways 1 G-40, G-54, J-301.

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.



LFPG/CDG
CHARLES-DE-GAULLE

DORDI 5H [DORD5H]
DORDI 5L [DORD5L]
RNAV DEPARTURES (RWYS 08L/R)

JEPPESEN
23 DEC 22
(20-3V4)
PARIS, FRANCE
.Eff.29.Dec. .RNAV.SID.

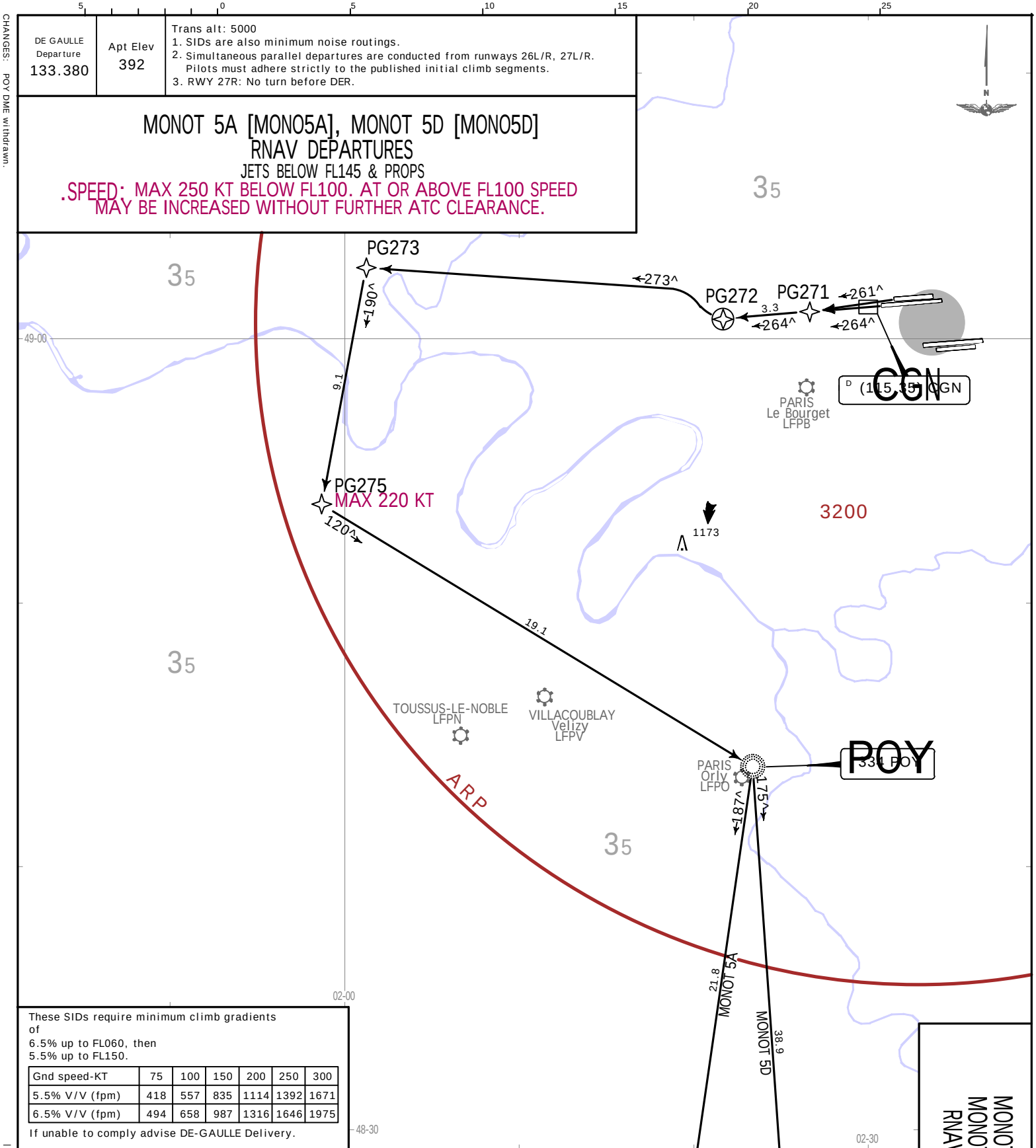
DE GAULLE Departure	Apt Elev
133.380	392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 27R: No turn before DER.

MONOT 5A [MONO5A], MONOT 5D [MONO5D] RNAV DEPARTURES

JETS BELOW FL145 & PROPS

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



NOT TO SCALE

These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance 3000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D6.1 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG271, then to PG272.
27R	Climb on 261^ track to PG271, then to PG272.

SID	ROUTING
MONOT 5A 1	PG272 - PG273 - PG275 (K220-) - POY - PG277 - MONOT.
MONOT 5D 1	PG272 - PG273 - PG275 (K220-) - POY - MONOT.

For flights to destinations specified via airways 1 R-161.

MONOT 5A [MONO5A]
MONOT 5D [MONO5D]
RNAV DEPARTURES

JEPPESEN
28 OCT 22 (20-3V5) .Eff.3.Nov.
PARIS, FRANCE
.RNAV.SID.

CHANGES: POY DME withdrawn.

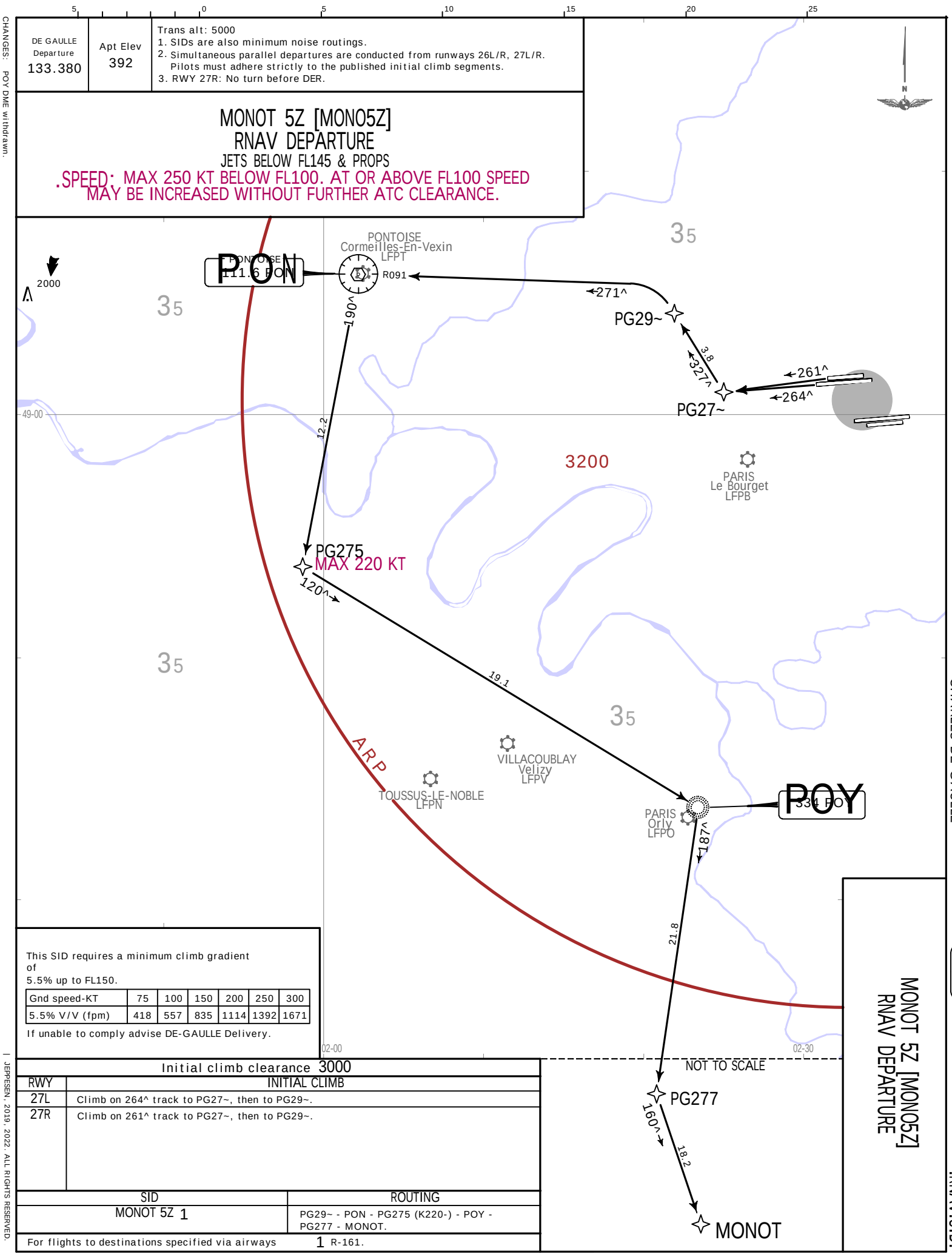
CHANGES: POY DME withdrawn.

DE GAULLE Departure 133.380	Apt Elev 392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 27R: No turn before DER.

MONOT 5Z [MONO5Z]
RNAV DEPARTURE
JETS BELOW FL145 & PROPS

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



This SID requires a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance 3000

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG27~, then to PG29~.
27R	Climb on 261^ track to PG27~, then to PG29~.

SID	ROUTING
MONOT 5Z 1	PG29~ - PON - PG275 (K220-) - POY - PG277 - MONOT.

For flights to destinations specified via airways 1 R-161.

LFPG/CDG
CHARLES-DE-GAULLE

MONOT 5Z [MONO5Z]
RNAV DEPARTURE

JEPPESEN
28 OCT 22 (20-3V6) .Eff.3.Nov.

PARIS, FRANCE
.RNAV.SID.

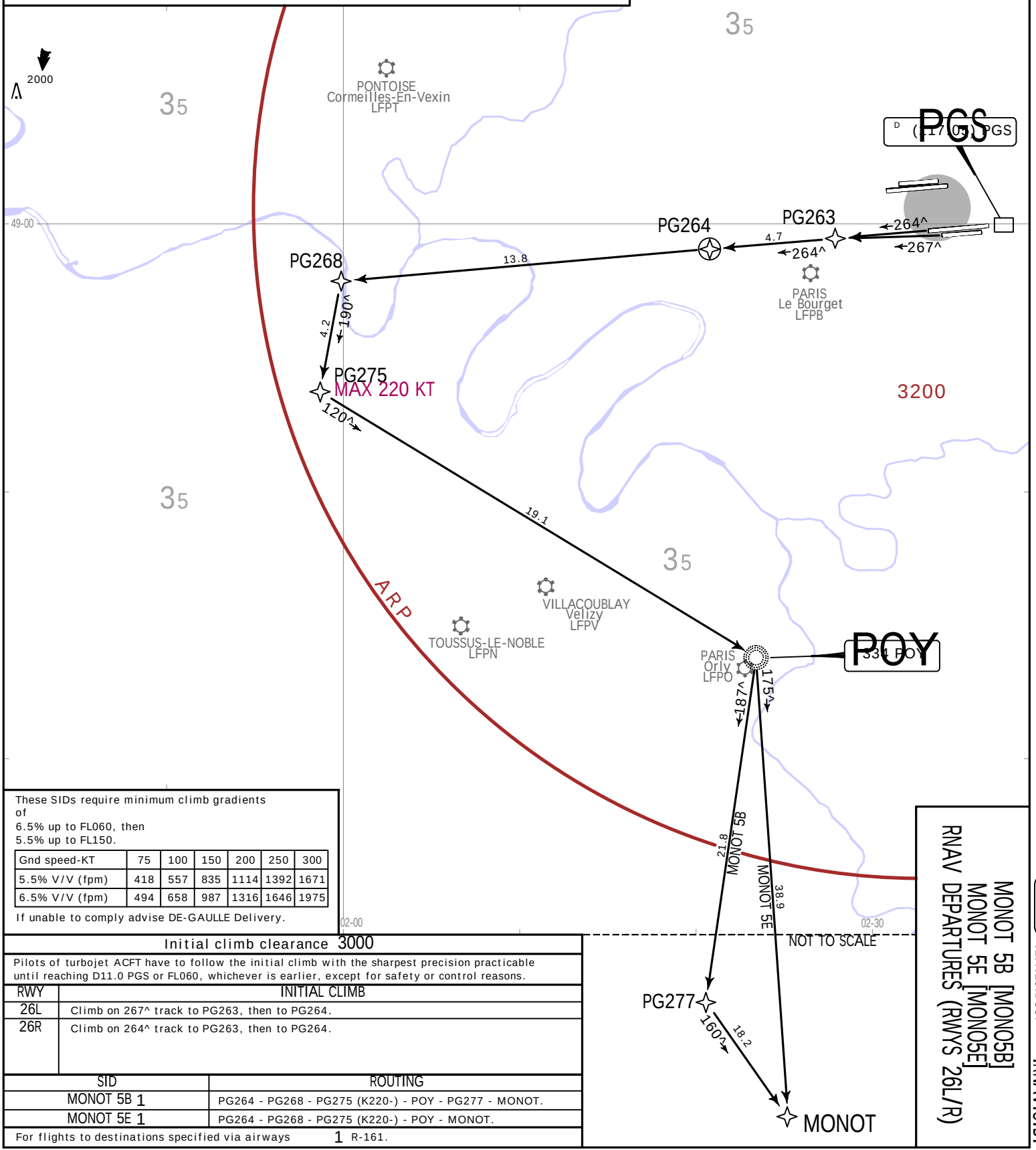
DE GAULLE Departure	Apt Elev
133.380	392

Trans alt: 5000
1. SIDs are also minimum noise routings.
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. RWY 26L: No turn before DER.

MONOT 5B [MONO5B], MONOT 5E [MONO5E] RNAV DEPARTURES (RWYS 26L/R)

JETS BELOW FL145 & PROPS

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance 3000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	Climb on 267^ track to PG263, then to PG264.
26R	Climb on 264^ track to PG263, then to PG264.

SID	ROUTING
MONOT 5B 1	PG264 - PG268 - PG275 (K220-) - POY - PG277 - MONOT.
MONOT 5E 1	PG264 - PG268 - PG275 (K220-) - POY - MONOT.

For flights to destinations specified via airways 1 R-161.

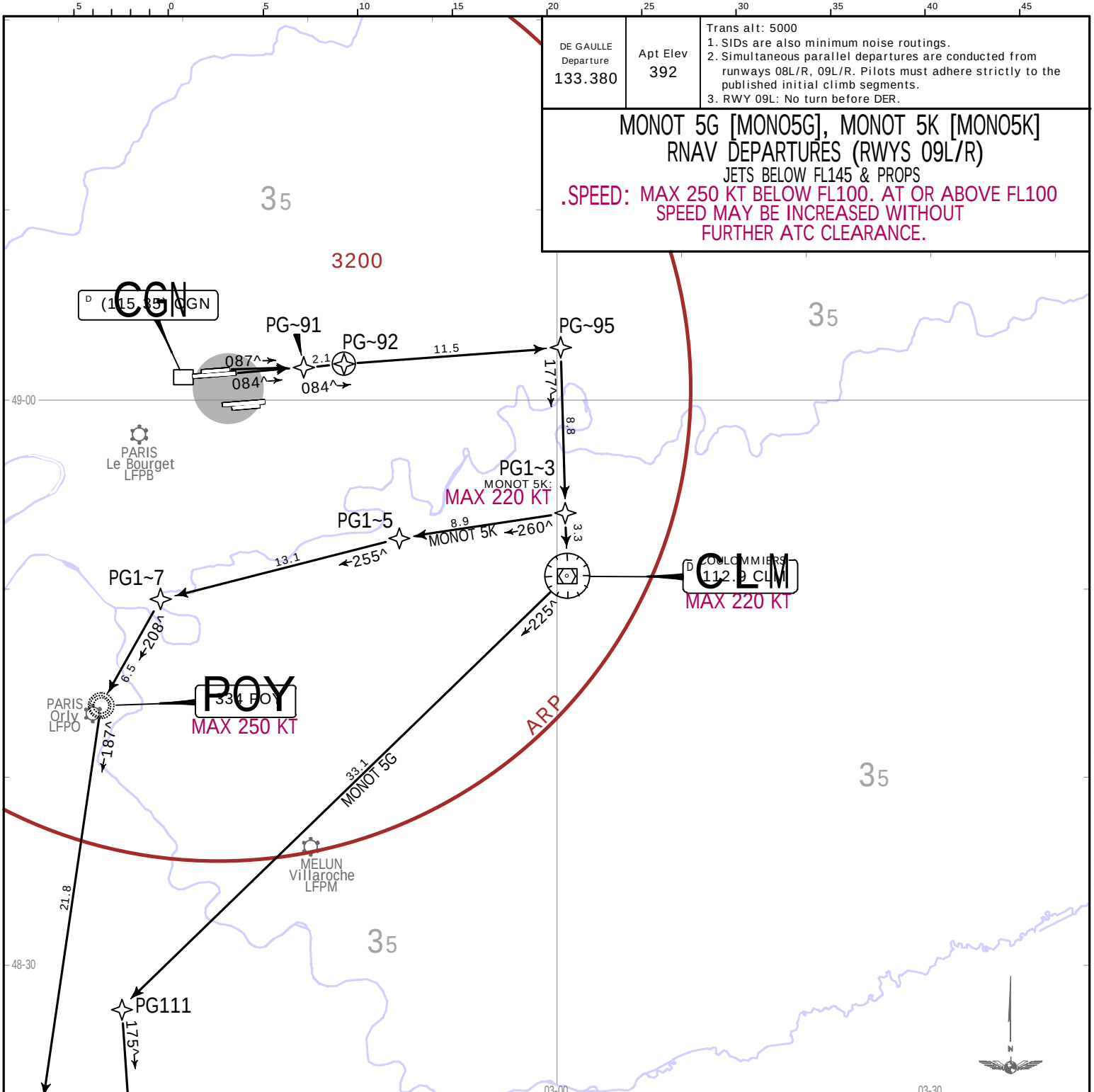
MONOT 5B [MONO5B]
MONOT 5E [MONO5E]
RNAV DEPARTURES (RWYS 26L/R)

DE GAULLE Departure	Apt Elev	
133.380	392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 09L: No turn before DER.

MONOT 5G [MONO5G], MONOT 5K [MONO5K] RNAV DEPARTURES (RWYS 09L/R)

JETS BELOW FL145 & PROPS

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



Initial climb clearance 3000	
Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D8.2 CGN or FL060, whichever is earlier, except for safety or control reasons.	
RWY	INITIAL CLIMB
09L	Climb on 087^ track to PG~91, then to PG~92.
09R	Climb on 084^ track to PG~91, then to PG~92.

SID	ROUTING
MONOT 5G 1	PG~92 - PG~95 - CLM (K220-) - PG111 - MONOT
MONOT 5K 1	PG~92 - PG~95 - PG1~3 (K220-) - PG1~5 - PG1~7 - POY (K250-) - PG277 - MONOT.

For flights to destinations specified via airways 1 R-161.

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

MONOT 5G [MONO5G]
MONOT 5K [MONO5K]
RNAV DEPARTURES (RWYS 09L/R)

LFPG/CDG
CHARLES-DE-GAULLE

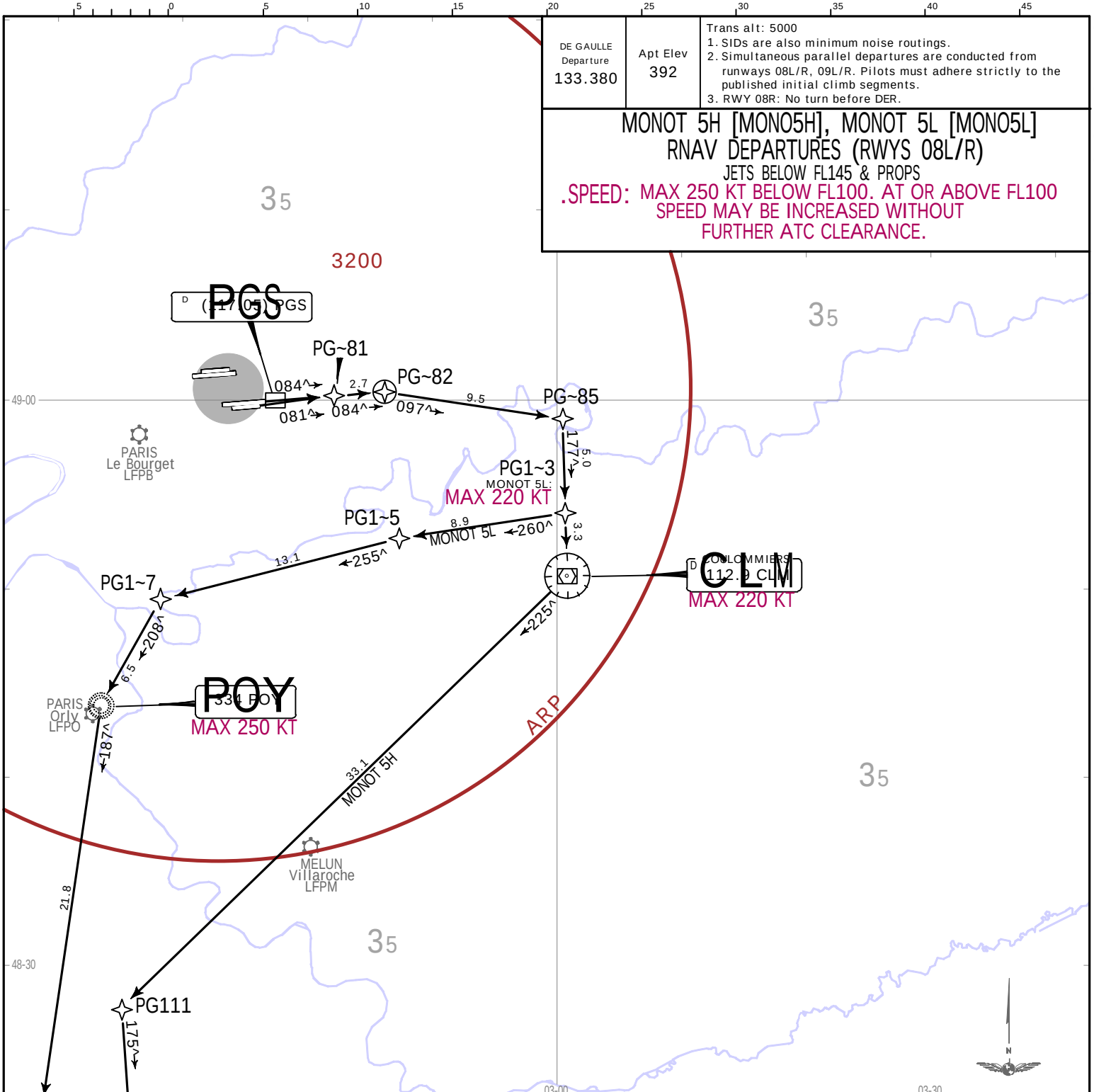
JEPPESEN
23 DEC 22
(20-3V8)
PARIS, FRANCE
.Eff.29.Dec. .RNAV.SID.

DE GAULLE Departure	Apt Elev	Trans alt: 5000
133.380	392	1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 08R: No turn before DER.

MONOT 5H [MONO5H], MONOT 5L [MONO5L] RNAV DEPARTURES (RWYS 08L/R)

JETS BELOW FL145 & PROPS

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



Initial climb clearance 3000	
Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D4.6 PGS or FL060, whichever is earlier, except for safety or control reasons.	
RWY	INITIAL CLIMB
08L	Climb on 084^ track to PG~81, then to PG~82.
08R	Climb on 081^ track to PG~81, then to PG~82.

SID	ROUTING
MONOT 5H 1	PG~82 - PG~85 - CLM (K220-) - PG111 - MONOT.
MONOT 5L 1	PG~82 - PG~85 - PG1~3 (K220-) - PG1~5 - PG1~7 - POY (K250-) - PG277 - MONOT.

For flights to destinations specified via airways 1 R-161.

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

MONOT 5H [MONO5H]
MONOT 5L [MONO5L]
RNAV DEPARTURES (RWYS 08L/R)

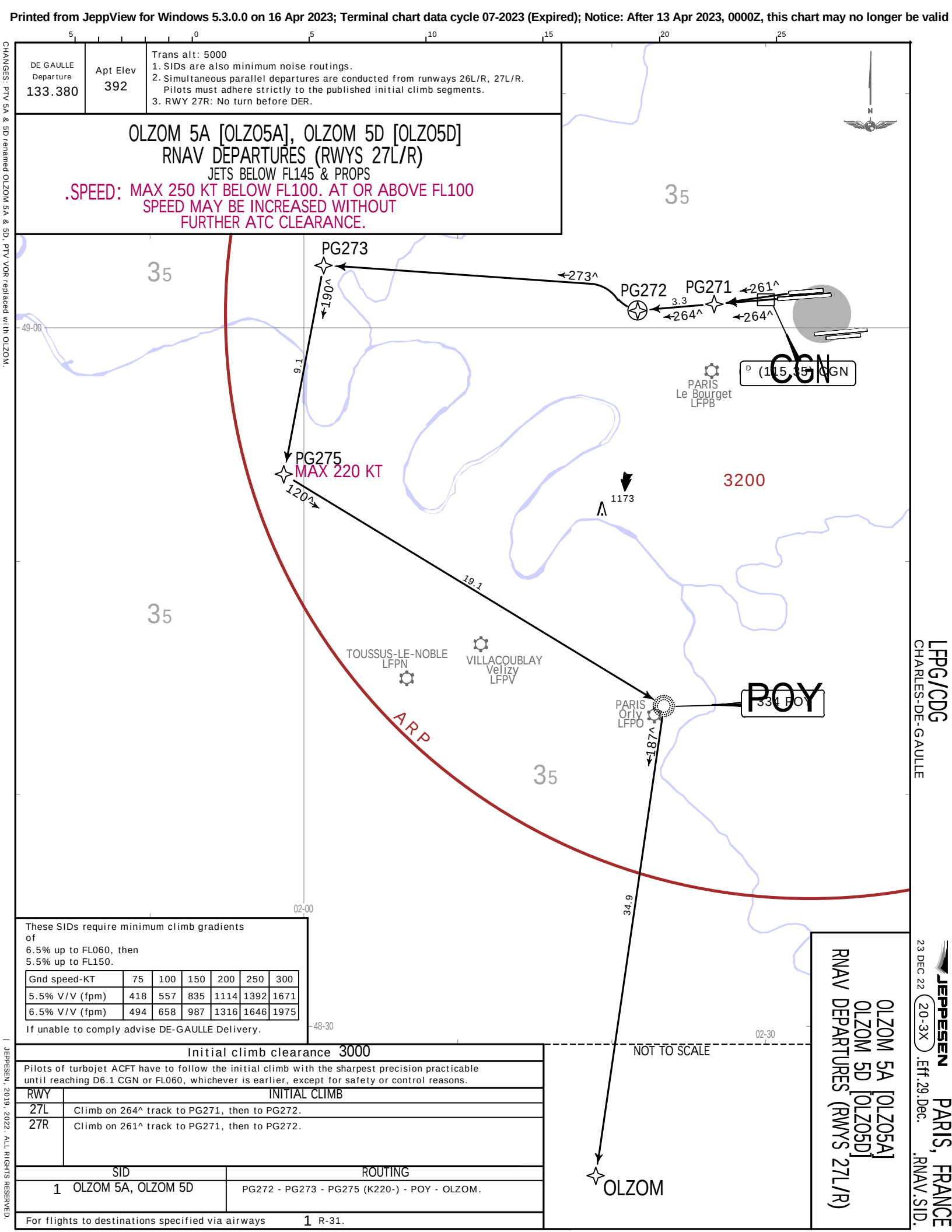
JEPPESEN
23 DEC 22
(20-3W)
PARIS, FRANCE
.Eff.29.Dec. .RNAV.SID.

CHANGES: Waypoint MONOT changed to non-compulsory.

DE GAULLE Departure 133.380	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 27R: No turn before DER.

OLZOM 5A [OLZ05A], OLZOM 5D [OLZ05D]
RNAV DEPARTURES (RWYS 27L/R)
JETS BELOW FL145 & PROPS

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

NOT TO SCALE

Initial climb clearance 3000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D6.1 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG271, then to PG272.
27R	Climb on 261^ track to PG271, then to PG272.

SID	ROUTING
1 OLZOM 5A, OLZOM 5D	PG272 - PG273 - PG275 (K220-) - POY - OLZOM.

For flights to destinations specified via airways 1 R-31.

LFPG/CDG
CHARLES-DE-GAULLE

OLZOM 5A [OLZ05A]
OLZOM 5D [OLZ05D]
RNAV DEPARTURES (RWYS 27L/R)

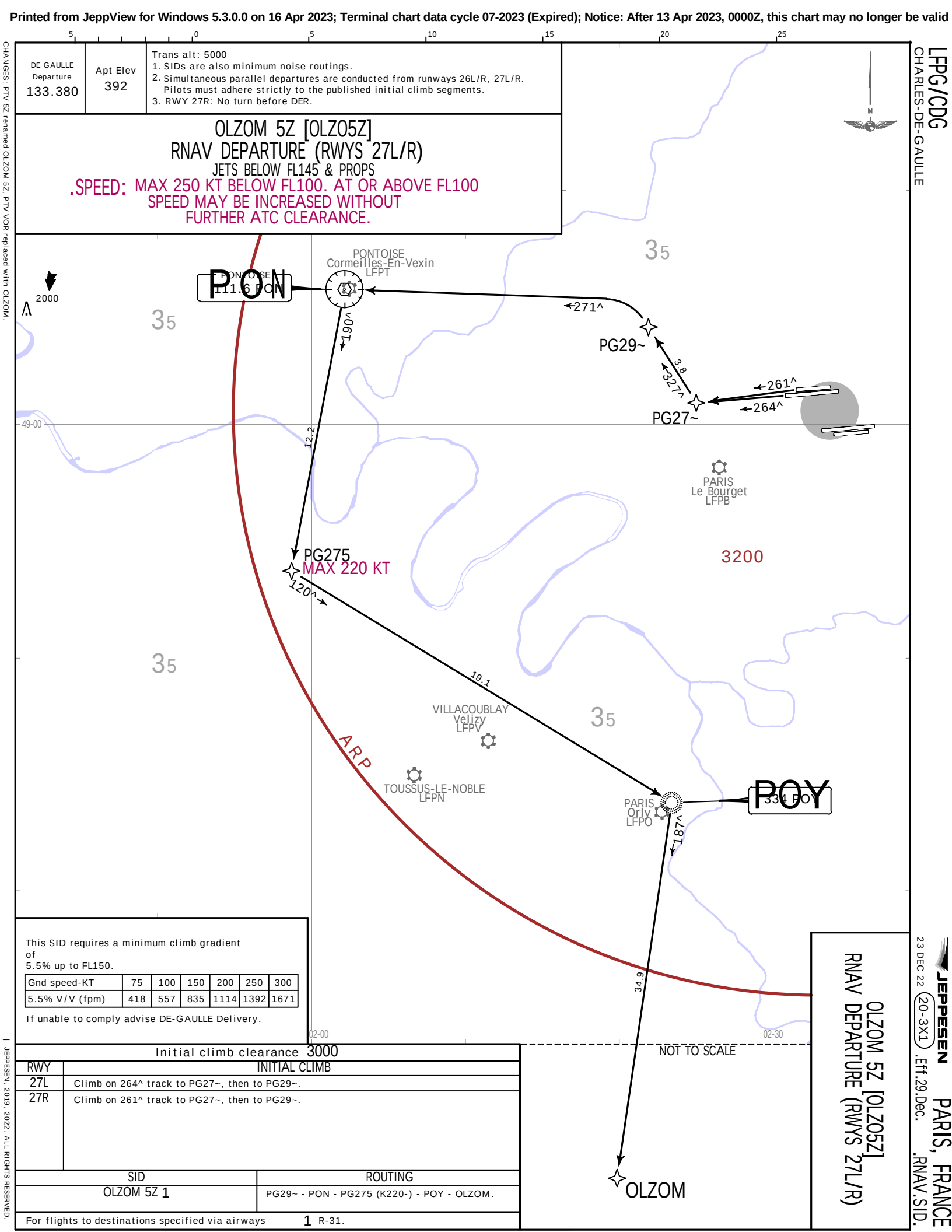
JEPPESEN
23 DEC 22 (20-3X) .Eff.29.Dec. .RNAV.SID.
PARIS, FRANCE

CHANGES: PTV 5A & 5D renamed OLZOM 5A & 5D, PTV VOR replaced with OLZOM.

DE GAULLE Departure 133.380	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 27R: No turn before DER.

OLZOM 5Z [OLZ05Z]
RNAV DEPARTURE (RWYS 27L/R)
JETS BELOW FL145 & PROPS

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



This SID requires a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

Initial climb clearance 3000

RWY	INITIAL CLIMB
27L	Climb on 264^ track to PG27~, then to PG29~.
27R	Climb on 261^ track to PG27~, then to PG29~.

SID	ROUTING
OLZOM 5Z 1	PG29~ - PON - PG275 (K220-) - POY - OLZOM.

For flights to destinations specified via airways 1 R-31.

OLZOM 5Z [OLZ05Z]
RNAV DEPARTURE (RWYS 27L/R)

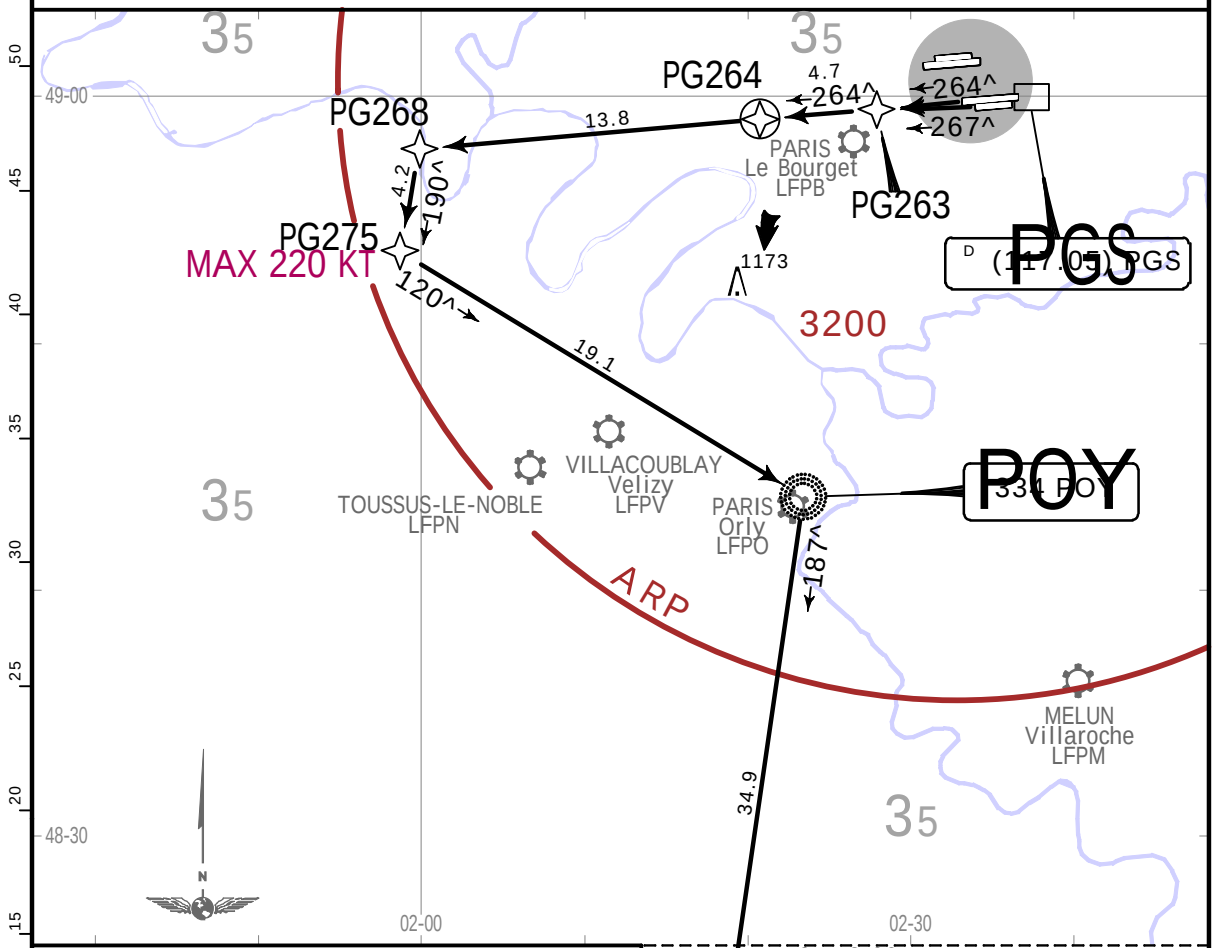
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
PARIS, FRANCE
23 DEC 22 (20-3X1) Eff. 29 Dec.
.RNAV.SID.

DE GAULLE Departure 133.380	Apt Elev 392	Trans alt: 5000 1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 26L: No turn before DER.

OLZOM 5B [OLZ05B], OLZOM 5E [OLZ05E]
RNAV DEPARTURES (RWYS 26L/R)
JETS BELOW FL145 & PROPS

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



These SIDs require minimum climb gradients of
6.5% up to FL060, then
5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

NOT TO SCALE

Initial climb clearance 3000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D11.0 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
26L	Climb on 267^ track to PG263, then to PG264.
26R	Climb on 264^ track to PG263, then to PG264.

SID	ROUTING
1 OLZOM 5B, OLZOM 5E	PG264 - PG268 - PG275 (K220-) - POY - OLZOM.

For flights to destinations specified via airways 1 R-31.

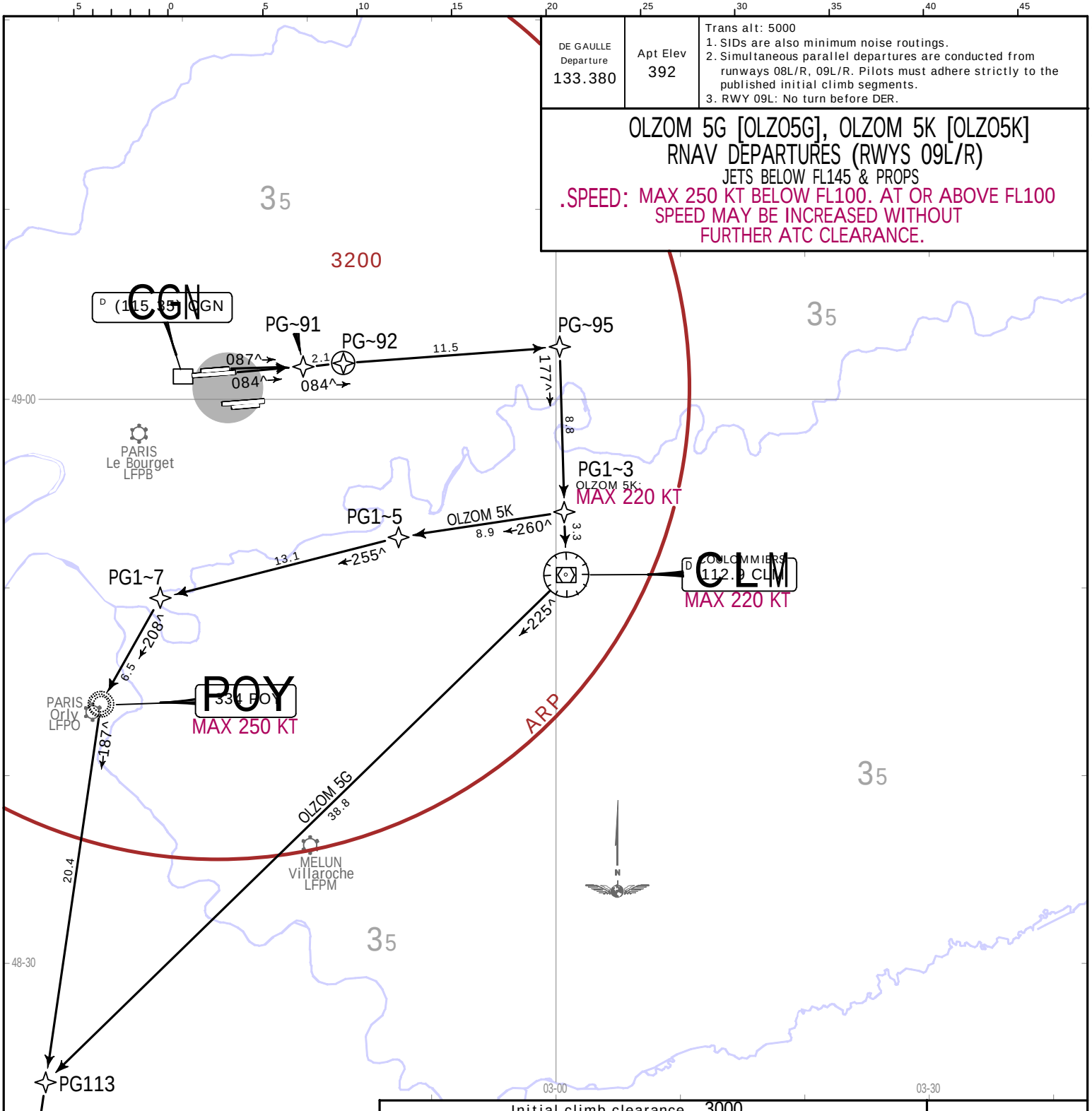
CHANGES: PTV 5B & 5E renamed OLZOM 5B & 5E, PTV VOR replaced with OLZOM.

DE GAULLE Departure	Apt Elev	Trans alt: 5000
133.380	392	1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 09L: No turn before DER.

OLZOM 5G [OLZ05G], OLZOM 5K [OLZ05K] RNAV DEPARTURES (RWYS 09L/R)

JETS BELOW FL145 & PROPS

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



Initial climb clearance 3000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D8.2 CGN or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
09L	Climb on 087^ track to PG~91, then to PG~92.
09R	Climb on 084^ track to PG~91, then to PG~92.

SID	ROUTING
OLZOM 5G 1	PG~92 - PG~95 - CLM (K220-) - PG113 - OLZOM.
OLZOM 5K 1	PG~92 - PG~95 - PG1~3 (K220-) - PG1~5 - PG1~7 - POY (K250-) - OLZOM.

For flights to destinations specified via airways 1 R-31.

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

OLZOM 5G [OLZ05G]
OLZOM 5K [OLZ05K]
RNAV DEPARTURES (RWYS 09L/R)

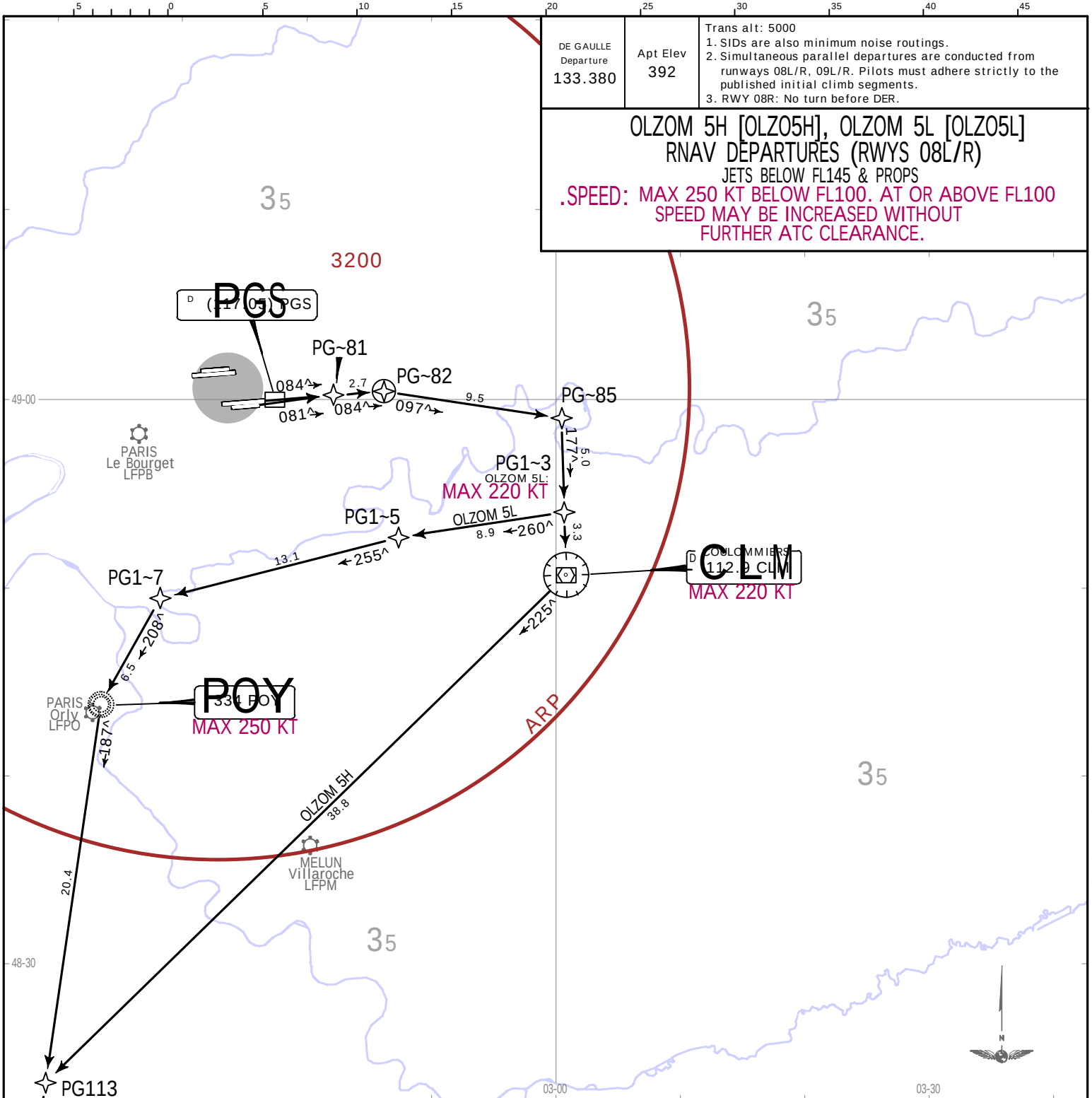
JEPPESEN
23 DEC 22
20-3X3
PARIS, FRANCE
Eff.29.Dec. .RNAV.SID.

DE GAULLE Departure	Apt Elev	Trans alt: 5000
133.380	392	1. SIDs are also minimum noise routings. 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. RWY 08R: No turn before DER.

OLZOM 5H [OLZO5H], OLZOM 5L [OLZO5L] RNAV DEPARTURES (RWYS 08L/R)

JETS BELOW FL145 & PROPS

.SPEED: MAX 250 KT BELOW FL100. AT OR ABOVE FL100 SPEED MAY BE INCREASED WITHOUT FURTHER ATC CLEARANCE.



Initial climb clearance 3000

Pilots of turbojet ACFT have to follow the initial climb with the sharpest precision practicable until reaching D4.6 PGS or FL060, whichever is earlier, except for safety or control reasons.

RWY	INITIAL CLIMB
08L	Climb on 084^ track to PG~81, then to PG~82.
08R	Climb on 081^ track to PG~81, then to PG~82.

SID	ROUTING
OLZOM 5H 1	PG~82 - PG~85 - CLM (K220-) - PG113 - OLZOM.
OLZOM 5L 1	PG~82 - PG~85 - PG1~3 (K220-) - PG1~5 - PG1~7 - POY (K250-) - OLZOM.

For flights to destinations specified via airways 1 R-31.

These SIDs require a minimum climb gradient of 5.5% up to FL150.

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

If unable to comply advise DE-GAULLE Delivery.

OLZOM 5H [OLZO5H]
OLZOM 5L [OLZO5L]
RNAV DEPARTURES (RWYS 08L/R)

LFPG/CDG
CHARLES-DE-GAULLE

PARIS, FRANCE
.RNAV.SID.

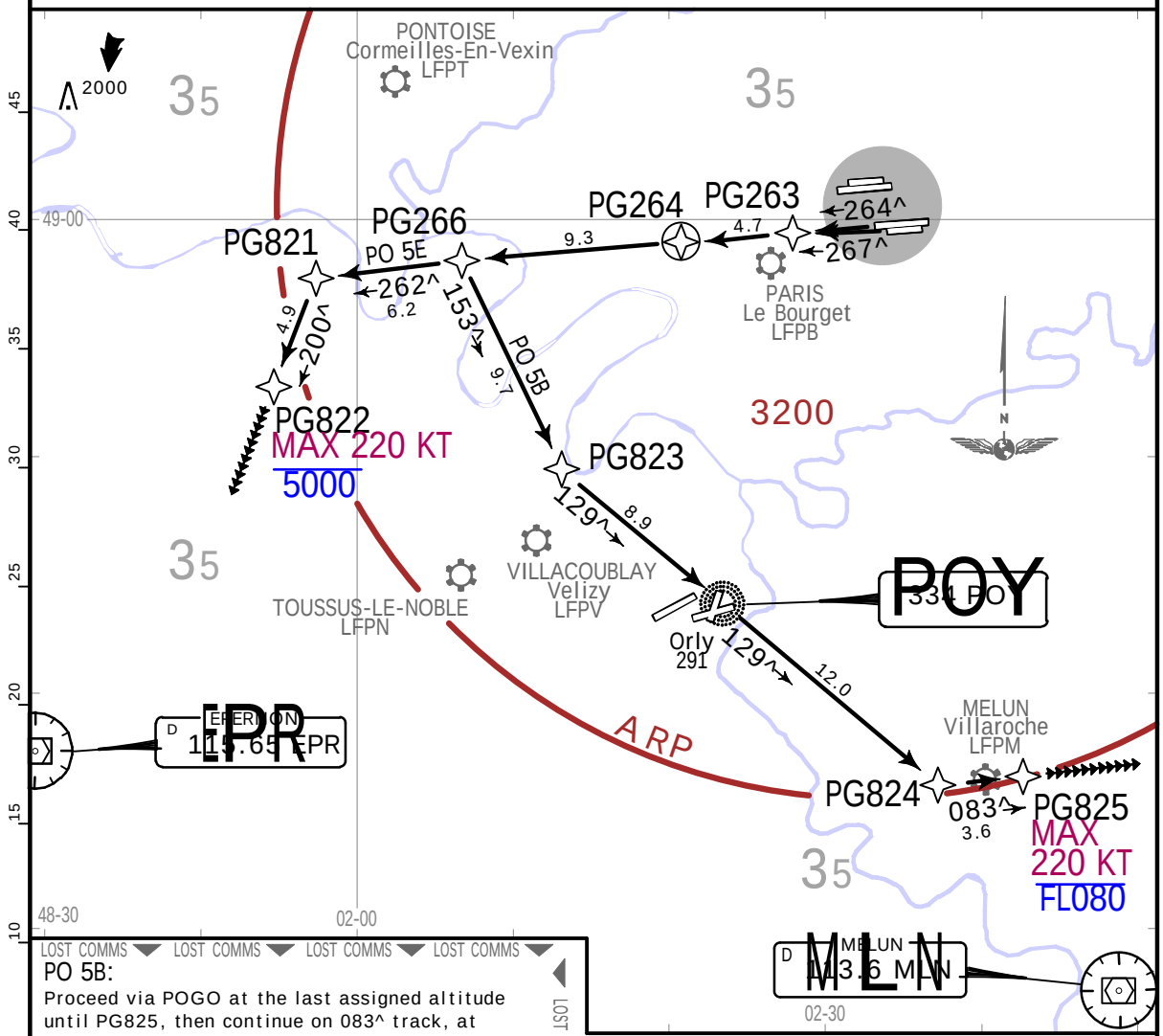
JEPPESEN
23 DEC 22
(20-3X4)
.Eff.29.Dec.

CHANGES: PTV 5H & 5L renamed OLZOM 5H & 5L. PTV VOR replaced with OLZOM.

Apt Elev 392

Trans alt: 5000
1. VOR and DME required.
2. SIDs are also minimum noise routings.
3. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
4. RWY 26L: No turn before DER.

PO 5B
WESTERLY OPERATIONS AT LFPG & LFPO
PO 5E
WESTERLY OPERATION AT LFPG & EASTERLY OPERATION AT LFPO
RNAV DEPARTURES (POGO) (RWYS 26L/R)
DE GAULLE APPROACH DOES NOT ACCEPT ANY DEPARTURE BEFORE 1000LT
.SPEED: MAX 220 KT



LOST COMMS LOST COMMS LOST COMMS LOST COMMS

PO 5B:
Proceed via POGO at the last assigned altitude until PG825, then continue on 083^ track, at MLN R358 turn LEFT, intercept MLN R007, at D18.0 MLN turn LEFT, 286^ track to intercept final approach.

PO 5E:
Proceed via POGO at the last assigned altitude until PG822, then continue on 200^ track, at EPR R073 turn LEFT, intercept EPR R105, at D9.7 EPR turn LEFT, 060^ track to intercept final approach.

LOST COMMS LOST COMMS

These SIDs require minimum climb gradient of 6.5% up to FL060, then 5.5% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise DE-GAULLE Delivery.

PO 5B: Initial climb clearance FL080
PO 5E: Initial climb clearance 5000

SID	INITIAL CLIMB/ROUTING
PO 5B	PG263 - PG264 - PG266 - PG283 - POY - PG824 - PG825 (K220-; FL080-).
PO 5E	PG263 - PG264 - PG266 - PG821 - PG822 (K220-; 5000-).

CHANGES: Restriction established.

Apt Elev
392

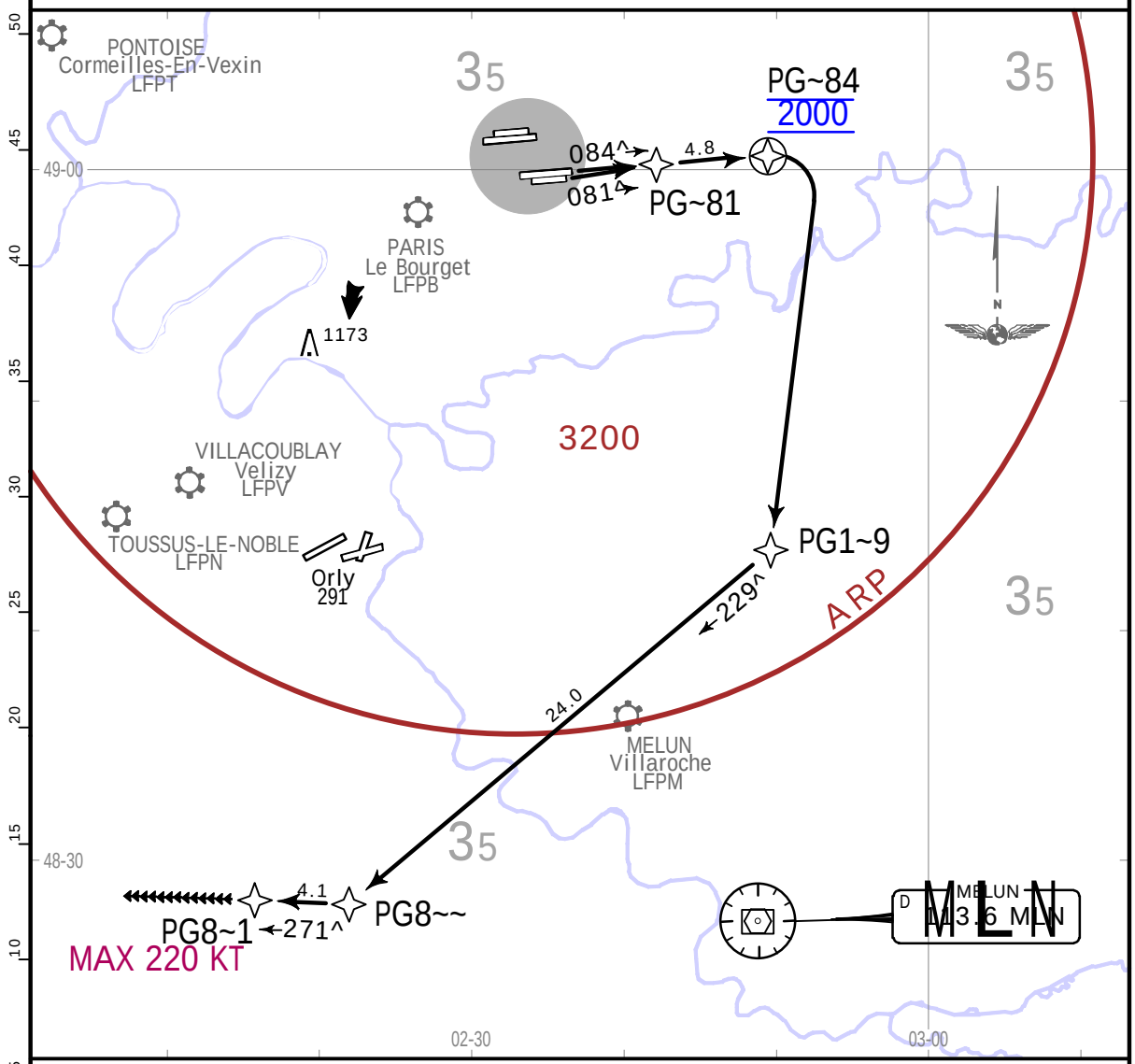
Trans alt: 5000
1. DME required.
2. SIDs are also minimum noise routings.
3. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.
4. RWY 08R: No turn before DER.

PO 5H

EASTERLY OPERATIONS AT LFPG & LFPO

RNAV DEPARTURE (POGO) (RWYS 08L/R)

ROUTING PROTECTED MAX AT OR BELOW 3000
DE GAULLE APPROACH DOES NOT ACCEPT ANY DEPARTURE BEFORE 1000LT
.SPEED: MAX 220 KT



This SID requires a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Delivery.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LOST COMMS
Before PG1~9:
MAINTAIN 2000, at PG109 climb to 3000 and proceed via POGO until PG801, then continue 271^ track, at D33.0 MLN turn RIGHT, 017^ track to intercept final approach.

LOST COMMS
After PG1~9:
MAINTAIN or climb to 3000 and proceed via POGO until PG801, then continue 271^ track, at D33.0 MLN turn RIGHT, 017^ track to intercept final approach.

Initial climb clearance 2000

INITIAL CLIMB/ROUTING

PG~81 - PG~84 (2000) - PG1~9 - PG8~~ - PG8~1 (K220-).

CHANGES: Restriction established.

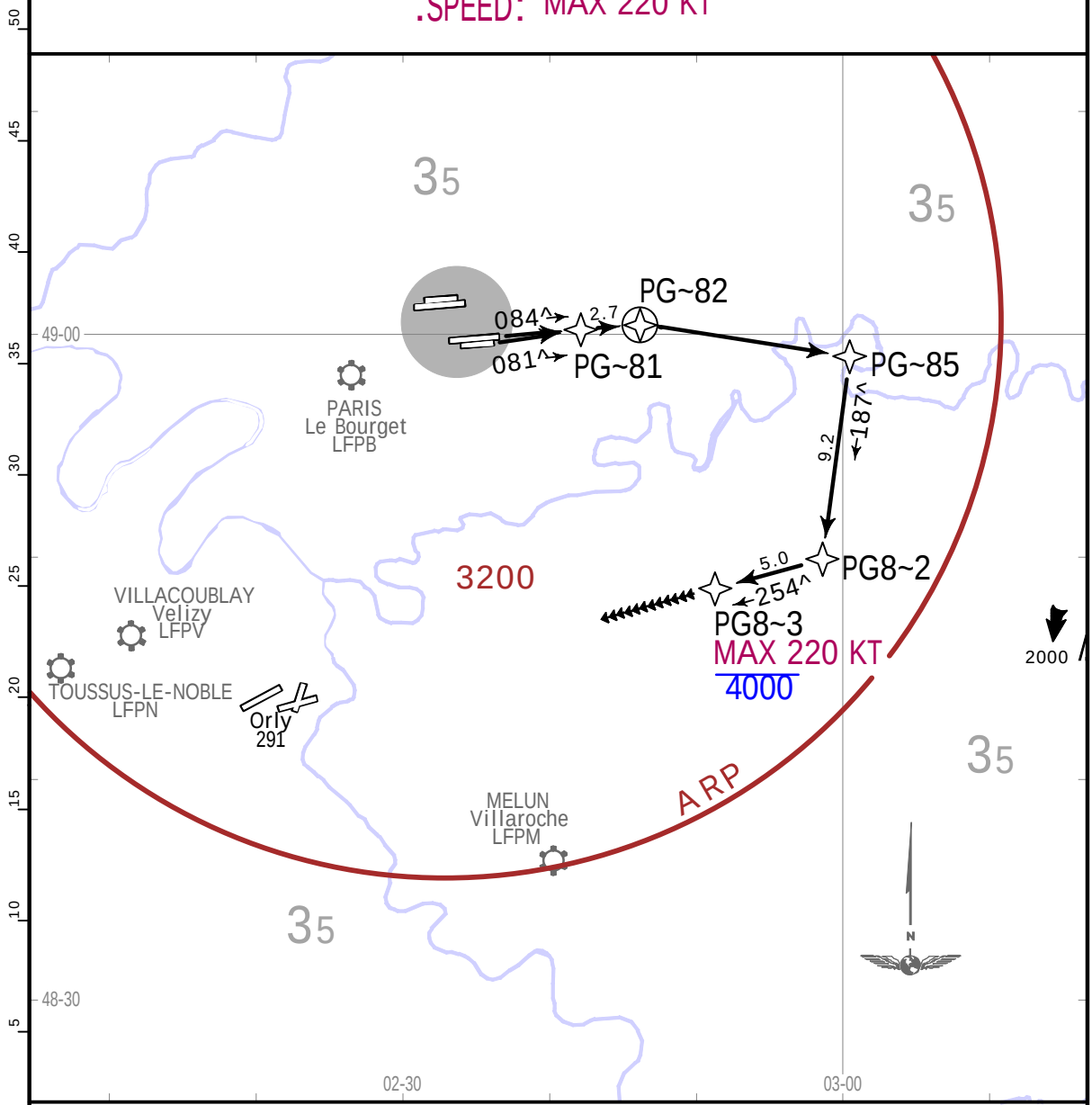
Apt Elev
392

Trans alt: 5000
1. DME required.
2. SIDs are also minimum noise routings.
3. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.
4. RWY 08R: No turn before DER.

PO 5L
RNAV DEPARTURE (POGO)
(RWYS 08L/R)

EASTERLY OPERATIONS AT LFPG & WESTERLY OPERATIONS AT LFPO
DE GAULLE APPROACH DOES NOT ACCEPT ANY DEPARTURE BEFORE 1000LT

.SPEED: MAX 220 KT



This SID requires a minimum climb gradient of 5.5%.

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

If unable to comply advise DE-GAULLE Delivery.

COMMS
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Proceed via POGO at the last assigned altitude to intercept final approach.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

Initial climb clearance 4000

INITIAL CLIMB/ROUTING

PG~81 - PG~82 - PG~85 - PG8~2 - PG8~3 (K220-; 4000-).

CHANGES: Restriction established, omnidirectional deps transferred.

Apt Elev	Trans alt: 5000
392	

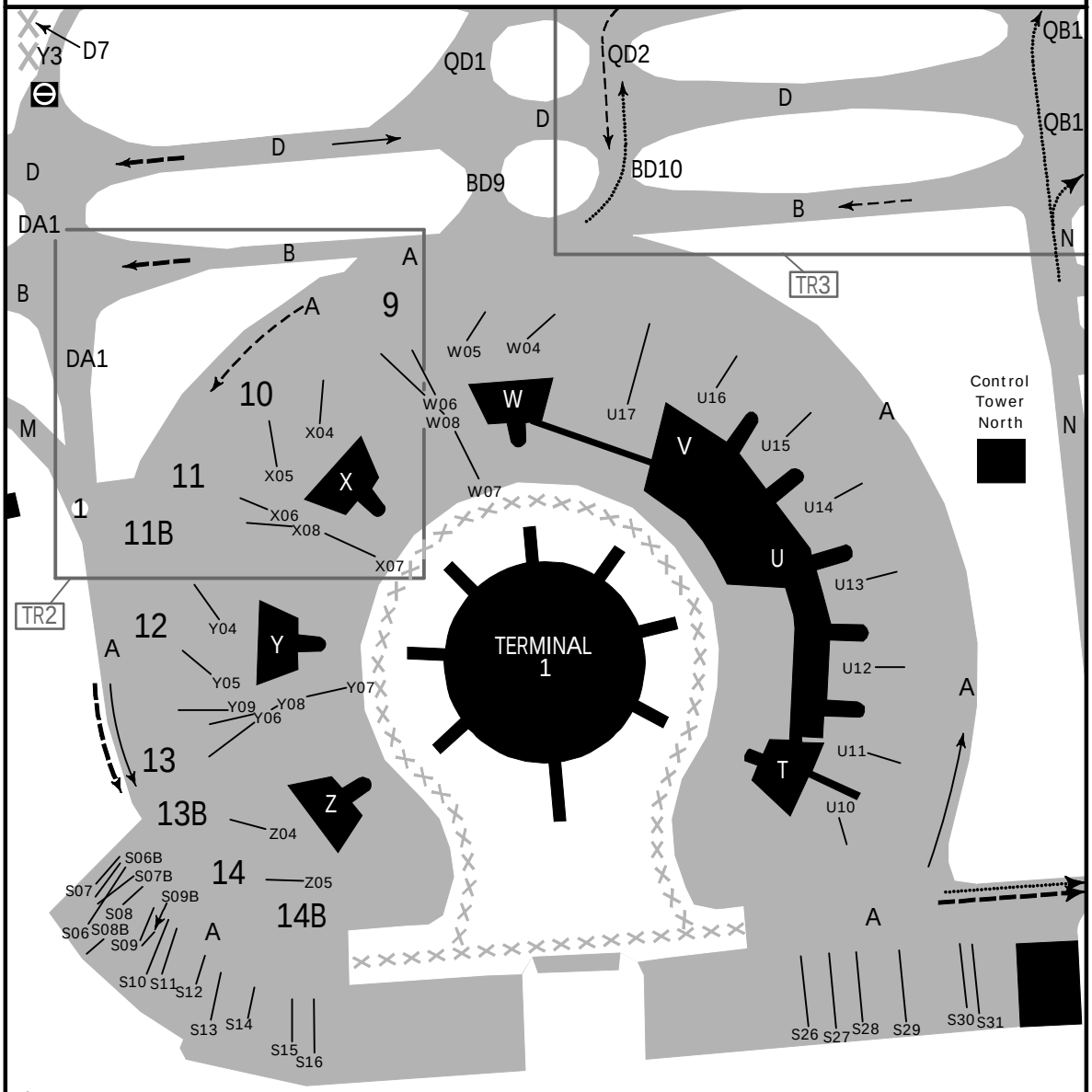
OMNIDIRECTIONAL DEPARTURES
PROP ACFT ONLY

RWY	ROUTING
08L/R, 26L/R	Turn at 900 (early Northbound turn), at 800 (early Southbound turn).
09L/R, 27L/R	Turn at 800 (early Northbound turn), at 900 (early Southbound turn).

CHANGES: New chart (omnidirectional deps transferred)

WORKS ON TWY A3

REFER ALSO TO LATEST NOTAMS



1 MAX wingspan 213'/65m at turn from TWY M to TWY A (North).

GENERAL

The rehabilitation work on TWY A3 requires H24 closure of TWY A3 and South section of the TWY A.
During the works, only ACFT assigned to positions served by TWY A may use this TWY.
TWYs A and DA1 will be dead-end from TWY B at stand S16.
TWY A will be dead-end from stand S31 to S26.

H24 closure of the next TWYs:
- A3
- A from stand S17 to S25.

Closure of the next stands:
- S17 thru S25
- U03 thru U08
- X01 thru X03
- Y01 thru Y03
- Z01 thru Z03
- Z06 thru Z09

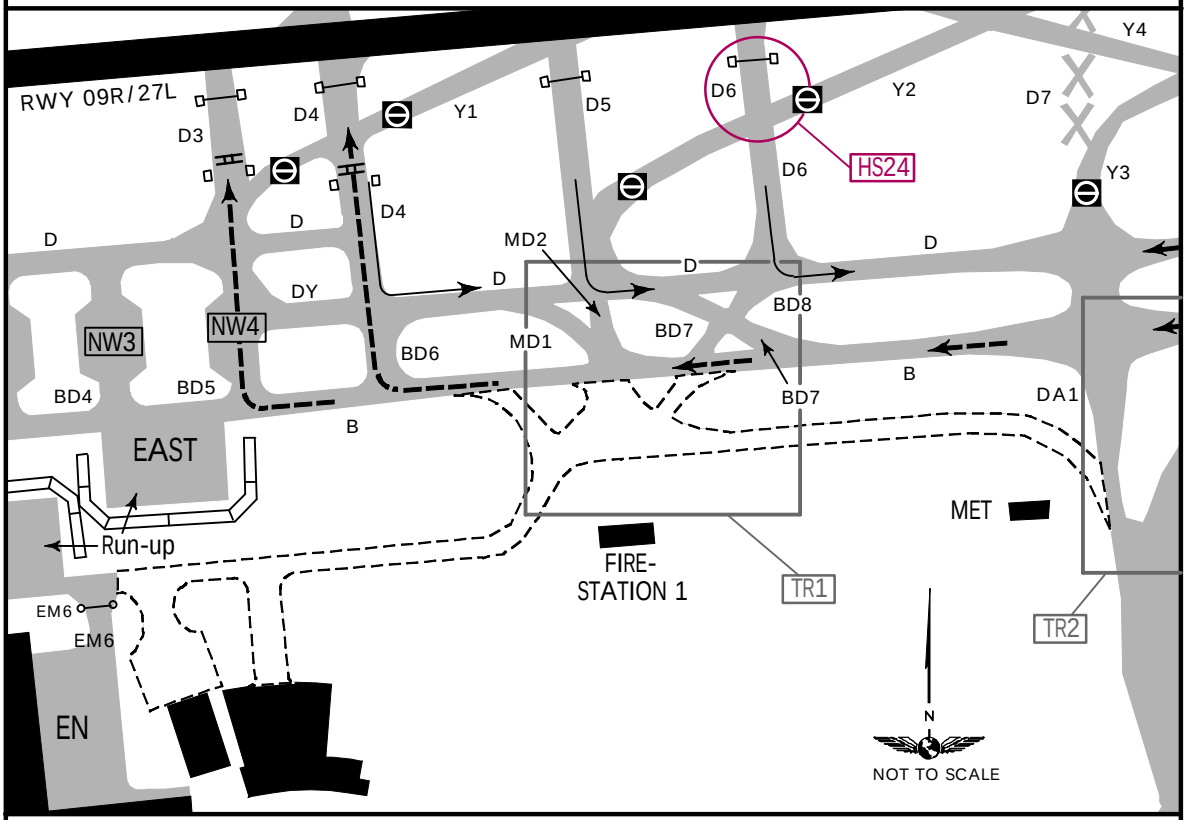
LEGEND

10	Ramp entry gate		No Entry bar
H	Parking area	→	Arrival West configuration
D, Q	Taxiway	- - →	Arrival East configuration
H12, Y07	Parking stand	···→	Departure West configuration
TR2	Taxiway turn restriction area For details see 20-9D.	▬→	Departure East configuration

CHANGES: New temporary chart.

WORKS ON TWY M

REFER ALSO TO LATEST NOTAMS



GENERAL

The rehabilitation work on TWY M requires H24 closure of TWY M.

H24 closure of the next TWYs:
- M between TWYs DA1 and EM6 excluded.
- South section of MD1 and MD2.
- BM5, BM6, EM7 and EM8.

LEGEND

EN	Parking area	⊖	No Entry bar
BD6, Y4	Taxiway	→	Arrival West configuration
NW3	De-icing pad	⇢	Departure East configuration
▭	Blast fence	HS24 ○	HOT SPOT
⊢□ □ □	Runway Guard Lights	TR2 □	Taxiway turn restriction area For details see TAXIWAY TURN RESTRICTIONS.

HOT SPOTS

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

CHANGES: New temporary chart.

TWY R REPAIR WORKS

REFER ALSO TO LATEST NOTAMS

GENERAL

The rehabilitation work on TWY R requires H24 closure of TWYs according to the following phases.

PHASE 1

TWY R between RN3 and RT2 (excluded) closed.

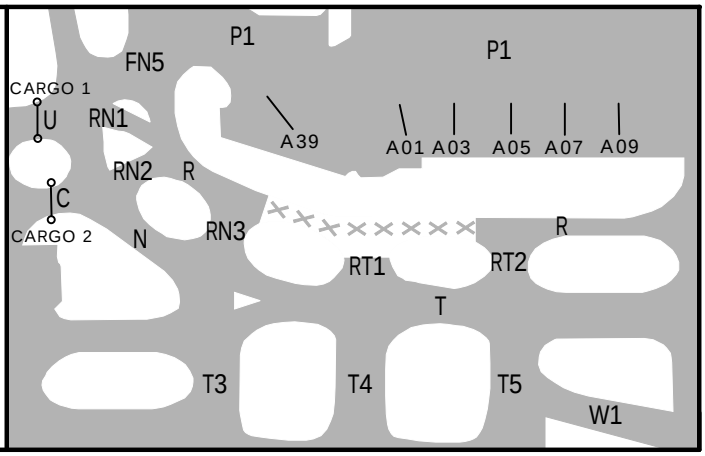
PHASE 2

TWY R between RN3 and RT2 (excluded) and between RT8 and RT11 (excluded).
TWY W6 closed.
Stand L53 closed.

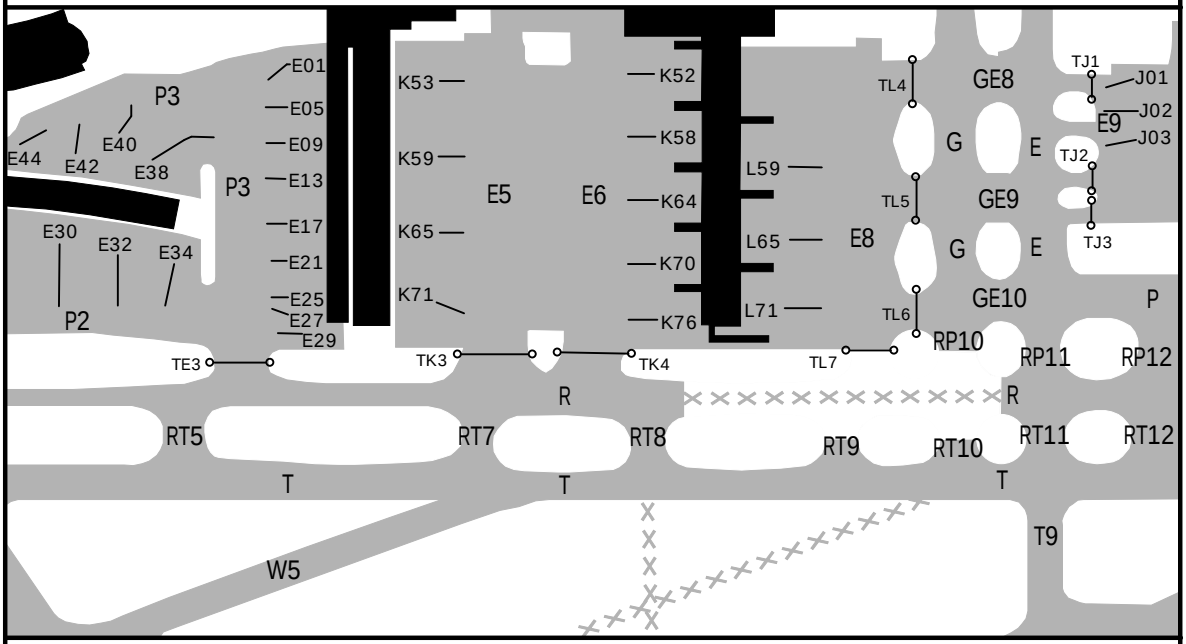
PHASE 3

TWY R between RT8 and RT11 (excluded).
TWY W6 closed.
Stand L53 closed.

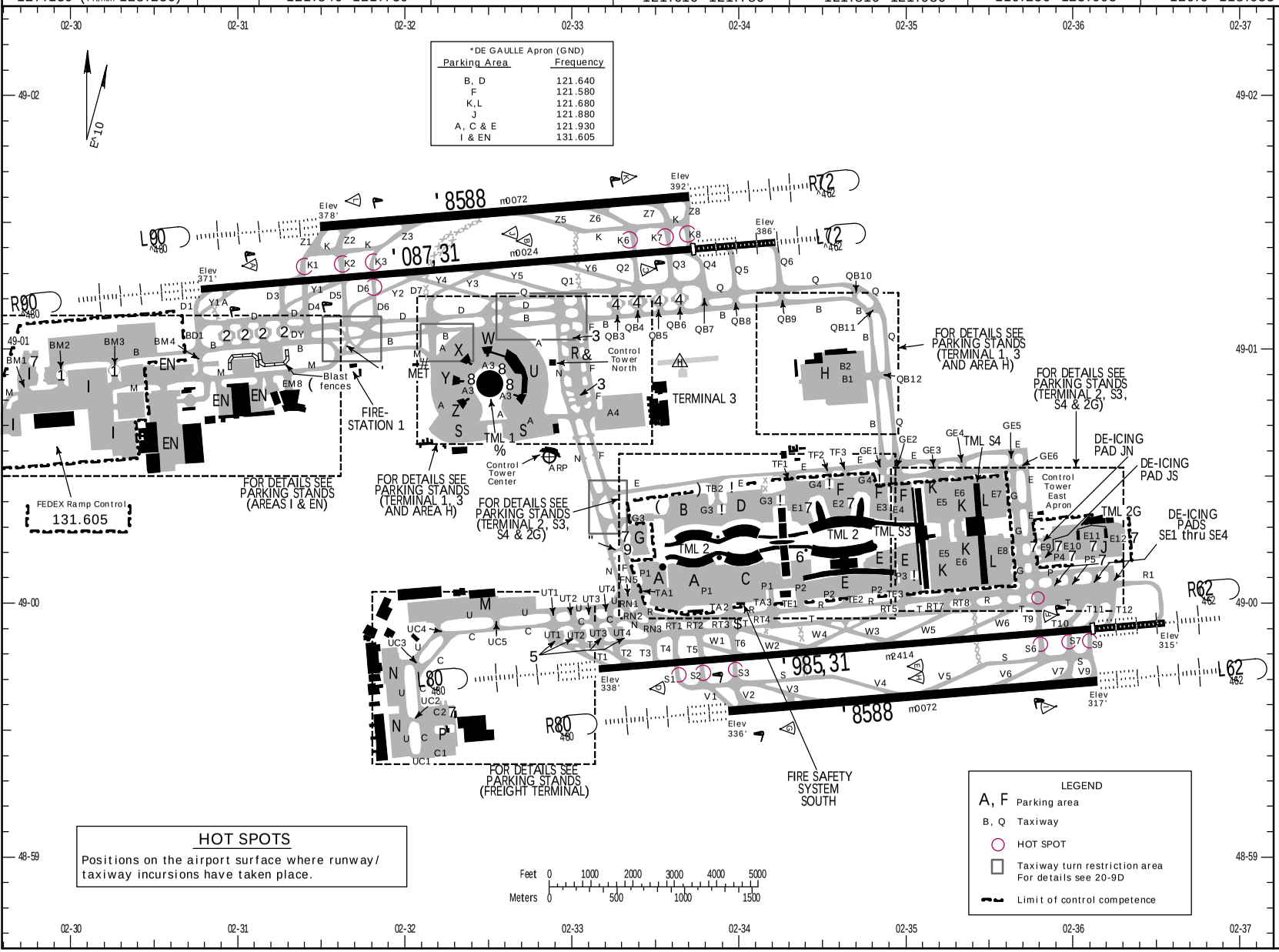
PHASE 1 and PHASE 2



PHASE 2 and PHASE 3



D-ATIS	ACARS: D-ATIS DCL	DE GAULLE Preflight	*DE GAULLE Apron (GND) – (Refer to table below)	DE GAULLE Ground North	DE GAULLE Ground South	Tower Rwys 09L/R & 27L/R	Tower Rwys 08L/R & 26L/R	DE GAULLE Departure
127.130 (French 128.230)		121.840 121.730		121.610 121.780	121.810 121.980	119.250 123.605	120.9 118.655	124.355 133.380 131.2



HOT SPOTS

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

LEGEND

- A, F Parking area
- B, Q Taxiway
- HOT SPOT
- Taxiway turn restriction area For details see 20-9D
- Limit of control competence

GENERAL

Refer to
- 20-9B/20-9C for complete TWY designations, holding points, de-icing pads, TWY restrictions, TWY turn restriction areas and RWY incursion Hot Spots.
- 20-9D for complete description of TWY turn restrictions areas.
- 20-9E for de-icing procedures.

1 DE-ICING PADS BM2 (FDX) & BM3 (FDX)
2 DE-ICING PADS NW1 THRU NW4
3 DE-ICING PADS ROMEO NORTH & SOUTH
4 DE-ICING PADS NE1 THRU NE4
5 DE-ICING PADS SW1 thru SW4
6 Control Tower South

TAXIWAY RESTRICTIONS

Strictly follow marked TWY guidance line or TWY centerline lights. A turn from one TWY into another is forbidden, if it is not marked or lighted on the ground. ACFT equipped with optional devices (wing-lets or sharklets) and exceeding wingspan of basic model have to state their ACFT type at the first contact on apron frequencies.

7 MAX wingspan 118'/36m.
8 MAX wingspan 200'/61m. MAX wingspan 118'/36m at turn to/from TWY A3 from/to bridge of TWY A.
9 MAX wingspan 108'/33m.
0 MAX wingspan 89'/27m.
! MAX wingspan 118'/36m for orange and blue axis only.
" MAX wingspan 118'/36m and/or prohibited for ACFT heavier than 80 tons.
# MAX wingspan 213'/65m at turn from TWY M to TWY A (North).
$ prohibited when RVR is less than 350m.
) MAX wingspan 213'/65m for yellow axis only.

PROHIBITED MOVEMENTS

% Prohibited movements around Terminal 1:
- Taxi between two satellites to join TWY A from TWY A3;
- Taxi between two satellites to join TWY A3 from TWY A;
- 180^ turn on nose-in stands;
- Bypass parked ACFT.

& Prohibited movement in the Romeo areas:
- 180^ turn on stands.

' TWY MD2 between TWYs M and B equipped with red centerline lights in the direction 'towards the RWY'.

(Operated by towed ACFT only (engines off).

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08L	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL PAPI-R(angle 3.0^) 1	RVR		12,496' 3809m	3 5	148' 45m
26R	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL PAPI-L(angle 3.0^) 2	RVR	11,864' 3616m	10,831' 3301m	4 6	

1 HST-W4 (with HSTIL), W5 (with HSTIL), W6

2 HST-W3 (with HSTIL), W2 (with HSTIL), W1

3 TORA RWY 08L: From rwy head 13,589' (4142m)
twy T2 int 13,022' (3969m)
twy T3 int 12,306' (3751m)
twy T4 int 11,775' (3589m)
twy T5 int 11,181' (3408m)
twy T6 int 10,387' (3166m)

4 TORA RWY 26R: From rwy head 13,589' (4142m)
twy T12 int 12,260' (3737m)
twy T11 int 11,864' (3616m)
twy T10 int 11,378' (3468m)
twy T9 int 10,633' (3241m)

5 RWY 08L: Full length of 13,589' (4142m) or twy T2 int 13,022' (3969m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 12,306' (3751m), or when cleared by ATC.

6 RWY 26R: Full length of 13,589' (4142m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 12,260' (3737m), or when cleared by ATC. Access to THR26R by twy R1 is not authorized when de-icing area 26R is in use.

08R	HIRL (60m) CL (15m) HIALS-II TDZ REIL PAPI-R(angle 3.0^) 7	RVR		7825' 2385m	9	197' 60m
26L	HIRL (60m) CL (15m) HIALS-II TDZ REIL PAPI-L(angle 3.0^) 8	RVR			0	

7 HST-V5 (with HSTIL), V6 (with HSTIL), V7

8 HST-V4 (with HSTIL), V3 (with HSTIL), V2

9 TORA RWY 08R: From rwy head 8858' (2700m)
twy V2 int 8599' (2621m)

0 TORA RWY 26L: From rwy head 8858' (2700m)
twy V7 int 8245' (2513m)

09L	HIRL (60m) CL (15m) HIALS-II TDZ REIL PAPI-L(angle 3.0^) !	RVR		7887' 2404m	#	197' 60m
27R	HIRL (60m) CL (15m) HIALS-II TDZ REIL PAPI-R(angle 3.0^) "	RVR		7703' 2348m	$	

! HST-Z5 (with HSTIL), Z6 (with HSTIL), Z7

" HST-Z3 (with HSTIL), Z2

TORA RWY 09L: From rwy head 8858' (2700m)
twy Z2 int 8399' (2560m)

$ TORA RWY 27R: From rwy head 8858' (2700m)
twy Z7 int 8228' (2508m)

09R	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL PAPI-L(angle 3.0^) %	RVR		12,687' 3867m	')	148' 45m
27L	HIRL (60m) CL (15m) HIALS-II SFL TDZ REIL PAPI-R(angle 3.0^) &	RVR	11,811' 3600m	10,656' 3248m	(-	

% HST-Y4 (with HSTIL), Y5 (with HSTIL), Y6

& HST-Y3 (with HSTIL), Y2 (with HSTIL), Y1

' TORA RWY 09R: From rwy head 13,780' (4200m)
twy D3 int 11,913' (3631m)
twy D4 int 11,362' (3463m)
twy D5 int 10,433' (3180m)
twy D6 int 9718' (2962m)

(TORA RWY 27L: From rwy head 13,780' (4200m)
twy Q5 int 12,710' (3874m)
twy Q4 int 11,804' (3598m)
twy Q3 int 11,273' (3436m)
twy Q2 int 10,440' (3182m)

) RWY 09R: Full length of 13,780' (4200m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 11,913' (3631m), or when cleared by ATC.

- RWY 27L: Full length of 13,780' (4200m) avbl only for long-range flights, (with 30 min PNR on first contacted freq), which performance requires TORA of more than 12,710' (3874m), or when cleared by ATC.

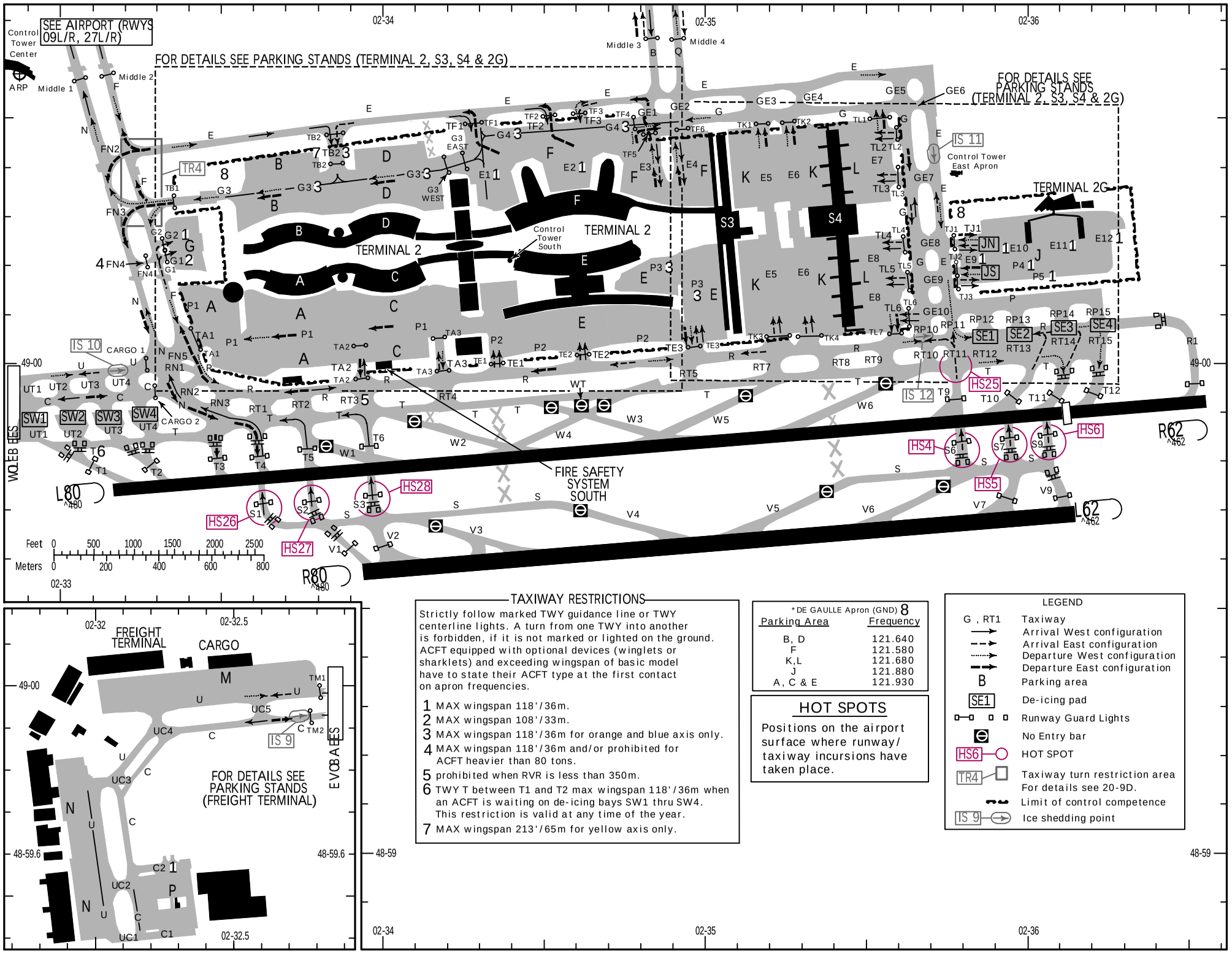
.Std/State.

TAKE-OFF

	Low Visibility Procedures required: RCLM & RL & CL (spacing 15m or less) & RVR	Low Visibility Procedures required: RCLM & RL & CL & RVR	Approval for Low Visibility Take-off required: RCLM & RL & RVR DAY	Approval for Low Visibility Take-off required: RCLM & RVR & RL or CL NIGHT	RCLM or RL or CL DAY	RCLM or RL or CL NIGHT	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
A B C	1 R125m	R150m	R300m		R/V400m		R/V500m	NA
D	1 R150m	R200m						

1 R75m with approved lateral guidance system.

CHANGES: New AOM format.



TAXIWAY RESTRICTIONS

Strictly follow marked TWY guidance line or TWY centerline lights. A turn from one TWY into another is forbidden, if it is not marked or lighted on the ground. ACFT equipped with optional devices (winglets or sharklets) and exceeding wingspan of basic model have to state their ACFT type at the first contact on apron frequencies.

1 MAX wingspan 118'/36m.
2 MAX wingspan 108'/33m.
3 MAX wingspan 118'/36m for orange and blue axis only.
4 MAX wingspan 118'/36m and/or prohibited for ACFT heavier than 80 tons.
5 prohibited when RVR is less than 350m.
6 TWY T between T1 and T2 max wingspan 118'/36m when an ACFT is waiting on de-icing bays SW1 thru SW4. This restriction is valid at any time of the year.
7 MAX wingspan 213'/65m for yellow axis only.

*DE GAULLE Apron (GND) 8

Parking Area	Frequency
B, D	121.640
F	121.580
K,L	121.680
J	121.880
A, C & E	121.930

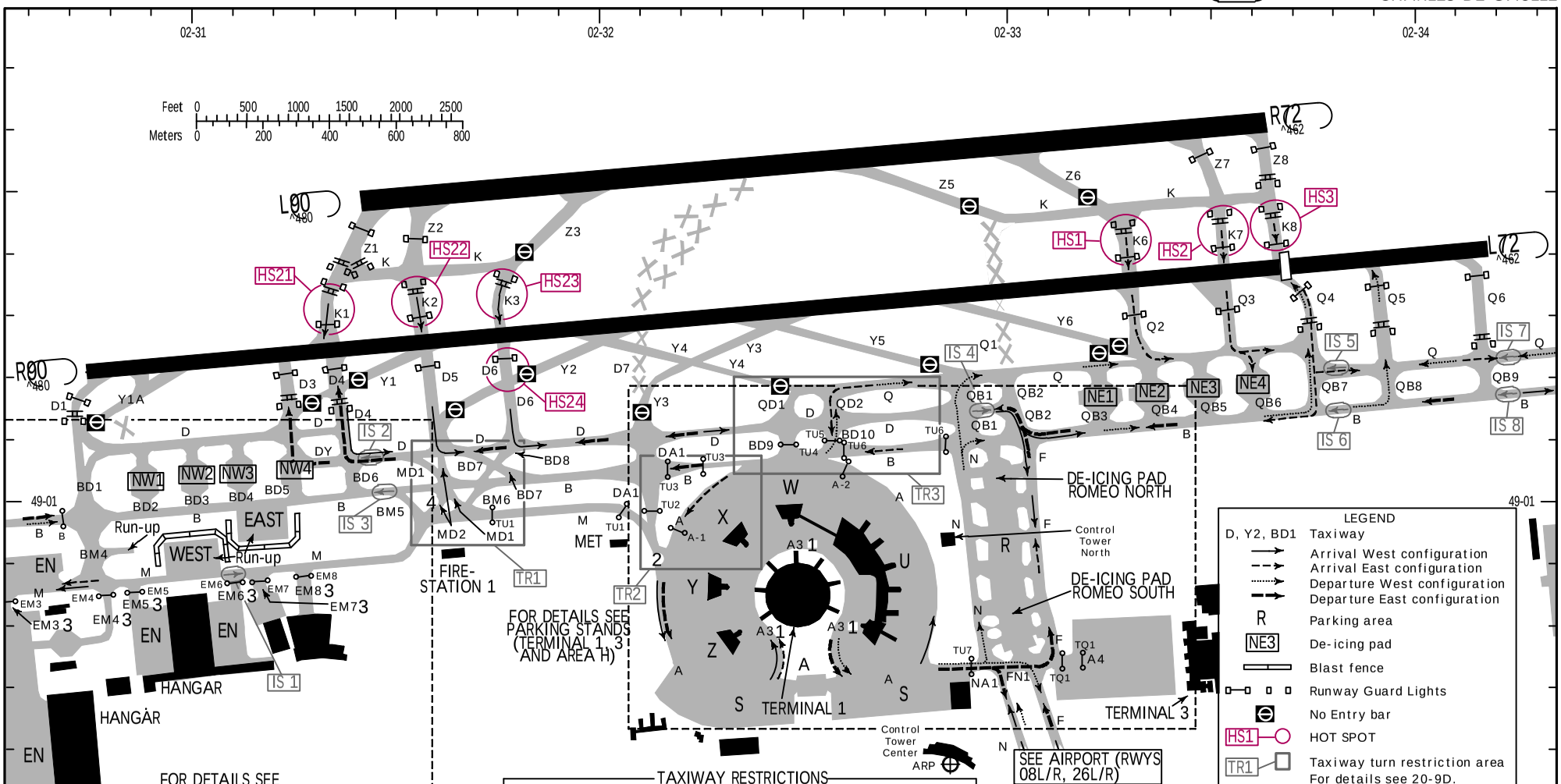
HOT SPOTS

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

LEGEND

- G , RT1 — Taxiway
- Arrival West configuration
- Arrival East configuration
- Departure West configuration
- Departure East configuration
- B — Parking area
- SE1 — De-icing pad
- Runway Guard Lights
- No Entry bar
- HS6 — HOT SPOT
- TR4 — Taxiway turn restriction area For details see 20-9D.
- Limit of control competence
- IS 9 — Ice shedding point

CHANGES: TWY TB2 restriction.



LEGEND

- D, Y2, BD1 Taxiway
- Arrival West configuration
- Arrival East configuration
- Departure West configuration
- Departure East configuration
- R Parking area
- NE3 De-icing pad
- Blast fence
- Runway Guard Lights
- No Entry bar
- HS1 HOT SPOT
- TR1 Taxiway turn restriction area For details see 20-9D.
- IS 4 Ice shedding point

TAXIWAY RESTRICTIONS

Strictly follow marked TWY guidance line or TWY centerline lights. A turn from one TWY into another is forbidden, if it is not marked or lighted on the ground.
ACFT equipped with optional devices (winglets or sharklets) and exceeding wingspan of basic model have to state their ACFT type at the first contact on apron frequencies.

1 MAX wingspan 200'/61m.
MAX wingspan 118'/36m at turn to/from TWY A3 from/to bridge of TWY A.

2 MAX wingspan 213'/65m at turn from TWY M to TWY A (North).

3 Operated by towed ACFT only (engines off).

HOT SPOTS

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

PROHIBITED MOVEMENTS

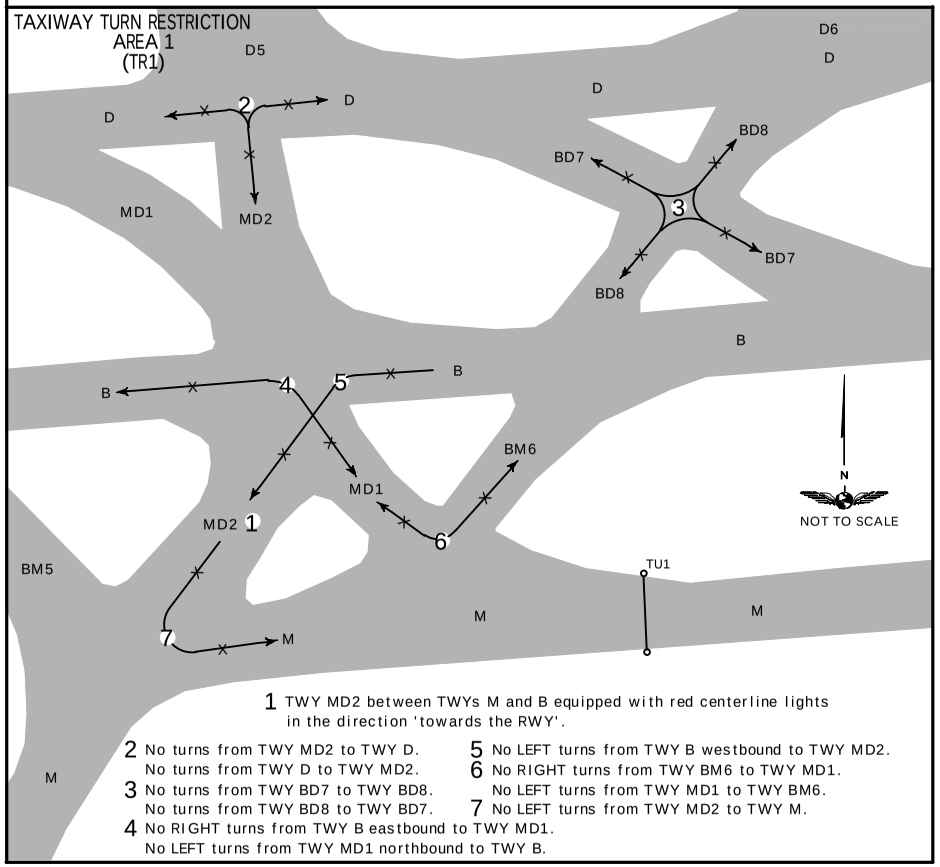
Prohibited movements around Terminal 1:
- Taxi between two satellites to join TWY A from TWY A3;
- Taxi between two satellites to join TWY A3 from TWY A;
- 180^ turn on nose-in stands;
- Bypass parked ACFT.

Prohibited movements in the Romeo areas:
- 180^ turn on stands.

4 TWY MD2 between TWYs M and B equipped with red centerline lights in the direction 'towards the RWY'.

TAXIWAY TURN RESTRICTIONS

TAXIWAY TURN RESTRICTION AREA 1 (TR1)



1 TWY MD2 between TWYs M and B equipped with red centerline lights in the direction 'towards the RWY'.

2 No turns from TWY MD2 to TWY D.
No turns from TWY D to TWY MD2.

3 No turns from TWY BD7 to TWY BD8.
No turns from TWY BD8 to TWY BD7.

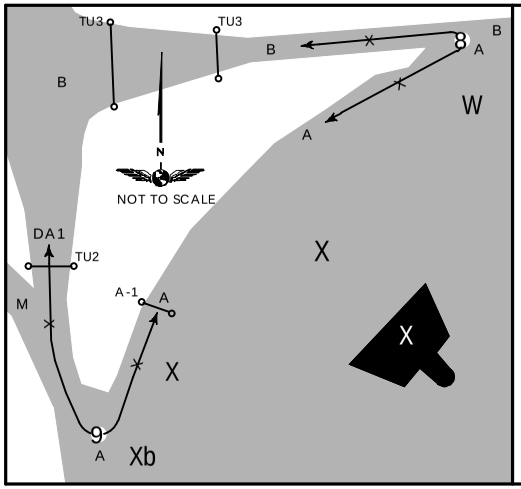
4 No RIGHT turns from TWY B eastbound to TWY MD1.
No LEFT turns from TWY MD1 northbound to TWY B.

5 No LEFT turns from TWY B westbound to TWY MD2.

6 No RIGHT turns from TWY BM6 to TWY MD1.
No LEFT turns from TWY MD1 to TWY BM6.

7 No LEFT turns from TWY MD2 to TWY M.

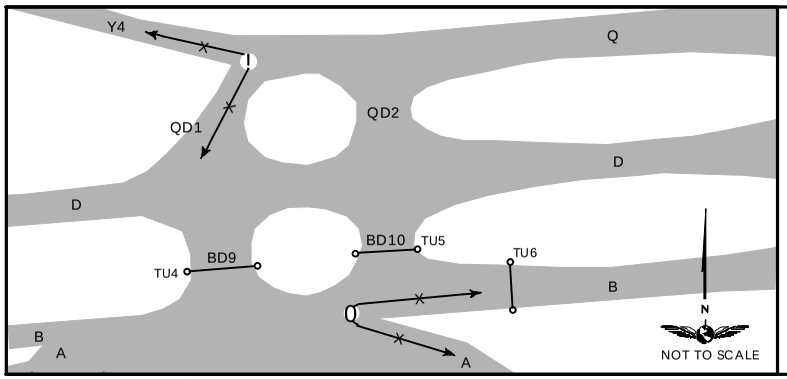
TAXIWAY TURN RESTRICTION AREA 2 (TR2)



8 No RIGHT turns from TWY B to TWY A.
No LEFT turns from TWY A to TWY B.

9 No RIGHT turns from TWY A to TWY DA1.
No LEFT turns from TWY DA1 to TWY A.

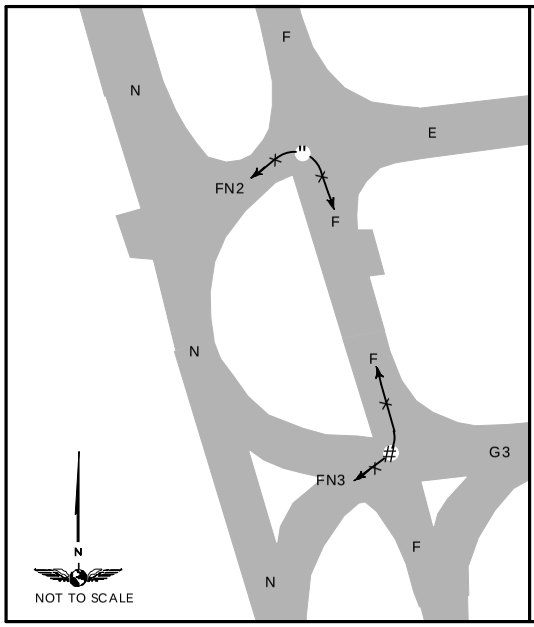
TAXIWAY TURN RESTRICTION AREA 3 (TR3)



0 No RIGHT turns from TWY A to TWY B.
No LEFT turns from TWY B to TWY A.

! No RIGHT turns from TWY Y4 to TWY QD1.
No LEFT turns from TWY QD1 to TWY Y4.

TAXIWAY TURN RESTRICTION AREA 4 (TR4)



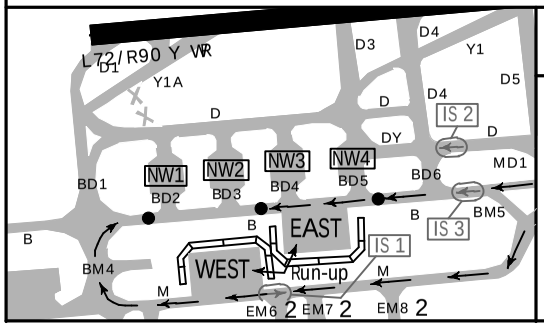
" No RIGHT turns from TWY FN2 to TWY F.
No LEFT turns from TWY F to TWY FN2.

No RIGHT turns from TWY F to TWY FN3.
No LEFT turns from TWY FN3 to TWY F.

LEGEND

D , MD1	Taxiway
X	Parking area
Xb	Ramp entry gate
	No turn permitted
TU4	Holding position

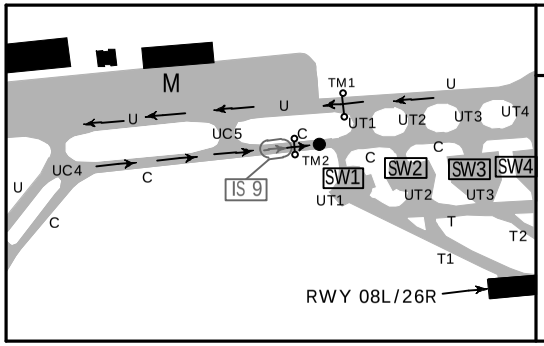
DE-ICING PROCEDURES



DE GAULLE De-icing

NW1	NW2	NW3	NW4
121.560	121.990	129.480	121.710

DE-ICING PADS
NW1 THRU NW4



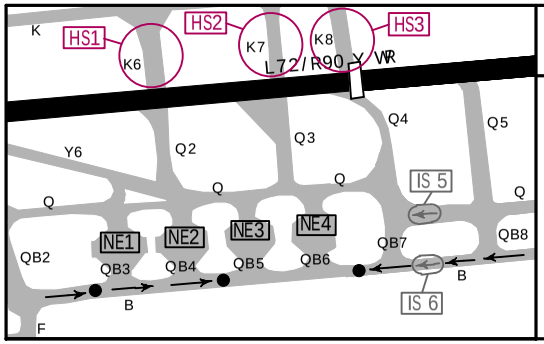
DE GAULLE De-icing

SW1	SW2	SW3	SW4
121.590	121.860	129.490	121.790

DE-ICING PADS
SW1 thru SW4

From 15 October to 15 May, twy T from twy T1 thru T3 is forbidden for acft with wingspan of more than 118'/36m exiting pads SW1, SW2 and SW3 depending on the activation of SW2, SW3 and SW4.

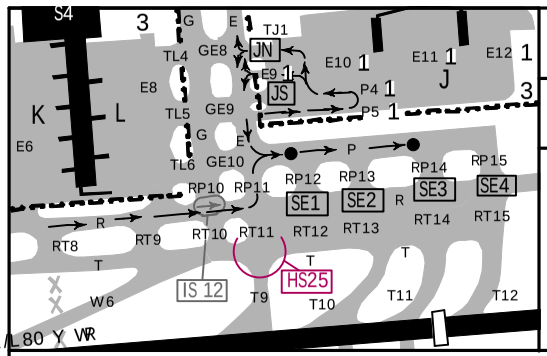
TWY T between T1 and T2 max wingspan 118'/36m when an ACFT is waiting on de-icing bays SW1 thru SW4.
This restriction is valid at any time of the year.



DE GAULLE De-icing

NE1	NE2	NE3	NE4
121.560	121.990	129.480	121.710

DE-ICING PADS
NE1 THRU NE4



DE GAULLE De-icing

JULIETT North	JULIETT South
135.705	121.630

DE GAULLE De-icing

SE1	SE2	SE3	SE4
121.790	121.590	121.860	129.490

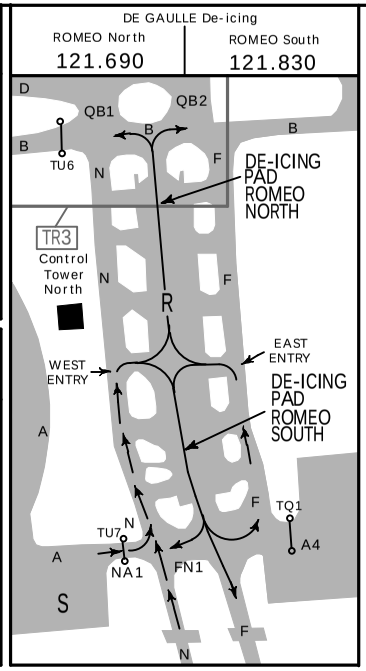
DE-ICING PADS
JN, JS & SE1 THRU SE4

*DE GAULLE Apron (GND) 3

Parking Area	Frequency
K,L	121.680
J	121.880

DE GAULLE De-icing

ROMEO North	ROMEO South
121.690	121.830



TAXIWAY RESTRICTIONS

1 MAX wingspan 118'/36m.
Prohibited movements in the Romeo areas:
- 180^ turn on stands.

2 Operated by towed ACFT only (engines off).

LEGEND

- C — Taxiway
- → — One way
- M — Parking area
- SW1 — De-icing pad
- ● — Stop point
- ▭ — Blast fences
- HS2 — HOT SPOTS
- TR3 — Taxiway turn restriction (For details see 20-9D)
- Limit of control competence
- IS 6 — Ice shedding point
- TU6 — Holding position

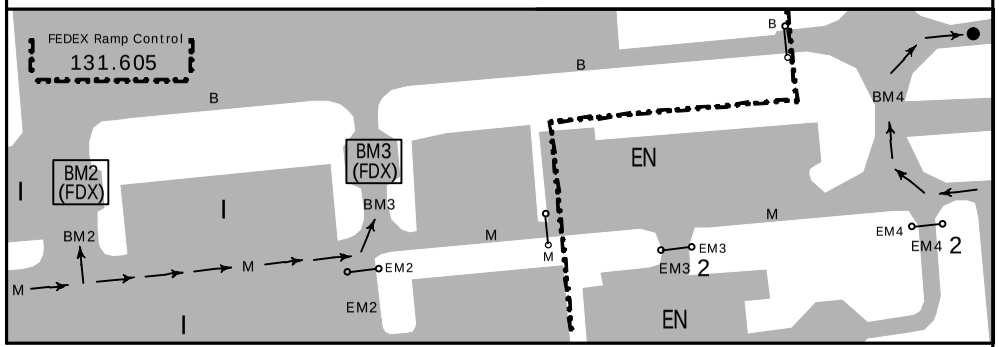
HOT SPOTS

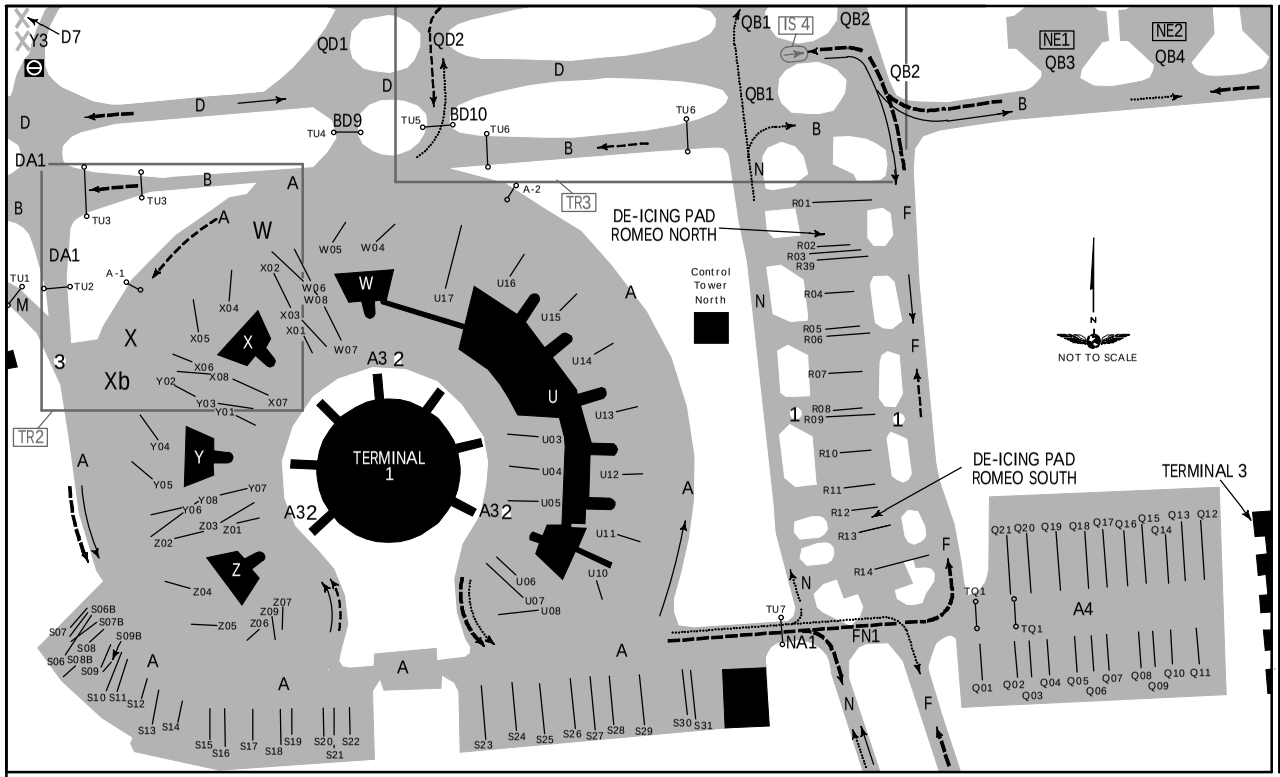
Positions on the airport surface where runway/taxiway incursions have taken place.

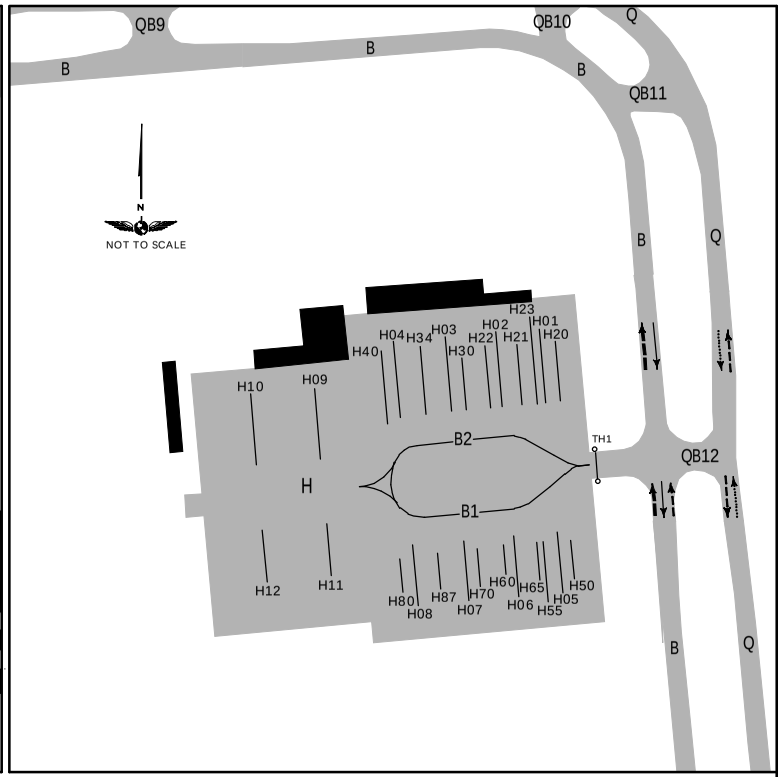
DE GAULLE De-icing

BM2	BM3
119.665	119.685

DE-ICING PADS
BM2 (FDX) AND BM3 (FDX)







LEGEND

10	Ramp entry gate
H	Parking area
D, Q	Taxiway
H12, Y07	Parking stand
NE1	De-icing pad
TR2	Taxiway turn restriction area For details see 20-9D.
	No Entry bar
	Arrival West configuration
	Arrival East configuration
	Departure West configuration
	Departure East configuration
IS 4	Ice shedding point
TH1	Holding position

TAXIWAY RESTRICTIONS

1 Entry for de-icing pad

2 MAX wingspan 200'/61m. MAX wingspan 118'/36m at turn to/from TWY A3 from/to bridge of TWY A.

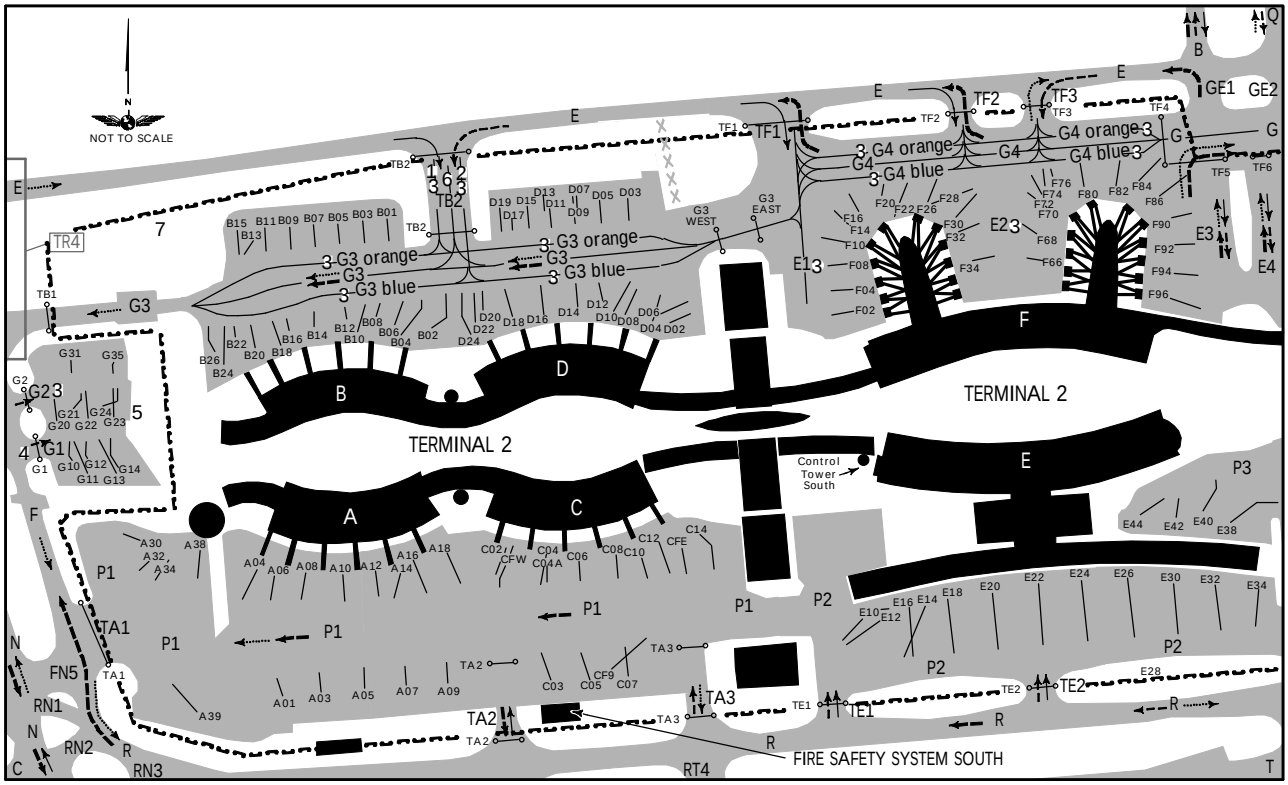
3 MAX wingspan 213'/65m at turn from TWY M to TWY A (North).

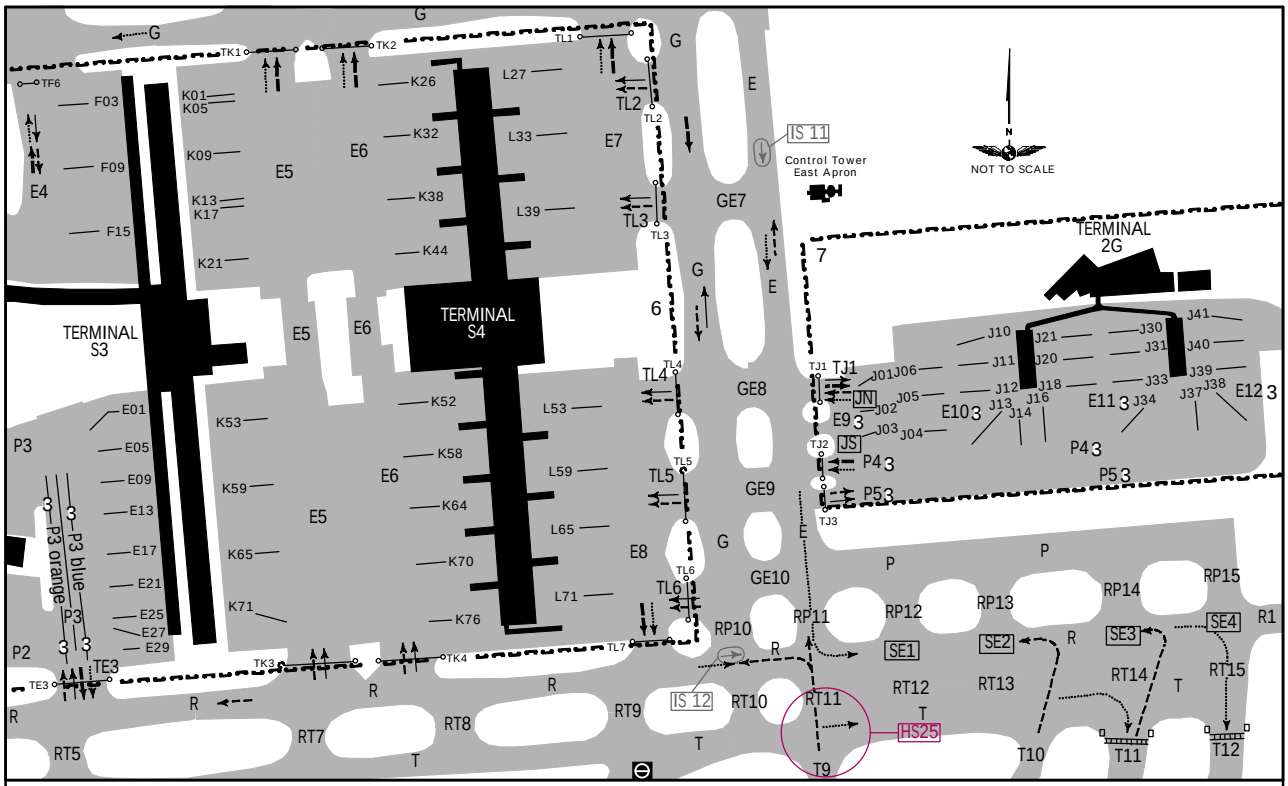
PROHIBITED MOVEMENTS

Prohibited movements around Terminal 1:
- Taxi between two satellites to join TWY A from TWY A3;
- Taxi between two satellites to join TWY A3 from TWY A;
- 180^ turn on nose-in stands;
- Bypass parked ACFT.

Prohibited movement in the Romeo areas:
- 180^ turn on stands.

CHANGES: None.





CHANGES: TWY TB2 restriction.

LEGEND

A	Parking area
TA1	Taxiway
TA1	Holding position
A01	Parking stand
SE1	De-icing pad
TR4	Taxiway turn restriction area For details see 20-9D.
	Runway Guard Lights
	No Entry bar
HS25	HOT SPOT
	Arrival West configuration
	Arrival East configuration
	Departure West configuration
	Departure East configuration
	Limit of control competence
IS 6	Ice shedding point

TAXIWAY RESTRICTIONS

1 orange
2 blue
3 MAX wingspan 118'/36m.
4 MAX wingspan 108'/33m.
5 Entry to stands G20 thru G24 only via TWY G2.
6 MAX wingspan 213'/65m.

HOT SPOTS

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

*DE GAULLE Apron (GND) 7

Parking Area	Frequency
B, D	121.640
F	121.580
K,L	121.680
J	121.880
A, C & E	121.930

LFPG/CDG

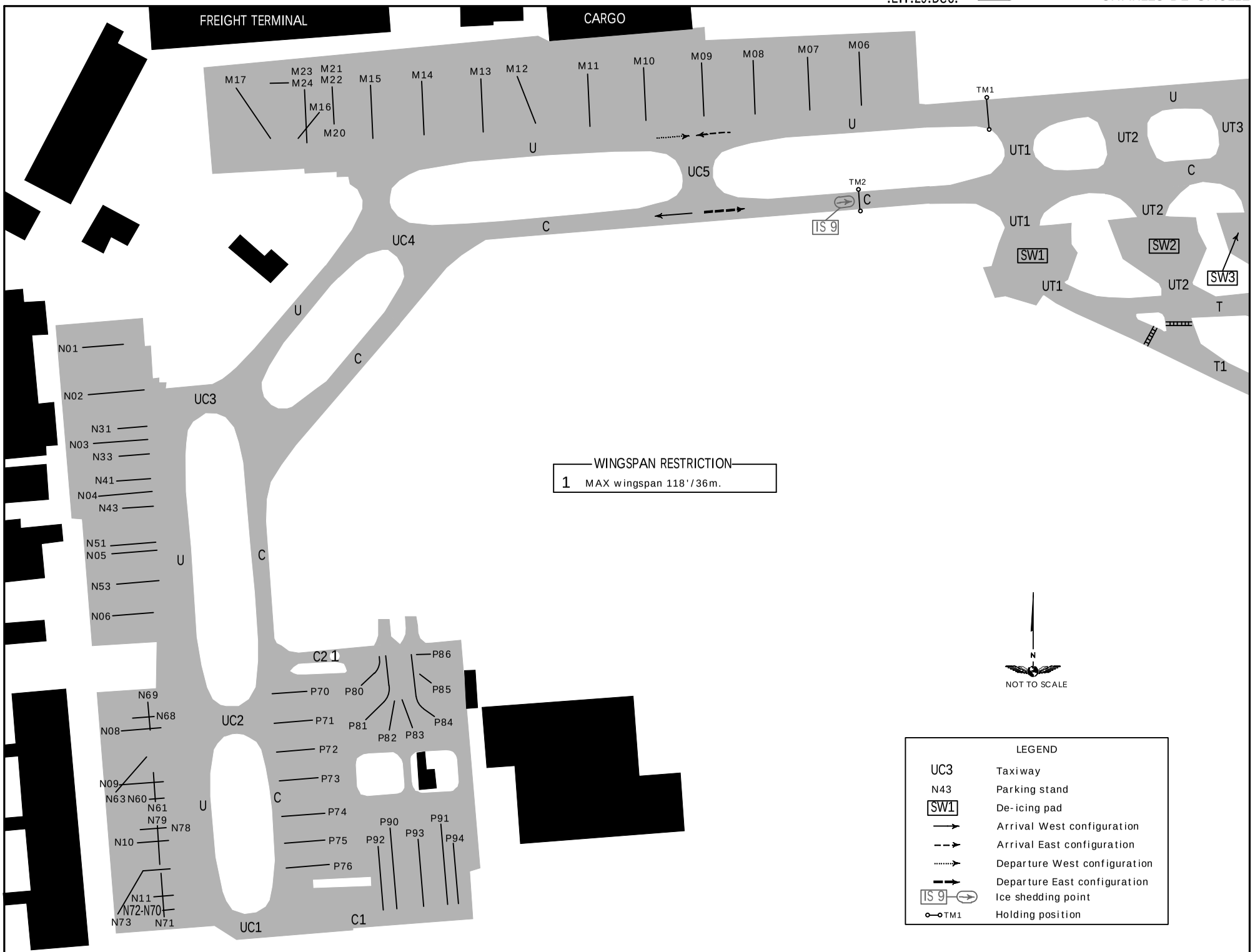
JEPPESEN

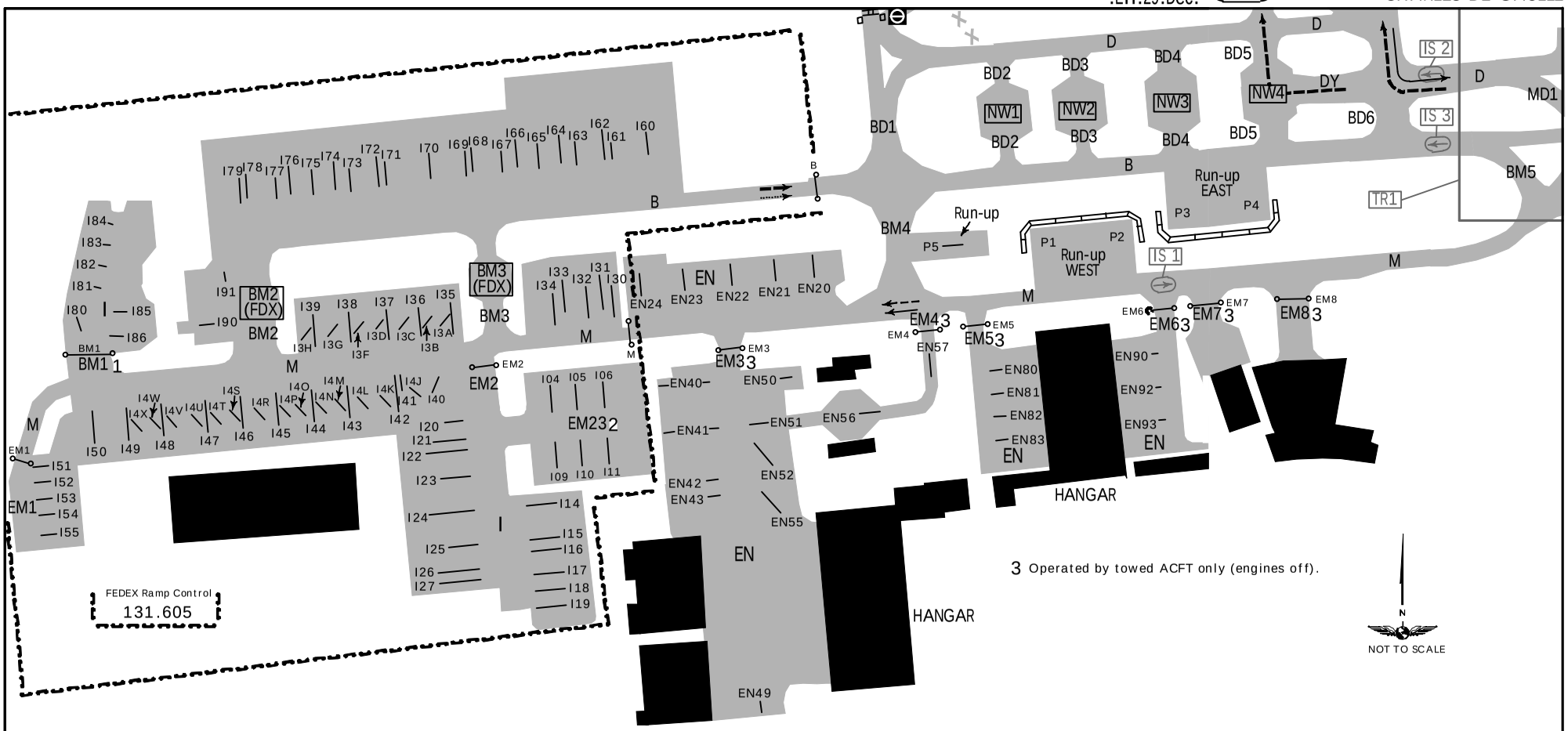
27 JAN 23

20-9G

PARIS, FRANCE

CHARLES-DE-GAULLE





WINGSPAN RESTRICTION

1 MAX wingspan 118'/36m.
2 MAX wingspan 171'/52m.

LEGEND

EN	Parking area
BM1	Taxiway
BM1	Holding position
I20	Parking stand
NW1	De-icing pad
	Runway Guard Lights
	No Entry bar
TR1	Taxiway turn restriction area For details see 20-9D.
	Blast fence
	Arrival West configuration
	Arrival East configuration
	Departure West configuration
	Departure East configuration
	Limit of control competence
IS 2	Ice shedding point

CHANGES: TWY EM3 thru EM8 restriction.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
A01	N49 00.0 E002 33.6	D15	N49 00.4 E002 34.0	H05, H06	N49 00.8 E002 34.7	J02 thru J05	N49 00.2 E002 35.9	P5	N49 00.9 E002 30.9
A03	N49 00.0 E002 33.7	D16	N49 00.3 E002 34.0	H07, H08	N49 00.8 E002 34.6	J06	N49 00.3 E002 35.9	P70	N48 59.6 E002 32.2
A04	N49 00.1 E002 33.6	D17	N49 00.4 E002 34.0	H09	N49 00.9 E002 34.5	J10, J11	N49 00.3 E002 36.0	P71 thru P75	N48 59.5 E002 32.2
A05	N49 00.0 E002 33.7	D18	N49 00.3 E002 34.0	H10	N49 00.9 E002 34.4	J12 thru J14	N49 00.2 E002 36.0	P76	N48 59.4 E002 32.2
A06	N49 00.1 E002 33.6	D19	N49 00.4 E002 33.9	H11	N49 00.8 E002 34.5	J16, J18	N49 00.2 E002 36.1	P80	N48 59.6 E002 32.2
A07	N49 00.0 E002 33.8	D20 thru D24	N49 00.3 E002 33.9	H12	N49 00.8 E002 34.4	J20, J21	N49 00.3 E002 36.1	P81, P82	N48 59.5 E002 32.2
A08	N49 00.1 E002 33.7	E01, E05	N49 00.2 E002 35.0	H20 thru H23	N49 01.0 E002 34.7	J30 thru J33	N49 00.3 E002 36.2	P83, P84	N48 59.5 E002 32.3
A09	N49 00.0 E002 33.9	E09	N49 00.2 E002 35.1	H30, H34	N49 01.0 E002 34.6	J34 thru J38	N49 00.2 E002 36.2	P85, P86	N48 59.6 E002 32.3
A10	N49 00.1 E002 33.7	E10, E12	N49 00.1 E002 34.4	H40	N49 01.0 E002 34.5	J39 thru J41	N49 00.3 E002 36.2	P90	N48 59.5 E002 32.2
A12 thru A16	N49 00.1 E002 33.8	E13	N49 00.2 E002 35.1	H50 thru H65	N49 00.8 E002 34.7	K01	N49 00.5 E002 35.1	P91	N48 59.5 E002 32.3
A18	N49 00.1 E002 33.9	E14, E16	N49 00.1 E002 34.5	H70 thru H87	N49 00.8 E002 34.6	K05 thru K17	N49 00.4 E002 35.1	P92, P93	N48 59.5 E002 32.2
A30 thru A38	N49 00.1 E002 33.5	E17	N49 00.1 E002 35.1	I3A, I3B	N49 00.9 E002 30.2	K21	N49 00.3 E002 35.1	P94	N48 59.5 E002 32.3
A39	N49 00.0 E002 33.6	E18	N49 00.1 E002 34.5	I3C thru I3F	N49 00.9 E002 30.1	K26	N49 00.5 E002 35.4	Q01 thru Q03	N49 00.7 E002 33.2
B01	N49 00.4 E002 33.8	E20	N49 00.1 E002 34.6	I3G, I3H	N49 00.9 E002 30.0	K32, K38	N49 00.4 E002 35.4	Q04 thru Q07	N49 00.7 E002 33.3
B02	N49 00.3 E002 33.8	E21	N49 00.1 E002 35.1	I04	N49 00.8 E002 30.3	K44	N49 00.3 E002 35.4	Q08 thru Q11	N49 00.7 E002 33.4
B03	N49 00.4 E002 33.8	E22	N49 00.1 E002 34.6	I4J thru I4M	N49 00.8 E002 30.1	K52	N49 00.2 E002 35.4	Q12 thru Q14	N49 00.8 E002 33.4
B04	N49 00.3 E002 33.8	E24	N49 00.1 E002 34.7	I4N thru I4P	N49 00.8 E002 30.0	K53	N49 00.2 E002 35.1	Q15 thru Q18	N49 00.8 E002 33.3
B05	N49 00.4 E002 33.7	E25	N49 00.1 E002 35.1	I4R thru I4U	N49 00.8 E002 29.9	K58	N49 00.2 E002 35.4	Q19 thru Q21	N49 00.8 E002 33.2
B06	N49 00.3 E002 33.8	E26	N49 00.1 E002 34.8	I4V thru I4X	N49 00.8 E002 29.8	K59	N49 00.2 E002 35.2	R01	N49 01.1 E002 33.0
B07	N49 00.4 E002 33.7	E27, E29	N49 00.1 E002 35.1	I05	N49 00.8 E002 30.3	K64	N49 00.2 E002 35.4	R02 thru R06	N49 01.0 E002 33.0
B08	N49 00.3 E002 33.8	E30	N49 00.1 E002 34.8	I06	N49 00.8 E002 30.4	K65	N49 00.1 E002 35.2	R07 thru R11	N49 00.9 E002 33.0
B09	N49 00.4 E002 33.7	E32 thru E38	N49 00.1 E002 34.9	I09, I10	N49 00.7 E002 30.3	K70	N49 00.1 E002 35.4	R12 thru R14	N49 00.8 E002 33.0
B10	N49 00.3 E002 33.7	E40	N49 00.2 E002 34.8	I11	N49 00.7 E002 30.4	K71	N49 00.1 E002 35.2	R39	N49 01.0 E002 33.0
B11	N49 00.4 E002 33.6	E42	N49 00.1 E002 34.8	I14, I15	N49 00.7 E002 30.3	K76	N49 00.1 E002 35.4	S06 thru S11	N49 00.7 E002 32.2
B12	N49 00.3 E002 33.7	E44	N49 00.2 E002 34.8	I16	N49 00.7 E002 30.4	L27	N49 00.5 E002 35.5	S12	N49 00.7 E002 32.3
B13	N49 00.4 E002 33.6	EN20, EN21	N49 00.9 E002 30.7	I17 thru I19	N49 00.6 E002 30.4	L33, L39	N49 00.4 E002 35.5	S13	N49 00.6 E002 32.3
B14	N49 00.3 E002 33.7	EN22	N49 00.9 E002 30.6	I20	N49 00.8 E002 30.2	L53, L59	N49 00.2 E002 35.5	S14, S15	N49 00.7 E002 32.3
B15	N49 00.4 E002 33.6	EN23, EN24	N49 00.9 E002 30.5	I21	N49 00.8 E002 30.1	L65, L71	N49 00.1 E002 35.5	S16	N49 00.6 E002 32.4
B16	N49 00.3 E002 33.7	EN40, EN41	N49 00.8 E002 30.5	I22 thru I24	N49 00.7 E002 30.1	M06	N49 00.0 E002 32.8	S17	N49 00.7 E002 32.4
B18	N49 00.3 E002 33.7	EN42, EN43	N49 00.7 E002 30.5	I25	N49 00.7 E002 30.2	M07	N49 00.0 E002 32.7	S18	N49 00.6 E002 32.4
B20 thru B26	N49 00.3 E002 33.6	EN49	N49 00.5 E002 30.6	I26, I27	N49 00.6 E002 30.1	M08, M09	N49 00.0 E002 32.6	S19	N49 00.7 E002 32.4
C02	N49 00.1 E002 33.9	EN50	N49 00.8 E002 30.6	I30 thru I32	N49 00.9 E002 30.4	M10, M11	N49 00.0 E002 32.5	S20 thru S22	N49 00.7 E002 32.5
C03	N49 00.0 E002 34.0	EN51	N49 00.8 E002 30.7	I33, I34	N49 00.9 E002 30.3	M12	N49 00.0 E002 32.4	S23	N49 00.7 E002 32.6
C04, C04A	N49 00.1 E002 34.0	EN52, EN55	N49 00.7 E002 30.6	I35	N49 00.9 E002 30.2	M13, M14	N49 00.0 E002 32.3	S24 thru S27	N49 00.7 E002 32.7
C05	N49 00.0 E002 34.1	EN56	N49 00.8 E002 30.7	I36, I37	N49 00.9 E002 30.1	M15, M16	N49 00.0 E002 32.2	S28 thru S31	N49 00.7 E002 32.8
C06	N49 00.1 E002 34.0	EN57	N49 00.9 E002 30.8	I38, I39	N49 00.9 E002 30.0	M17	N49 00.0 E002 32.1	U03, U04	N49 00.9 E002 32.7
C07	N49 00.0 E002 34.1	EN80 thru EN83	N49 00.8 E002 31.0	I40	N49 00.8 E002 30.2	M20 thru M22	N49 00.0 E002 32.2	U05 thru U11	N49 00.8 E002 32.7
C08 thru C12	N49 00.1 E002 34.1	EN90 thru EN93	N49 00.8 E002 31.1	I41 thru I43	N49 00.8 E002 30.1	M23, M24	N49 00.0 E002 32.1	U12, U13	N49 00.9 E002 32.8
C14	N49 00.2 E002 34.2	F02	N49 00.3 E002 34.4	I44, I45	N49 00.8 E002 30.0	N01, N02	N48 59.8 E002 31.9	U14	N49 00.9 E002 32.7
CF9	N49 00.0 E002 34.1	F03	N49 00.4 E002 35.0	I46, I47	N49 00.8 E002 29.9	N03 thru N05	N48 59.7 E002 31.9	U15	N49 01.0 E002 32.7
CFE	N49 00.2 E002 34.2	F04	N49 00.3 E002 34.4	I48, I49	N49 00.8 E002 29.8	N06	N48 59.6 E002 31.9	U16, U17	N49 01.0 E002 32.6
CFW	N49 00.1 E002 34.0	F08	N49 00.4 E002 34.4	I50	N49 00.8 E002 29.7	N08 thru N10	N48 59.5 E002 31.9	W04, W05	N49 01.0 E002 32.5
D02	N49 00.3 E002 34.2	F09	N49 00.4 E002 35.0	I51 thru I55	N49 00.7 E002 29.7	N11	N48 59.4 E002 31.9	W06	N49 01.0 E002 32.4
D03	N49 00.4 E002 34.1	F10, F14	N49 00.4 E002 34.4	I60	N49 01.1 E002 30.5	N31 thru N51	N48 59.7 E002 31.9	W07	N49 01.0 E002 32.5
D04	N49 00.3 E002 34.1	F15	N49 00.4 E002 35.0	I61 thru I64	N49 01.0 E002 30.4	N53	N48 59.6 E002 31.9	W08 thru X03	N49 01.0 E002 32.4
D05	N49 00.4 E002 34.1	F16, F20	N49 00.4 E002 34.4	I65 thru I67	N49 01.0 E002 30.3	N60, N61	N48 59.5 E002 32.0	X04, X05	N49 01.0 E002 32.3
D06	N49 00.3 E002 34.1	F22 thru F32	N49 00.4 E002 34.5	I68 thru I70	N49 01.0 E002 30.2	N63	N48 59.5 E002 31.9	X06	N49 00.9 E002 32.3
D07	N49 00.4 E002 34.0	F34	N49 00.4 E002 34.6	I71 thru I73	N49 01.0 E002 30.1	N68	N48 59.5 E002 32.0	X07	N49 00.9 E002 32.4
D08	N49 00.3 E002 34.1	F66 thru F82	N49 00.4 E002 34.7	I74 thru I77	N49 01.0 E002 30.0	N69	N48 59.6 E002 32.0	X08 thru Y05	N49 00.9 E002 32.3
D09	N49 00.4 E002 34.0	F84 thru F96	N49 00.4 E002 34.8	I78, I79	N49 01.0 E002 29.9	N70, N71	N48 59.4 E002 32.0	Y06 thru Y09	N49 00.8 E002 32.3
D10	N49 00.3 E002 34.1	G10 thru G24	N49 00.2 E002 33.4	I80, I81	N49 00.9 E002 29.7	N72, N73	N48 59.4 E002 31.9	Z01 thru Z05	N49 00.8 E002 32.3
D11	N49 00.4 E002 34.0	G31, G35	N49 00.3 E002 33.4	I82, I83	N49 01.0 E002 29.7	N78, N79	N48 59.5 E002 32.0	Z06 thru Z09	N49 00.8 E002 32.4
D12	N49 00.3 E002 34.1	H01, H02	N49 01.0 E002 34.7	I84 thru I86	N49 00.9 E002 29.8	P1	N49 00.9 E002 31.0		
D13	N49 00.4 E002 34.0	H03	N49 01.0 E002 34.6	I90, I91	N49 00.9 E002 29.9	P2	N49 00.9 E002 31.1		
D14	N49 00.3 E002 34.0	H04	N49 01.0 E002 34.5	J01	N49 00.3 E002 35.9	P3, P4	N49 01.0 E002 31.2		

CHANGES: Stands W01 thru W03 and V06 thru V08 withdrawn. Stand U17 added.

RUNWAY STATUS LIGHTS (RWSL)

RWSL on RWYs 08L/26R and 09R/27L - Lights indicating RWY occupancy status

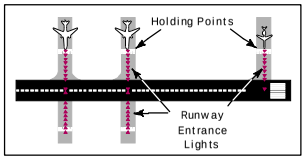
The RWSL are installed on RWYs 08L/26R and 09R/27L, and convey automatically the RWY occupancy status, indicating when a RWY is unsafe to enter or cross, through the use of In-pavement warning RWY entrance lights (RELs) and when it is unsafe to take off, through the use of in-pavement warning Take off hold lights (THLs).

RWY entrance lights (RELs) and Take off hold lights (THLs) - Instruction for use

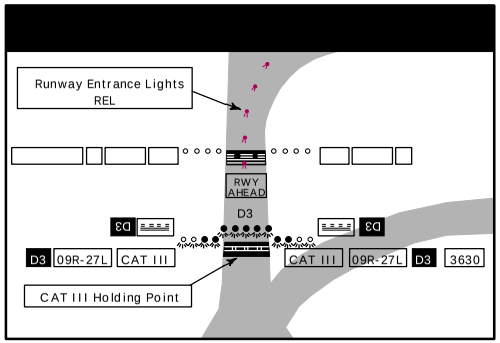
RELs and THLs that are illuminated red mean: STOP.
Lights that are off are not a permission to cross or take off. A clearance from ATS is still mandatory.

RWY entrance lights (RELs) description

RELs along a straight TWY centerline:

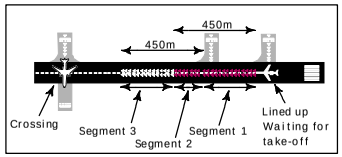


Holding point CAT III with RELs illuminated in red:



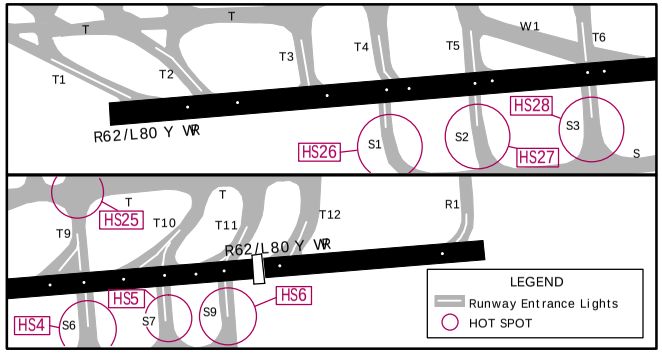
Take off hold lights (THLs) description

Double-row THLs straddling the RWY centerline lights:



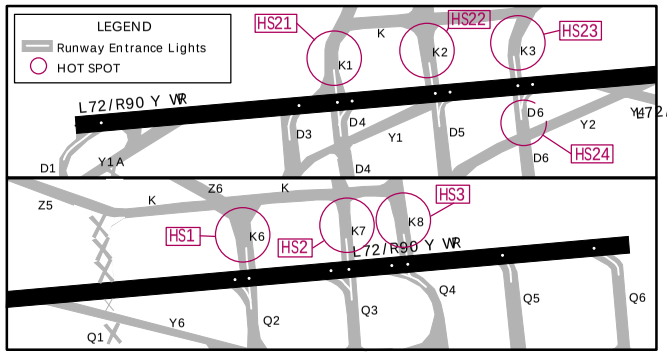
Location of RELs on RWY 08L/26R

The RELs are operational at the following intersections of RWY 08L/26R:
- North Side: at TWYs T1, T2, T3, T4, T5, T6, T9, T10, T11, T12 and R1
- South Side: at TWYs S1, S2, S3, S6, S7 and S9.



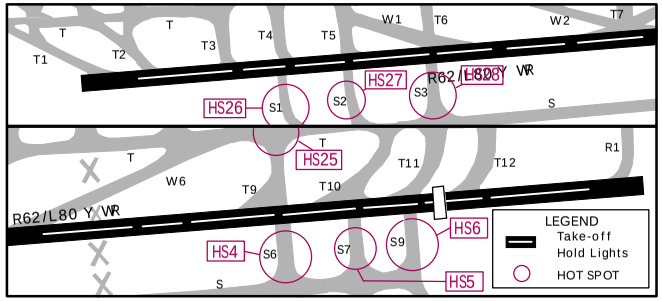
Location of RELs on RWY 09R/27L

The RELs are operational at the following intersections of RWY 09R/27L:
- North Side: at TWYs K1, K2, K3, K6, K7 and K8
- South Side: at TWYs D1, D3, D4, D5, D6, Q2, Q3, Q4, Q5 and Q6.



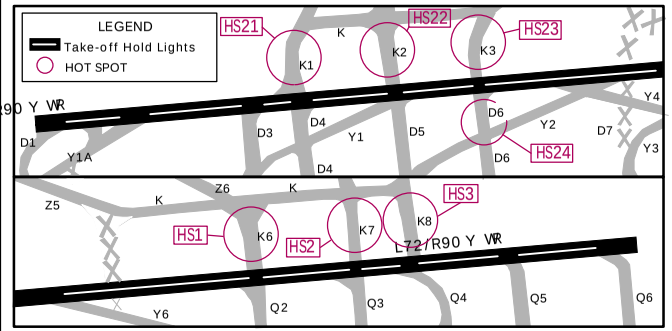
Location of THLs on RWY 08L/26R

The THLs are operational:
- on RWY 08L: at the full-lengh and intersection departure position T2, T3, T4, T5 and T6.
- on RWY 26R: at the full-lengh and intersection departure position T12, T11, T10, T9.



Location of THLs on RWY 09R/27L

The THLs are operational:
- on RWY 09R: at the full-lengh and intersection departure position D3, D4, D5 and D6.
- on RWY 27L: at the full-lengh and intersection departure position Q5, Q4, Q3, Q2.



LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN

17 MAR 23
.Eff.23.Mar.

21-0A1

BANOX 6E,
LORNI 6E, MOPAR 6E

PARIS, FRANCE
RNAV INITIAL APCH Rwy 08L

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	120.9 118.655	121.810 South 121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP 3200
MSA LORNI 6600
MSA BANOX 3300
MSA MOPAR 4000

MOPAR HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 4000T	MAX 240 KT, 1 1/2 Min, FL150/160 4000T

LORNI HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2300T	MAX 240 KT, 1 1/2 Min, FL150/170 2300T

BANOX HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 3300T	MAX 240 KT, 1 1/2 Min, FL150/180 3300T

(IAF) MOPAR
MAX 250 KT
MAX FL100
MIN FL080

(IAF) LORNI
MAX 300 KT
Jets:
MAX FL150
MIN FL110
Props:
MAX FL120
MIN FL110

(IAF) BANOX
MAX 250 KT
MAX FL110
MIN FL090

MOPAR 6E
Squawk 7600. Carry out or join published procedure. At MOPAR descend to 4000', continue on track 155^. At R-288 BT turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

LORNI 6E
Squawk 7600. Carry out or join published procedure. At BUNOR descend to 4000', at D26.0 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

BANOX 6E
Squawk 7600. Carry out or join published procedure. At SUBOX descend to 5000', continue on track 025^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).

VOR and DME required.

RNAV 1 (GNSS or DME/DME) required.

FOR FINAL APPROACH
SEE 21-1, 21-1A, 22-1

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

CHANGES: Procedure designation, OKIPA 6E & 6N transferred to 21-0A2.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
.Eff.23.Mar.
21-0A2

OKIPA 6E, OKIPA 6N **PARIS, FRANCE**
RNAV INITIAL APCH Rwy 08L

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	120.9 118.655	121.810 South 121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

3200
MSA ARP
6600
MSA OKIPA
49-20
49-10

FOR FINAL APPROACH
SEE 21-1, 21-1A, 22-1

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

VOR and DME required.

RNAV 1 (GNSS or DME/DME) required.

PONTOISE Cormeilles-En-Vexin LFPT

267^ PG5~2 267^ LARPO

CGN

BT

PGS

313^ 14.8 OKIPA 6N

MOSUD

^462 PG5~3 ^462 EGAPI KO 9.51

PARIS Le Bourget LFPB

1173' Eiffel Tower LF(P)-23

311^ 8.3

CLM

COULOMMIERS

302^ 25.9 OKIPA 6E - 6N

VILLACOUBLAY Velizy LFPV

TOUSSUS-LE-NOBLE LFPN

PARIS Orly LFPO

MELUN Villaroche LFPM

OKIPA 6E
Squawk 7600. Carry out or join published procedure. At D7.4 BT descend to 5000', at D21.5 PGS turn RIGHT on track 039^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).

OKIPA 6N
Squawk 7600. Carry out or join published procedure. At LARPO descend to 4000', at D20.5 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

LOST COMMS

OKIPA HOLDING	
LOW MAX 230 KT, 1 Min, FL070/140 2700T	HIGH MAX 240 KT, 1 1/2 Min, FL150/190 2700T

(IAF) OKIPA
MAX 300 KT
Jets:
MAX FL150
MIN FL140
Props:
MANDATORY FL140

01-30 01-40 01-50 02-00 02-10 02-20 02-30 02-40 02-50 03-00 03-10 03-20 03-30 03-40

CHANGES: Procedures transferred from 21-0A1.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
.Eff.23.Mar.
21-0A3

LORNI 6X, OKIPA 6R, OKIPA 6X
PARIS, FRANCE
RNAV INITIAL APCH Rwy 08L

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	120.9 118.655	121.810 South 121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP 3200 49-20
MSA LORNI 6600 49-10
MSA OKIPA 6600 49-00

DME required.
RNAV 1 (GNSS or DME/DME) required.

LORNI 6X procedure conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Arrivals via MOPIL and VEDUS:
  expect MOPIL 9X and VEDUS 9X STAR.
- On 9E arrivals from MATIX and DINAN:
  expect constraints to be lifted upon Paris ACC instruction only.
- Between LORNI and BUNOR, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on LORNI 6X approach implies compliance with intermediary constraints published by procedure.

LORNI HOLDING	
LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2300T	MAX 240 KT, 1 1/2 Min, FL150/170 2300T

(IAF) LORNI
MAX 300 KT
MAX FL170
MIN FL160

LORNI 6X
Squawk 7600. Carry out or join published procedure. At BUNOR descend to 4000', at D26.0 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

BUNOR
MAX 250 KT
MAX FL120
MIN FL110

LARPO

MOSUD
MAX 250 KT
MAX FL150
MIN FL140

OKIPA 6R
Squawk 7600. Carry out or join published procedure. At LARPO descend to 4000', at D20.5 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

OKIPA 6X
Squawk 7600. Carry out or join published procedure. At D7.4 BT descend to 5000', at D21.5 PGS turn RIGHT on track 039^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).

(IAF) OKIPA
MAX 300 KT
MAX FL190
MIN FL180

FOR FINAL APPROACH
SEE 21-1, 21-1A, 22-1

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

OKIPA 6R - 6X procedures conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Arrivals via TINIL:
  expect TINIL 9X STAR.
- On 9E arrivals from DJL, EPL, MOU, PIBAT, RLP and TRO:
  expect constraints to be lifted upon Paris ACC instruction only.
- Between OKIPA and MOSUD, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on OKIPA 6R - 6X approaches implies compliance with intermediary constraints published by procedure.

OKIPA HOLDING	
LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2700T	MAX 240 KT, 1 1/2 Min, FL150/190 2700T

PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
TOUSSUS-LE-NOBLE LFPN
VILLACOUBLAY Velizy LFPV
PARIS Orly LFPO
MELUN Villaroche LFPM
Eiffel Tower 1173' LF(P)-23

CHANGES: New procedures.

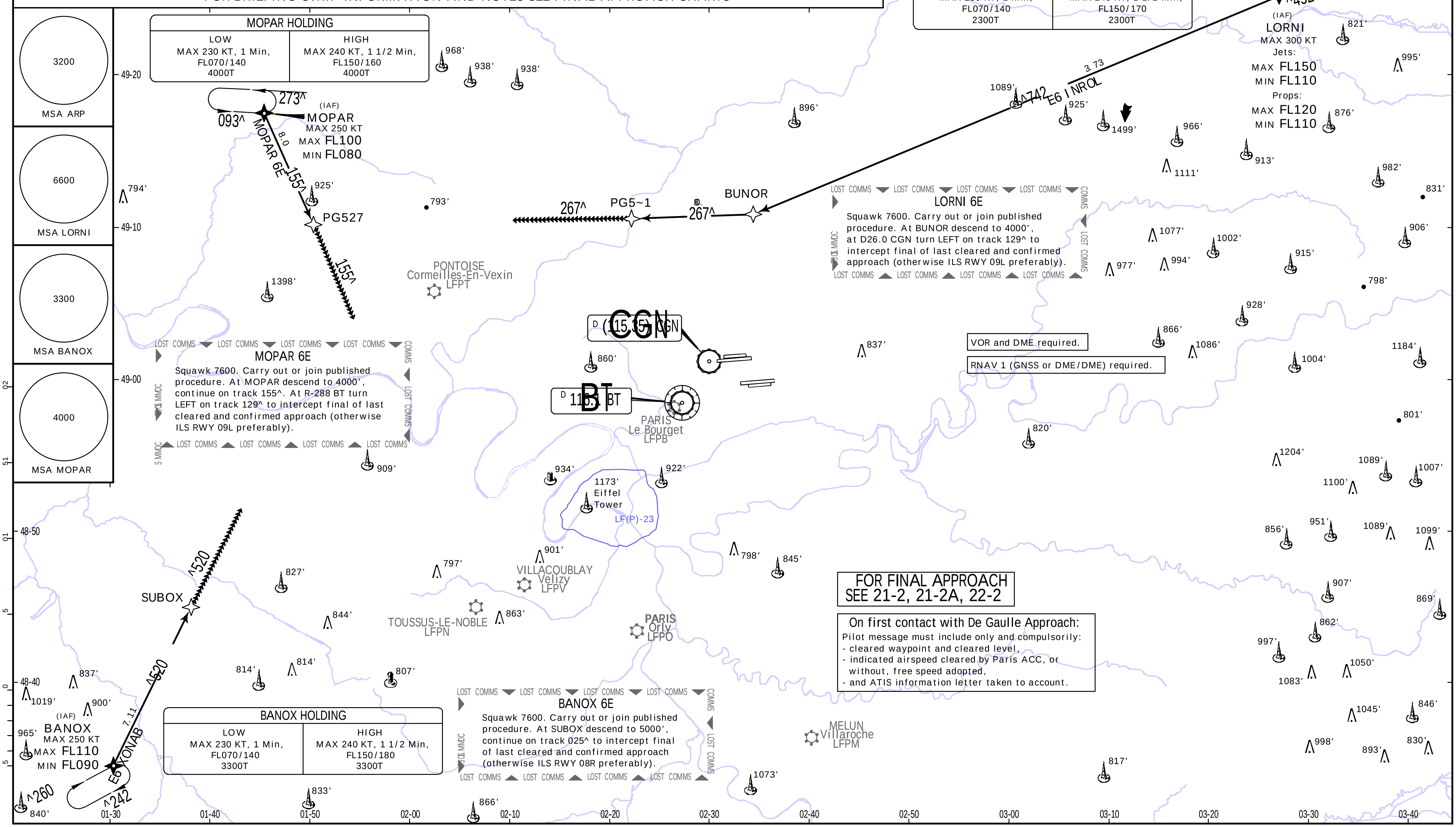
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 .Eff.23.Mar. 21-0A4

BANOX 6E, LORNI 6E, MOPAR 6E
PARIS, FRANCE
RNAV INITIAL APCH Rwy 08R

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground South
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	120.9 118.655	121.810 121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS


MSA ARP 3200
MSA LORNI 6600
MSA BANOX 3300
MSA MOPAR 4000
MOPAR HOLDING
LOW MAX 230 KT, 1 Min, FL070/140 4000T
HIGH MAX 240 KT, 1 1/2 Min, FL150/160 4000T
LORNI HOLDING
LOW MAX 230 KT, 1 Min, FL070/140 2300T
HIGH MAX 240 KT, 1 1/2 Min, FL150/170 2300T
BANOX HOLDING
LOW MAX 230 KT, 1 Min, FL070/140 3300T
HIGH MAX 240 KT, 1 1/2 Min, FL150/180 3300T
(IAF) MOPAR MAX 250 KT MAX FL100 MIN FL080
(IAF) LORNI MAX 300 KT Jets: MAX FL150 MIN FL110 Props: MAX FL120 MIN FL110
(IAF) BANOX MAX 250 KT MAX FL110 MIN FL090
PG527
PG5~1
BUNOR
SUBOX
MOPAR 6E
LORNI 6E
BANOX 6E
MOPAR 6E
Squawk 7600. Carry out or join published procedure. At MOPAR descend to 4000', continue on track 155^. At R-288 BT turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).
LORNI 6E
Squawk 7600. Carry out or join published procedure. At BUNOR descend to 4000', at D26.0 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).
BANOX 6E
Squawk 7600. Carry out or join published procedure. At SUBOX descend to 5000', continue on track 025^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).
LOST COMMS
VOR and DME required.
RNAV 1 (GNSS or DME/DME) required.
FOR FINAL APPROACH SEE 21-2, 21-2A, 22-2
On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.
D 115.35 CGN
D 116.5 BT
PARIS Le Bourget LFPB
PONTOISE Cormeilles-En-Vexin LFPT
VILLACOUBLAY Velizy LFPV
TOUSSUS-LE-NOBLE LFPN
PARIS Orly LFPO
MELUN Villaroche LFPM
Eiffel Tower 1173'
LF(P)-23

CHANGES: Chart reindexed, procedure designation, OKIPA 6E & 6N transferred to 21-0A5.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
.Eff.23.Mar.
21-0A5

OKIPA 6E, OKIPA 6N
PARIS, FRANCE
RNAV INITIAL APCH Rwy 08R

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	120.9 118.655	121.810 South 121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

3200
MSA ARP
49-20
6600
MSA OKIPA
49-10

FOR FINAL APPROACH
SEE 21-2, 21-2A, 22-2

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

VOR and DME required.

RNAV 1 (GNSS or DME/DME) required.

PONTOISE Cormeilles-En-Vexin LFPT

267^ PG5~2 267^ LARPO

CGN D (115.15) CGN

BT D 113.5 BT

PGS D (117.05) PGS

PARIS Le Bourget LFPB

^462 PG5~3 ^462 E6API KO 9.51

MOSUD

313^ 14.8 OKIPA 6N

311^ 8.3

CLM COULOMMIERS D 112.9 CLM

1173' Eiffel Tower LF(P)-23

VILLACOUBLAY Velizy LFPV

TOUSSUS-LE-NOBLE LFPN

PARIS Orly LFPO

MELUN Villaroche LFPM

LOST COMMS

OKIPA 6E
Squawk 7600. Carry out or join published procedure. At D7.4 BT descend to 5000', at D21.5 PGS turn RIGHT on track 039^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).

OKIPA 6N
Squawk 7600. Carry out or join published procedure. At LARPO descend to 4000', at D20.5 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

OKIPA HOLDING	
LOW MAX 230 KT, 1 Min, FL070/140 2700T	HIGH MAX 240 KT, 1 1/2 Min, FL150/190 2700T

302^ 25.9 OKIPA 6E - 6N

(IAF) OKIPA
MAX 300 KT
Jets:
MAX FL150
MIN FL140
Props:
MANDATORY FL140

122^

01-30 01-40 01-50 02-00 02-10 02-20 02-30 02-40 02-50 03-00 03-10 03-20 03-30 03-40

CHANGES: Procedures transferred from 21-0A2.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
.Eff.23.Mar.
21-0A6

LORNI 6X, OKIPA 6R, OKIPA 6X
PARIS, FRANCE
RNAV INITIAL APCH Rwy 08R

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	120.9 118.655	121.810 South 121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP 3200 49-20
MSA LORNI 6600 49-10
MSA OKIPA 6600 49-00

DME required.
RNAV 1 (GNSS or DME/DME) required.

LORNI 6X procedure conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Arrivals via MOPIL and VEDUS:
  expect MOPIL 9X and VEDUS 9X STAR.
- On 9E arrivals from MATIX and DINAN:
  expect constraints to be lifted upon Paris ACC instruction only.
- Between LORNI and BUNOR, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on LORNI 6X approach implies compliance with intermediary constraints published by procedure.

LORNI HOLDING	
LOW MAX 230 KT, 1 Min, FL070/140 2300T	HIGH MAX 240 KT, 1 1/2 Min, FL150/170 2300T

(IAF) LORNI
MAX 300 KT
MAX FL170
MIN FL160

LORNI 6X
Squawk 7600. Carry out or join published procedure. At BUNOR descend to 4000', at D26.0 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

BUNOR
MAX 250 KT
MAX FL120
MIN FL110

LARPO

MOSUD
MAX 250 KT
MAX FL150
MIN FL140

OKIPA 6R
Squawk 7600. Carry out or join published procedure. At LARPO descend to 4000', at D20.5 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

OKIPA 6X
Squawk 7600. Carry out or join published procedure. At D7.4 BT descend to 5000', at D21.5 PGS turn RIGHT on track 039^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).

(IAF) OKIPA
MAX 300 KT
MAX FL190
MIN FL180

FOR FINAL APPROACH
SEE 21-2, 21-2A, 22-2

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

OKIPA 6R - 6X procedures conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Arrivals via TINIL:
  expect TINIL 9X STAR.
- On 9E arrivals from DJL, EPL, MOU, PIBAT, RLP and TRO:
  expect constraints to be lifted upon Paris ACC instruction only.
- Between OKIPA and MOSUD, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on OKIPA 6R - 6X approaches implies compliance with intermediary constraints published by procedure.

OKIPA HOLDING	
LOW MAX 230 KT, 1 Min, FL070/140 2700T	HIGH MAX 240 KT, 1 1/2 Min, FL150/190 2700T

PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
TOUSSUS-LE-NOBLE LFPN
VILLACOUBLAY Velizy LFPV
PARIS Orly LFPO
MELUN Villaroche LFPM
Eiffel Tower 1173'
LF(P)-23

CHANGES: New procedures.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
Eff.23.Mar.
21-0A7

BANOX 6E,
LORNI 6E, MOPAR 6E

PARIS, FRANCE
RNAV INITIAL APCH Rwy 09L

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	119.250 123.605	121.610 North 121.780

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP 3200
MSA LORNI 6600
MSA BANOX 3300
MSA MOPAR 4000

MOPAR HOLDING	
LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 4000T	MAX 240 KT, 1 1/2 Min, FL150/160 4000T

LORNI HOLDING	
LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2300T	MAX 240 KT, 1 1/2 Min, FL150/170 2300T

BANOX HOLDING	
LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 3300T	MAX 240 KT, 1 1/2 Min, FL150/180 3300T

(IAF) MOPAR
MAX 250 KT
MAX FL100
MIN FL080

(IAF) LORNI
MAX 300 KT
Jets:
MAX FL150
MIN FL110
Props:
MAX FL120
MIN FL110

(IAF) BANOX
MAX 250 KT
MAX FL110
MIN FL090

Maintain a rate of descent of not less than 1300'/min until cleared level or altitude, then under radar vectoring, until interception of cleared final approach.

MOPAR 6E
Squawk 7600. Carry out or join published procedure. At MOPAR descend to 4000', continue on track 155^. At R-288 BT turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

LORNI 6E
Squawk 7600. Carry out or join published procedure. At BUNOR descend to 4000', at D26.0 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

BANOX 6E
Squawk 7600. Carry out or join published procedure. At SUBOX descend to 5000', continue on track 025^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).

VOR and DME required.

RNAV 1 (GNSS or DME/DME) required.

FOR FINAL APPROACH
SEE 21-3, 21-3A, 22-3

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

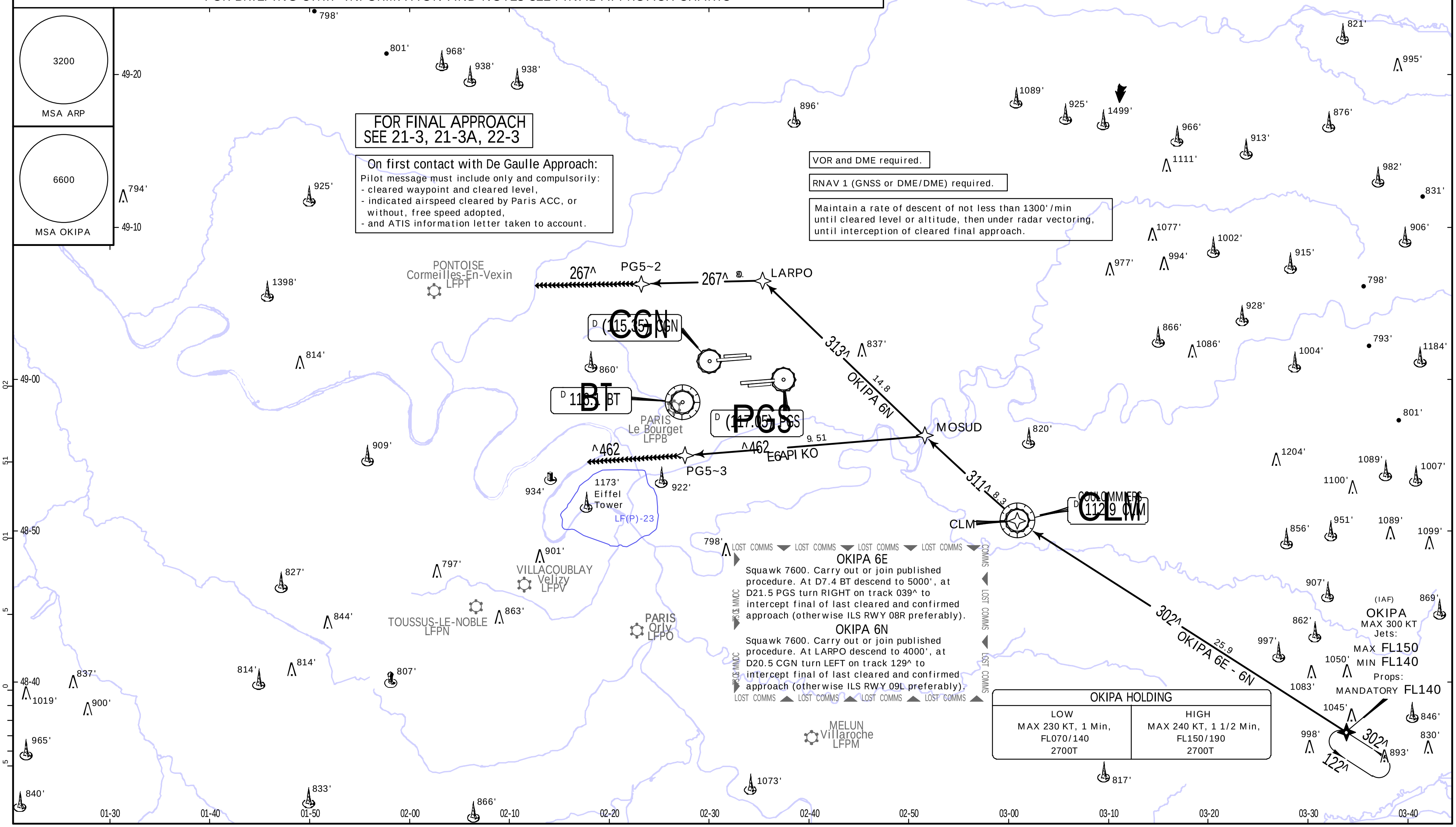
PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
PARIS Orly LFPO
TOUSSUS-LE-NOBLE LFPN
VILLACOUBLAY Velizy LFPV
MELUN Villaroche LFPM

CGN
BT
Eiffel Tower
LF(P)-23

CHANGES: Chart reindexed, procedure designation, OKIPA 6E & 6N transferred to 21-0A8.

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground North
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	119.250 123.605	121.610 121.780

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS


3200
MSA ARP
6600
MSA OKIPA
FOR FINAL APPROACH
SEE 21-3, 21-3A, 22-3
On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or
without, free speed adopted,
- and ATIS information letter taken to account.
VOR and DME required.
RNAV 1 (GNSS or DME/DME) required.
Maintain a rate of descent of not less than 1300'/min
until cleared level or altitude, then under radar vectoring,
until interception of cleared final approach.
PONTOISE
Cormeilles-En-Vexin
LFPT
267^
PG5~2
267^
LARPO
313^
14.8
OKIPA 6N
MOSUD
9.51
^462
E6API KO
PG5~3
^462
311^
8.3
CLM
D (115.35) CGN
D BT
D (117.05) PGS
D 112.9 CLM
COULOMMIERS
PARIS
Le Bourget
LFPB
1173'
Eiffel
Tower
LF(P)-23
VILLACOUBLAY
Velizy
LFPV
TOUSSUS-LE-NOBLE
LFPN
PARIS
Orly
LFPO
MELUN
Villaroche
LFPM
LOST COMMS
OKIPA 6E
Squawk 7600. Carry out or join published procedure. At D7.4 BT descend to 5000', at D21.5 PGS turn RIGHT on track 039^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).
OKIPA 6N
Squawk 7600. Carry out or join published procedure. At LARPO descend to 4000', at D20.5 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).
302^
25.9
OKIPA 6E - 6N
(IAF)
OKIPA
MAX 300 KT
Jets:
MAX FL150
MIN FL140
Props:
MANDATORY FL140
302^
122^
OKIPA HOLDING
LOW
MAX 230 KT, 1 Min,
FL070/140
2700T
HIGH
MAX 240 KT, 1 1/2 Min,
FL150/190
2700T
49-20
49-10
49-00
48-50
48-40
01-30
01-40
01-50
02-00
02-10
02-20
02-30
02-40
02-50
03-00
03-10
03-20
03-30
03-40

CHANGES: Procedures transferred from 21-0A3.

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground North
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	119.250 123.605	121.610 121.780

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

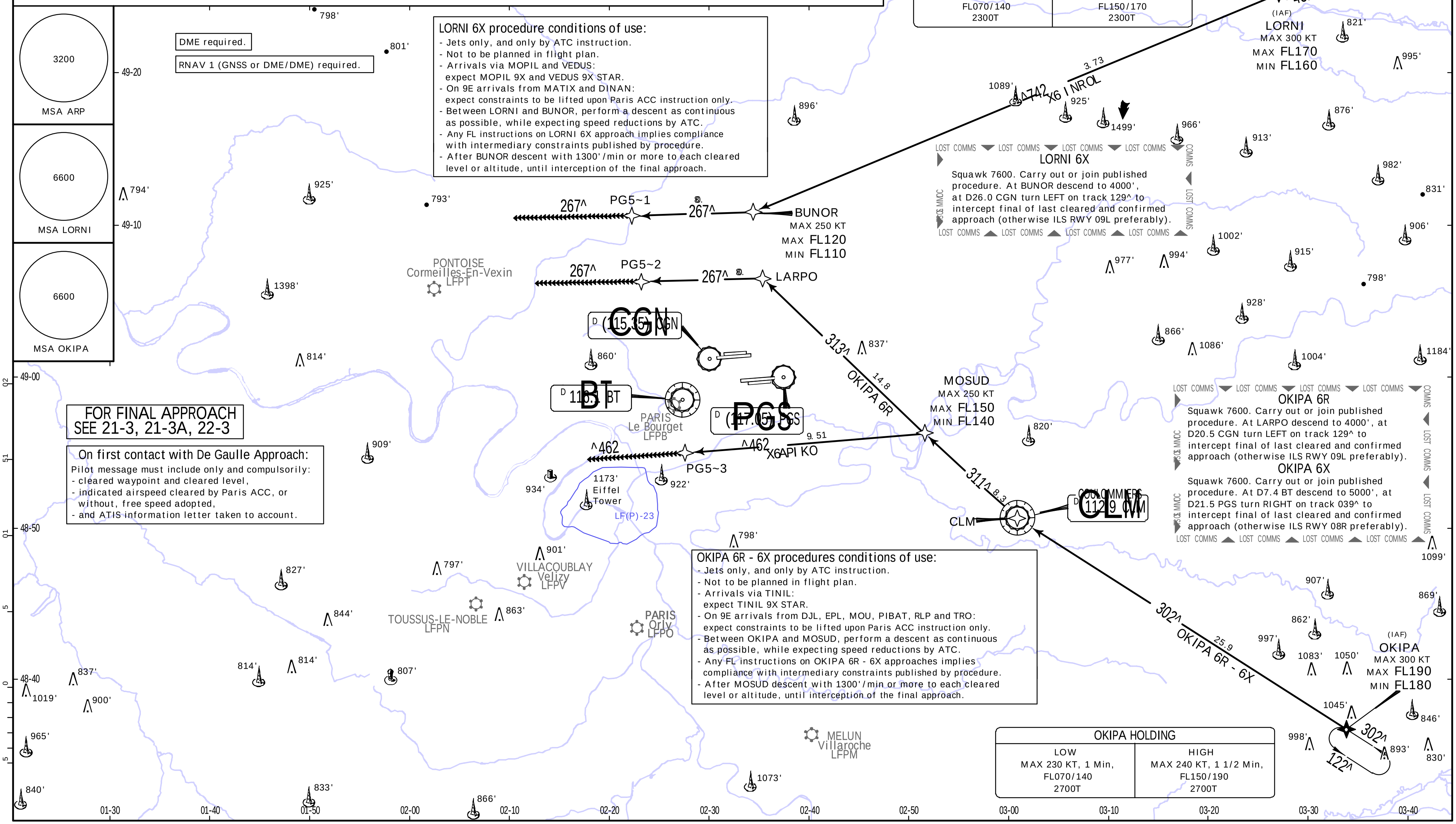
MSA	
MSA ARP	3200
MSA LORNI	6600
MSA OKIPA	6600

DME required.

RNAV 1 (GNSS or DME/DME) required.

LORNI 6X procedure conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Arrivals via MOPIL and VEDUS: expect MOPIL 9X and VEDUS 9X STAR.
- On 9E arrivals from MATIX and DINAN: expect constraints to be lifted upon Paris ACC instruction only.
- Between LORNI and BUNOR, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on LORNI 6X approach implies compliance with intermediary constraints published by procedure.
- After BUNOR descent with 1300'/min or more to each cleared level or altitude, until interception of the final approach.

LORNI HOLDING	
LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2300T	MAX 240 KT, 1 1/2 Min, FL150/170 2300T



LORNI 6X

Squawk 7600. Carry out or join published procedure. At BUNOR descend to 4000', at D26.0 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

OKIPA 6R

Squawk 7600. Carry out or join published procedure. At LARPO descend to 4000', at D20.5 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

OKIPA 6X

Squawk 7600. Carry out or join published procedure. At D7.4 BT descend to 5000', at D21.5 PGS turn RIGHT on track 039^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).

OKIPA 6R - 6X procedures conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Arrivals via TINIL: expect TINIL 9X STAR.
- On 9E arrivals from DJL, EPL, MOU, PIBAT, RLP and TRO: expect constraints to be lifted upon Paris ACC instruction only.
- Between OKIPA and MOSUD, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on OKIPA 6R - 6X approaches implies compliance with intermediary constraints published by procedure.
- After MOSUD descent with 1300'/min or more to each cleared level or altitude, until interception of the final approach.

OKIPA HOLDING	
LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2700T	MAX 240 KT, 1 1/2 Min, FL150/190 2700T

FOR FINAL APPROACH SEE 21-3, 21-3A, 22-3

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

CHANGES: New procedures.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
Eff.23.Mar.
21-0A10

BANOX 6E, LORNI 6E, MOPAR 6E
PARIS, FRANCE
RNAV INITIAL APCH Rwy 09R

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	119.250 123.605	121.610 North 121.780

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP 3200
MSA LORNI 6600
MSA BANOX 3300
MSA MOPAR 4000

MOPAR HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 4000T	MAX 240 KT, 1 1/2 Min, FL150/160 4000T

LORNI HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2300T	MAX 240 KT, 1 1/2 Min, FL150/170 2300T

BANOX HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 3300T	MAX 240 KT, 1 1/2 Min, FL150/180 3300T

Maintain a rate of descent of not less than 1300'/min until cleared level or altitude, then under radar vectoring, until interception of cleared final approach.

(IAF) MOPAR
MAX 250 KT
MAX FL100
MIN FL080

(IAF) LORNI
MAX 300 KT
Jets:
MAX FL150
MIN FL110
Props:
MAX FL120
MIN FL110

(IAF) BANOX
MAX 250 KT
MAX FL110
MIN FL090

MOPAR 6E
LOST COMMS
Squawk 7600. Carry out or join published procedure. At MOPAR descend to 4000', continue on track 155^. At R-288 BT turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

LORNI 6E
LOST COMMS
Squawk 7600. Carry out or join published procedure. At BUNOR descend to 4000', at D26.0 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

BANOX 6E
LOST COMMS
Squawk 7600. Carry out or join published procedure. At SUBOX descend to 5000', continue on track 025^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).

VOR and DME required.
RNAV 1 (GNSS or DME/DME) required.

FOR FINAL APPROACH
SEE 21-4, 21-4A, 22-4

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
PARIS Orly LFPO
VILLACOUBLAY Velizy LFPV
TOUSSUS-LE-NOBLE LFPN
MELUN Villaroche LFPM
Eiffel Tower 1173' LF(P)-23

CHANGES: Chart reindexed, procedure designation, OKIPA 6E & 6N transferred to 21-0A11.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 .Eff.23.Mar. 21-0A11

OKIPA 6E, OKIPA 6N
RNAV INITIAL APCH Rwy 09R
PARIS, FRANCE

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground North
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	119.250 123.605	121.610 121.780

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP: 3200
MSA OKIPA: 6600

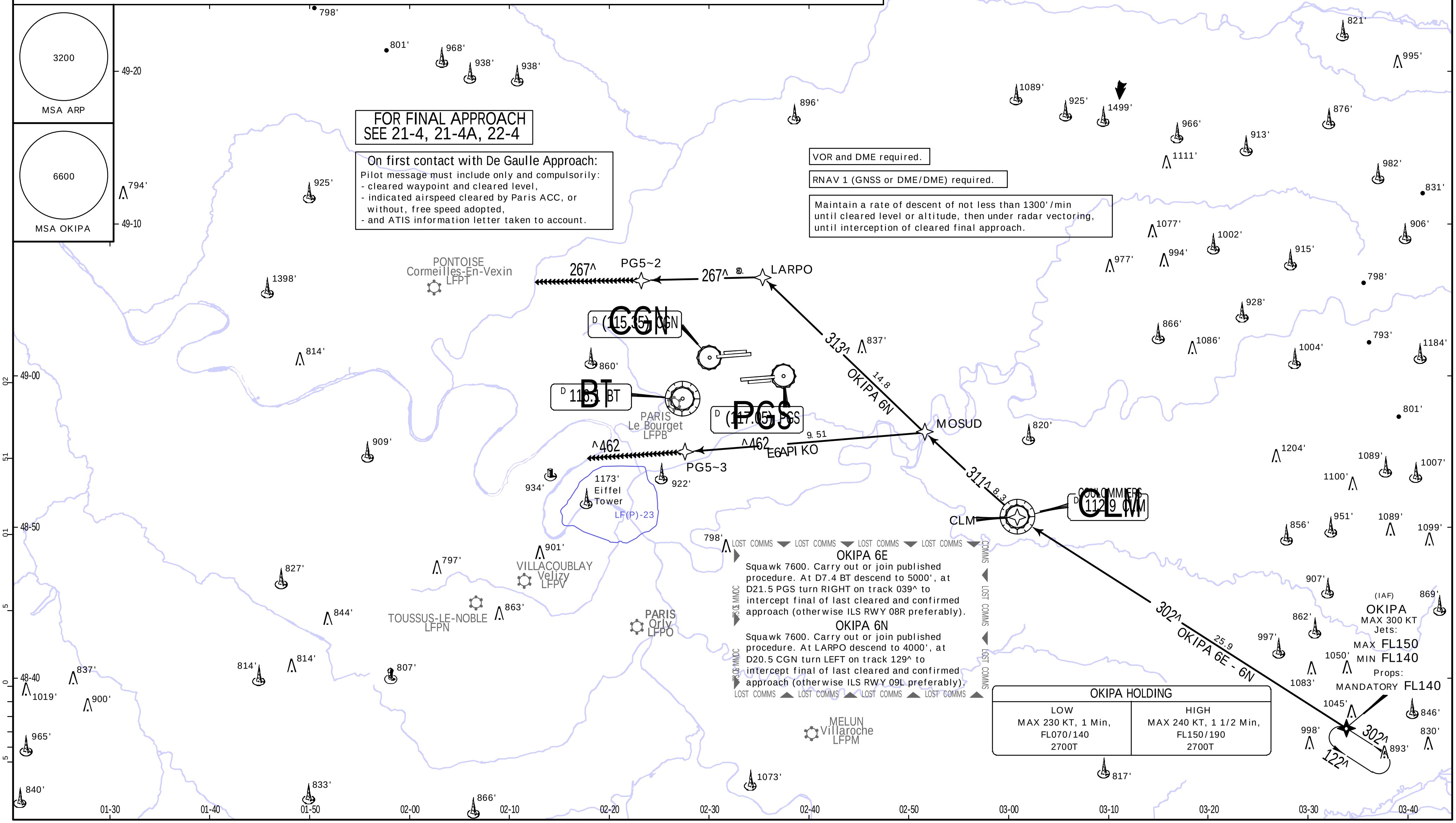
FOR FINAL APPROACH SEE 21-4, 21-4A, 22-4

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

VOR and DME required.

RNAV 1 (GNSS or DME/DME) required.

Maintain a rate of descent of not less than 1300'/min until cleared level or altitude, then under radar vectoring, until interception of cleared final approach.



OKIPA (IAF): MAX 300 KT
Jets: MAX FL150, MIN FL140
Props: MANDATORY FL140

LOST COMMS

OKIPA 6E
Squawk 7600. Carry out or join published procedure. At D7.4 BT descend to 5000', at D21.5 PGS turn RIGHT on track 039^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).

OKIPA 6N
Squawk 7600. Carry out or join published procedure. At LARPO descend to 4000', at D20.5 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

OKIPA HOLDING	
LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2700T	MAX 240 KT, 1 1/2 Min, FL150/190 2700T

CHANGES: Procedures transferred from 21-0A4.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
.Eff.23.Mar.
21-0A12

LORNI 6X, OKIPA 6R, OKIPA 6X
PARIS, FRANCE
RNAV INITIAL APCH Rwy 09R

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	119.250 123.605	121.610 North 121.780

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

3200 MSA ARP
6600 MSA LORNI
6600 MSA OKIPA

DME required.
RNAV 1 (GNSS or DME/DME) required.

LORNI 6X procedure conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Arrivals via MOPIL and VEDUS:
  expect MOPIL 9X and VEDUS 9X STAR.
- On 9E arrivals from MATIX and DINAN:
  expect constraints to be lifted upon Paris ACC instruction only.
- Between LORNI and BUNOR, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on LORNI 6X approach implies compliance with intermediary constraints published by procedure.
- After BUNOR descent with 1300'/min or more to each cleared level or altitude, until interception of the final approach.

LORNI HOLDING	
LOW MAX 230 KT, 1 Min, FL070/140 2300T	HIGH MAX 240 KT, 1 1/2 Min, FL150/170 2300T

LORNI
MAX 300 KT
MAX FL170
MIN FL160

LORNI 6X
Squawk 7600. Carry out or join published procedure. At BUNOR descend to 4000', at D26.0 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

BUNOR
MAX 250 KT
MAX FL120
MIN FL110

LARPO

MOSUD
MAX 250 KT
MAX FL150
MIN FL140

OKIPA 6R
Squawk 7600. Carry out or join published procedure. At LARPO descend to 4000', at D20.5 CGN turn LEFT on track 129^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 09L preferably).

OKIPA 6X
Squawk 7600. Carry out or join published procedure. At D7.4 BT descend to 5000', at D21.5 PGS turn RIGHT on track 039^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 08R preferably).

OKIPA
MAX 300 KT
MAX FL190
MIN FL180

FOR FINAL APPROACH
SEE 21-4, 21-4A, 22-4

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

OKIPA 6R - 6X procedures conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Arrivals via TINIL:
  expect TINIL 9X STAR.
- On 9E arrivals from DJL, EPL, MOU, PIBAT, RLP and TRO:
  expect constraints to be lifted upon Paris ACC instruction only.
- Between OKIPA and MOSUD, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on OKIPA 6R - 6X approaches implies compliance with intermediary constraints published by procedure.
- After MOSUD descent with 1300'/min or more to each cleared level or altitude, until interception of the final approach.

OKIPA HOLDING	
LOW MAX 230 KT, 1 Min, FL070/140 2700T	HIGH MAX 240 KT, 1 1/2 Min, FL150/190 2700T

CHANGES: New procedures.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
.Eff.23.Mar.
21-0A13

BANOX 6W, LORNI 6W, MOBRO 6W PARIS, FRANCE
RNAV INITIAL APCH Rwy 26L

D-ATIS	DE GAULLE Approach					
127.130 (French 128.230)	121.155	125.830	119.850	126.430	118.150	136.275
DE GAULLE Tower			Ground			
120.9	118.655		121.810	South 121.980		

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP 3200
MSA MOBRO 4000
MSA LORNI 6600
MSA BANOX 3300

(IAF) MOBRO
MAX 250 KT
Props:
MANDATORY FL070

MOBRO 6W
Squawk 7600. Carry out or join published procedure. At PG528 descend to 5000' and continue on R-286 CTL. At D19.5 CTL turn RIGHT on R-013 CLM. At D14.4 CLM turn RIGHT on track 238^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

LORNI HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2300T	MAX 240 KT, 1 1/2 Min, FL150/170 2300T

(IAF) LORNI
MAX 250 KT
MAX FL130
MIN FL070

1 IAF by ATC only if holding is planned; expect radar vectoring before and after LORNI.

LORNI 6W
Squawk 7600. Carry out or join published procedure. At LORNI descend to 5000' and follow on track 208^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

VOR and DME required.

RNAV 1 (GNSS or DME/DME) required.

Maintain a rate of descent of not less than 1300'/min until cleared level or altitude, then under radar vectoring, until interception of cleared final approach.

BANOX 6W
Squawk 7600. Carry out or join published procedure. At PG515 descend to 4000' and continue on track 088^. At D20.0 PGS turn LEFT on track 310^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).

(IAF) BANOX
MAX 300 KT
Props:
MANDATORY FL140
Jets:
MAX FL150
MIN FL140

BANOX HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 3300T	MAX 240 KT, 1 1/2 Min, FL150/180 3300T

FOR FINAL APPROACH
SEE 21-5, 21-5A, 22-5

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

CHANGES: Chart reindexed, procedure designation, MOPAR/OKIPA/VEBEK 6W transferred to 21-0A14.

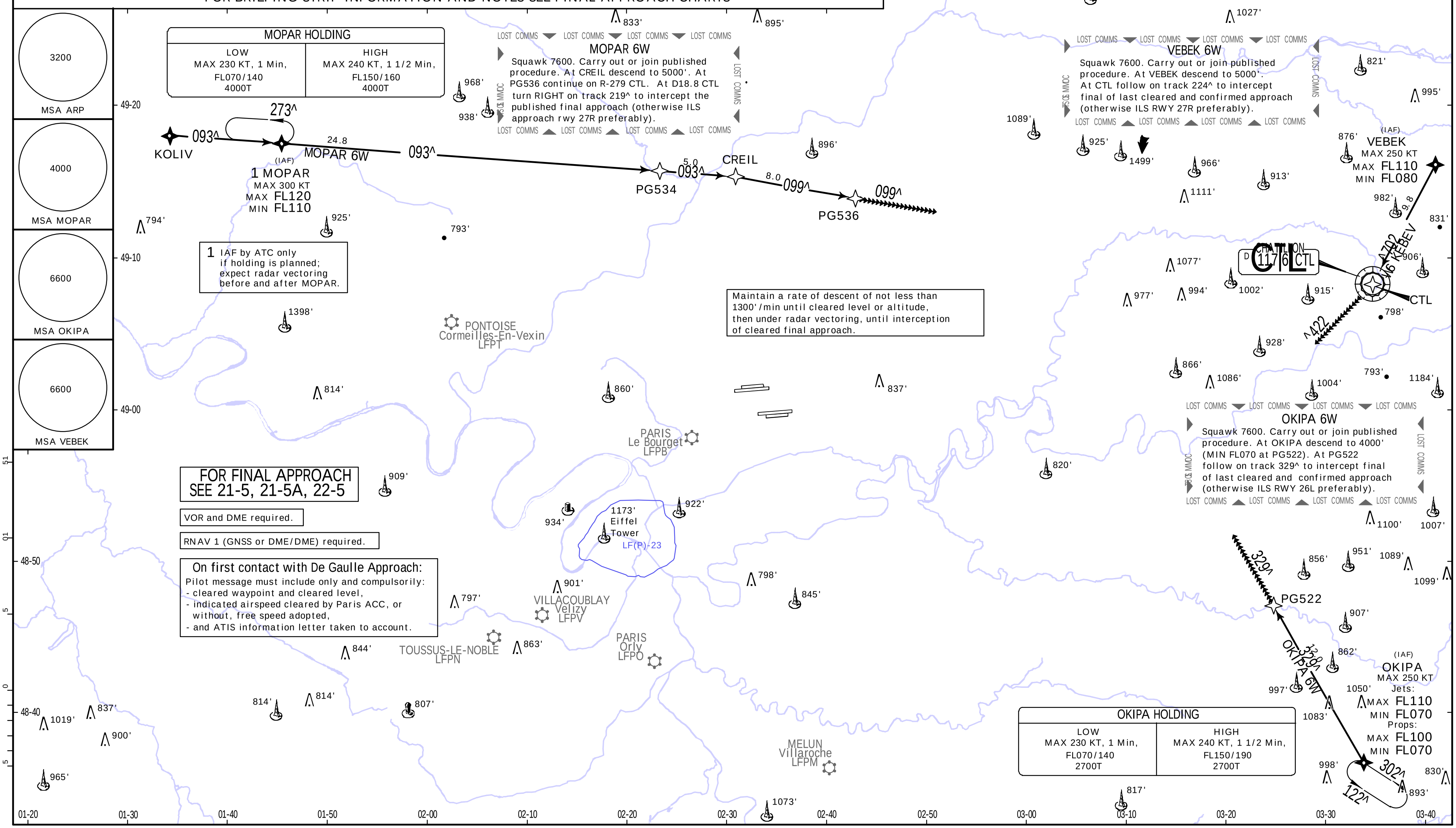
D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	120.9 118.655	121.810 South 121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP	MSA MOPAR	MSA OKIPA	MSA VEBEK
3200	4000	6600	6600

MOPAR HOLDING	
LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 4000T	MAX 240 KT, 1 1/2 Min, FL150/160 4000T

OKIPA HOLDING	
LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2700T	MAX 240 KT, 1 1/2 Min, FL150/190 2700T



MOPAR 6W (LOST COMMS)
Squawk 7600. Carry out or join published procedure. At CREIL descend to 5000'. At PG536 continue on R-279 CTL. At D18.8 CTL turn RIGHT on track 219^ to intercept the published final approach (otherwise ILS approach rwy 27R preferably).

VEBEK 6W (LOST COMMS)
Squawk 7600. Carry out or join published procedure. At VEBEK descend to 5000'. At CTL follow on track 224^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

OKIPA 6W (LOST COMMS)
Squawk 7600. Carry out or join published procedure. At OKIPA descend to 4000' (MIN FL070 at PG522). At PG522 follow on track 329^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).

1 IAF by ATC only if holding is planned; expect radar vectoring before and after MOPAR.

Maintain a rate of descent of not less than 1300'/min until cleared level or altitude, then under radar vectoring, until interception of cleared final approach.

FOR FINAL APPROACH SEE 21-5, 21-5A, 22-5

VOR and DME required.

RNAV 1 (GNSS or DME/DME) required.

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

CHANGES: Procedures transferred from 21-0A5.

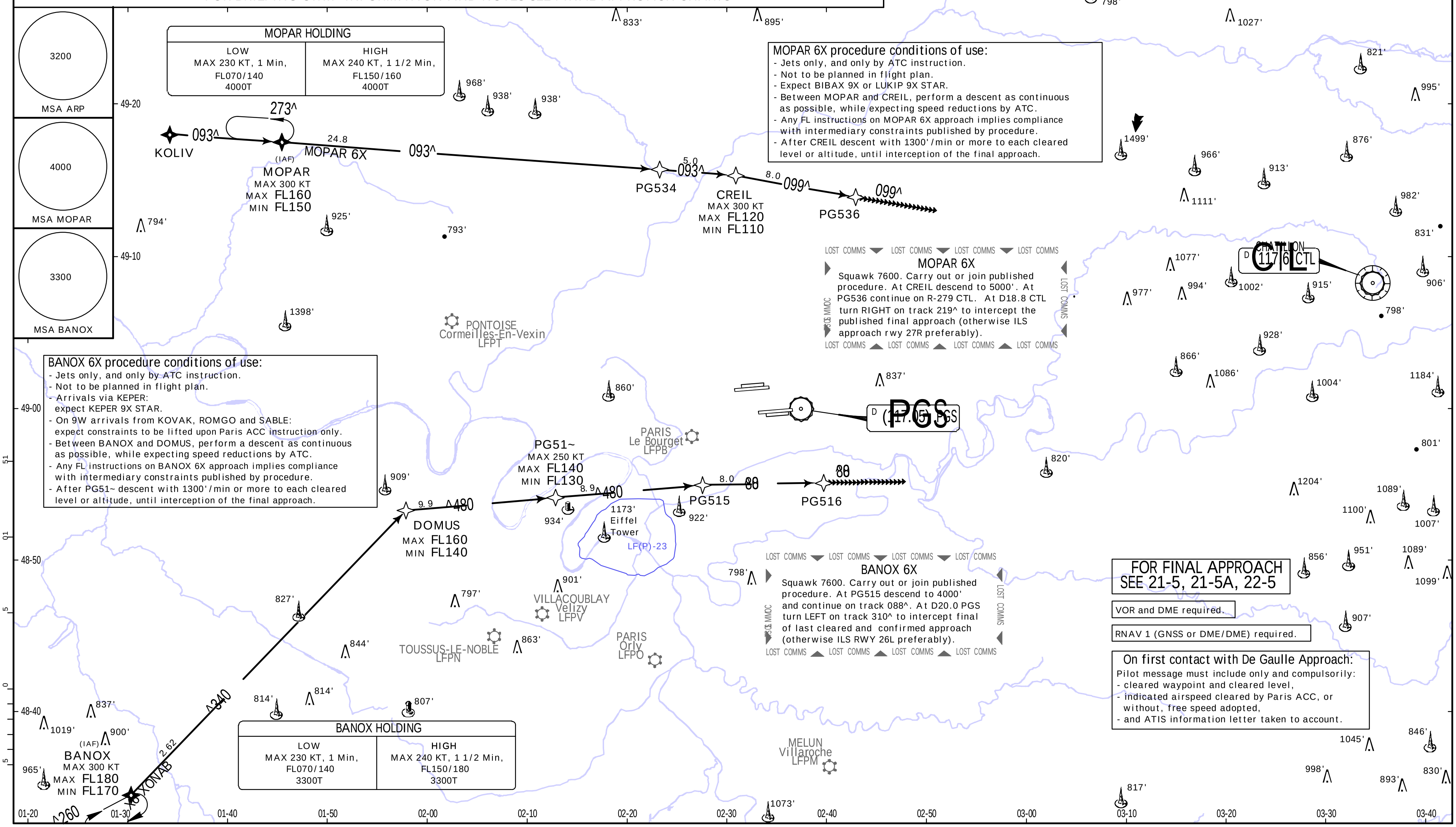
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 .Eff.23.Mar. (21-0A15)

BANOX 6X, MOPAR 6X PARIS, FRANCE
RNAV INITIAL APCH Rwy 26L

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground South
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	120.9 118.655	121.810 121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS



MOPAR HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 4000T	MAX 240 KT, 1 1/2 Min, FL150/160 4000T

MOPAR 6X procedure conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Expect BIBAX 9X or LUKIP 9X STAR.
- Between MOPAR and CREIL, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on MOPAR 6X approach implies compliance with intermediary constraints published by procedure.
- After CREIL descent with 1300'/min or more to each cleared level or altitude, until interception of the final approach.

LOST COMMS
MOPAR 6X
Squawk 7600. Carry out or join published procedure. At CREIL descend to 5000'. At PG536 continue on R-279 CTL. At D18.8 CTL turn RIGHT on track 219^ to intercept the published final approach (otherwise ILS approach rwy 27R preferably).

BANOX 6X procedure conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Arrivals via KEPER: expect KEPER 9X STAR.
- On 9W arrivals from KOVAK, ROMGO and SABLE: expect constraints to be lifted upon Paris ACC instruction only.
- Between BANOX and DOMUS, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on BANOX 6X approach implies compliance with intermediary constraints published by procedure.
- After PG51~ descent with 1300'/min or more to each cleared level or altitude, until interception of the final approach.

LOST COMMS
BANOX 6X
Squawk 7600. Carry out or join published procedure. At PG515 descend to 4000' and continue on track 088^. At D20.0 PGS turn LEFT on track 310^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).

BANOX HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 3300T	MAX 240 KT, 1 1/2 Min, FL150/180 3300T

FOR FINAL APPROACH SEE 21-5, 21-5A, 22-5

VOR and DME required.

RNAV 1 (GNSS or DME/DME) required.

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

CHANGES: New procedures.

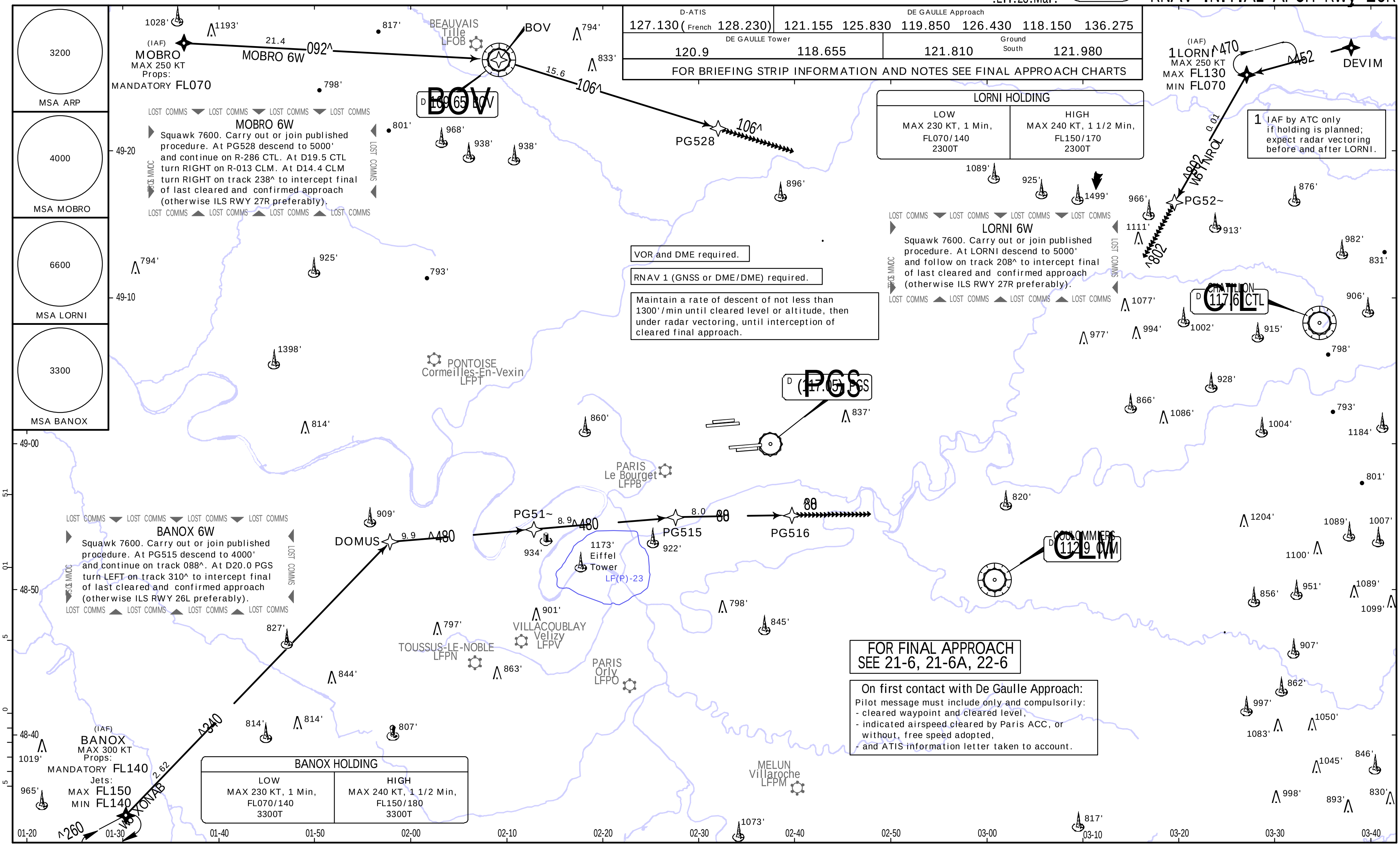
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 .Eff.23.Mar. 21-0A16

BANOX 6W, LORNI 6W, MOBRO 6W

PARIS, FRANCE

RNAV INITIAL APCH Rwy 26R


D-ATIS
127.130 (French 128.230)
DE GAULLE Approach
121.155 125.830 119.850 126.430 118.150 136.275
DE GAULLE Tower
120.9 118.655
Ground South
121.810 121.980
FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS
3200
MSA ARP
4000
MSA MOBRO
6600
MSA LORNI
3300
MSA BANOX
(IAF)
MOBRO
MAX 250 KT
Props:
MANDATORY FL070
21.4
MOBRO 6W
092^
BOV
D 109.65 BOV
15.6
106^
PG528
106^
BEAUVAIS
Tille
LFOB
LOST COMMS
MOBRO 6W
Squawk 7600. Carry out or join published procedure. At PG528 descend to 5000' and continue on R-286 CTL. At D19.5 CTL turn RIGHT on R-013 CLM. At D14.4 CLM turn RIGHT on track 238^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).
LORNI HOLDING
LOW
MAX 230 KT, 1 Min,
FL070/140
2300T
HIGH
MAX 240 KT, 1 1/2 Min,
FL150/170
2300T
(IAF)
1 LORNI
MAX 250 KT
MAX FL130
MIN FL070
470
M52
DEVIM
1 IAF by ATC only if holding is planned; expect radar vectoring before and after LORNI.
0.01
W6 INROL
082
PG52~
802
LORNI 6W
Squawk 7600. Carry out or join published procedure. At LORNI descend to 5000' and follow on track 208^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).
VOR and DME required.
RNAV 1 (GNSS or DME/DME) required.
Maintain a rate of descent of not less than 1300'/min until cleared level or altitude, then under radar vectoring, until interception of cleared final approach.
CHATILLON
D 117.6 CTL
PONTOISE
Cormeilles-En-Vexin
LFPT
D (117.05) PGS
PARIS
Le Bourget
LFPB
PG51~
8.9
480
PG515
8.0
80
PG516
80
DOMUS
9.9
480
COULOMMIERS
D 112.9 CLM
1173'
Eiffel
Tower
LF(P)-23
VILLACOUBLAY
Velizy
LFPV
TOUSSUS-LE-NOBLE
LFPN
PARIS
Orly
LFPO
MELUN
Villaroche
LFPM
BANOX 6W
Squawk 7600. Carry out or join published procedure. At PG515 descend to 4000' and continue on track 088^. At D20.0 PGS turn LEFT on track 310^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).
(IAF)
BANOX
MAX 300 KT
Props:
MANDATORY FL140
Jets:
MAX FL150
MIN FL140
340
2.62
W6 XONAB
260
BANOX HOLDING
LOW
MAX 230 KT, 1 Min,
FL070/140
3300T
HIGH
MAX 240 KT, 1 1/2 Min,
FL150/180
3300T
FOR FINAL APPROACH
SEE 21-6, 21-6A, 22-6
On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

CHANGES: Chart reindexed, procedure designation, MOPAR/OKIPA/VEBEK 6W transferred to 21-0A17.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
MOPAR 6W, OKIPA 6W, VEBEK 6W
17 MAR 23
Eff.23.Mar.
21-0A17
PARIS, FRANCE
RNAV INITIAL APCH Rwy 26R

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	120.9 118.655	121.810 South 121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP 3200 | MSA MOPAR 4000 | MSA OKIPA 6600 | MSA VEBEK 6600

MOPAR HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 4000T	MAX 240 KT, 1 1/2 Min, FL150/160 4000T

KOLIV 093^ 24.8 MOPAR 6W 093^ 5.0 PG534 093^ 8.0 CREIL 099^ PG536

273^

(IAF) 1 MOPAR
MAX 300 KT
MAX FL120
MIN FL110

1 IAF by ATC only if holding is planned; expect radar vectoring before and after MOPAR.

MOPAR 6W
Squawk 7600. Carry out or join published procedure. At CREIL descend to 5000'. At PG536 continue on R-279 CTL. At D18.8 CTL turn RIGHT on track 219^ to intercept the published final approach (otherwise ILS approach rwy 27R preferably).

VEBEK 6W
Squawk 7600. Carry out or join published procedure. At VEBEK descend to 5000'. At CTL follow on track 224^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

(IAF) VEBEK
MAX 250 KT
MAX FL110
MIN FL080

CTL 117.6 CTL

Maintain a rate of descent of not less than 1300'/min until cleared level or altitude, then under radar vectoring, until interception of cleared final approach.

OKIPA 6W
Squawk 7600. Carry out or join published procedure. At OKIPA descend to 4000' (MIN FL070 at PG522). At PG522 follow on track 329^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).

PG522 329^ OKIPA 6W 329^ 302^ 122^

(IAF) OKIPA
MAX 250 KT
Jets:
MAX FL110
MIN FL070
Props:
MAX FL100
MIN FL070

OKIPA HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2700T	MAX 240 KT, 1 1/2 Min, FL150/190 2700T

FOR FINAL APPROACH SEE 21-6, 21-6A, 22-6

VOR and DME required.

RNAV 1 (GNSS or DME/DME) required.

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
1173' Eiffel Tower LF(P)-23
VILLACOUBLAY Velizy LFPV
TOUSSUS-LE-NOBLE LFPN
PARIS Orly LFPO
MELUN Villaroche LFPM

01-20 01-30 01-40 01-50 02-00 02-10 02-20 02-30 02-40 02-50 03-00 03-10 03-20 03-30 03-40

CHANGES: Procedures transferred from 21-0A6.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN BANOX 6X, MOPAR 6X **PARIS, FRANCE**
17 MAR 23 21-0A18 **RNAV INITIAL APCH Rwy 26R**
Eff.23.Mar.

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	120.9 118.655	121.810 South 121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP 3200 — 49-20
MSA MOPAR 4000 — 49-10
MSA BANOX 3300 — 49-00

MOPAR HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 4000T	MAX 240 KT, 1 1/2 Min, FL150/160 4000T

KOLIV 093^ 24.8 MOPAR 6X 093^ PG534 5.0 093^ CREIL 8.0 099^ PG536

MOPAR (IAF) MAX 300 KT MAX FL160 MIN FL150

CREIL MAX 300 KT MAX FL120 MIN FL110

273^

MOPAR 6X procedure conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Expect BIBAX 9X or LUKIP 9X STAR.
- Between MOPAR and CREIL, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on MOPAR 6X approach implies compliance with intermediary constraints published by procedure.
- After CREIL descent with 1300'/min or more to each cleared level or altitude, until interception of the final approach.

MOPAR 6X
LOST COMMS
Squawk 7600. Carry out or join published procedure. At CREIL descend to 5000'. At PG536 continue on R-279 CTL. At D18.8 CTL turn RIGHT on track 219^ to intercept the published final approach (otherwise ILS approach rwy 27R preferably).
COMM ICS

BANOX 6X procedure conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Arrivals via KEPER: expect KEPER 9X STAR.
- On 9W arrivals from KOVAK, ROMGO and SABLE: expect constraints to be lifted upon Paris ACC instruction only.
- Between BANOX and DOMUS, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on BANOX 6X approach implies compliance with intermediary constraints published by procedure.
- After PG51~ descent with 1300'/min or more to each cleared level or altitude, until interception of the final approach.

PG51~ MAX 250 KT MAX FL140 MIN FL130 8.9 480 PG515 8.0 PG516

DOMUS MAX FL160 MIN FL140 9.9 480

PG66 D (17.6) PGS

BANOX 6X
LOST COMMS
Squawk 7600. Carry out or join published procedure. At PG515 descend to 4000' and continue on track 088^. At D20.0 PGS turn LEFT on track 310^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).
COMM ICS

FOR FINAL APPROACH SEE 21-6, 21-6A, 22-6

VOR and DME required.

RNAV 1 (GNSS or DME/DME) required.

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

BANOX (IAF) MAX 300 KT MAX FL180 MIN FL170 — 240 2.62 XONAB — 260

BANOX HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 3300T	MAX 240 KT, 1 1/2 Min, FL150/180 3300T

PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
PARIS Orly LFPO
VILLACOUBLAY Velizy LFPV
TOUSSUS-LE-NOBLE LFPN
MELUN Villaroche LFPM
1173' Eiffel Tower LF(P)-23

CHANGES: New procedures.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
.Eff.23.Mar.
21-0A19

BANOX 6W, LORNI 6W, MOBRO 6W PARIS, FRANCE
RNAV INITIAL APCH Rwy 27L

D-ATIS	DE GAULLE Approach					
127.130 (French 128.230)	121.155	125.830	119.850	126.430	118.150	136.275
DE GAULLE Tower			Ground North			
119.250	123.605		121.610		121.780	

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP 3200
MSA MOBRO 4000
MSA LORNI 6600
MSA BANOX 3300

(IAF) MOBRO
MAX 250 KT
Props:
MANDATORY FL070

MOBRO 6W
Squawk 7600. Carry out or join published procedure. At PG528 descend to 5000' and continue on R-286 CTL. At D19.5 CTL turn RIGHT on R-013 CLM. At D14.4 CLM turn RIGHT on track 238^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

LORNI HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2300T	MAX 240 KT, 1 1/2 Min, FL150/170 2300T

1 IAF by ATC only if holding is planned; expect radar vectoring before and after LORNI.

(IAF) LORNI
MAX 250 KT
MAX FL130
MIN FL070

LORNI 6W
Squawk 7600. Carry out or join published procedure. At LORNI descend to 5000' and follow on track 208^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

VOR and DME required.

RNAV 1 (GNSS or DME/DME) required.

BANOX 6W
Squawk 7600. Carry out or join published procedure. At PG515 descend to 4000' and continue on track 088^. At D20.0 PGS turn LEFT on track 310^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).

(IAF) BANOX
MAX 300 KT
Props:
MANDATORY FL140
Jets:
MAX FL150
MIN FL140

BANOX HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 3300T	MAX 240 KT, 1 1/2 Min, FL150/180 3300T

FOR FINAL APPROACH
SEE 21-7, 21-7A, 22-7

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

BEAUVAIS Tille LFOB
PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
PARIS Orly LFPO
TOUSSUS-LE-NOBLE LFPN
VILLACOUBLAY Velizy LFPV
MELUN Villaroche LFPM
1173' Eiffel Tower LF(P)-23

CHANGES: Chart reindexed, procedure designation, MOPAR/OKIPA/VEBEK 6W transferred to 21-0A20.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
.Eff.23.Mar.
21-0A20
MOPAR 6W, OKIPA 6W, VEBEK 6W
PARIS, FRANCE
RNAV INITIAL APCH Rwy 27L

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	119.250 123.605	121.610 North 121.780

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP 3200 | MSA MOPAR 4000 | MSA OKIPA 6600 | MSA VEBEK 6600

MOPAR HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 4000T	MAX 240 KT, 1 1/2 Min, FL150/160 4000T

KOLIV 093^ 24.8 MOPAR 6W 093^ 5.0 PG534 093^ 8.0 CREIL 099^ PG536

273^

(IAF) 1 MOPAR
MAX 300 KT
MAX FL120
MIN FL110

1 IAF by ATC only if holding is planned; expect radar vectoring before and after MOPAR.

MOPAR 6W
Squawk 7600. Carry out or join published procedure. At CREIL descend to 5000'. At PG536 continue on R-279 CTL. At D18.8 CTL turn RIGHT on track 219^ to intercept the published final approach (otherwise ILS approach rwy 27R preferably).

VEBEK 6W
Squawk 7600. Carry out or join published procedure. At VEBEK descend to 5000'. At CTL follow on track 224^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

(IAF) VEBEK
MAX 250 KT
MAX FL110
MIN FL080

CTL D 117.6 CTL

OKIPA 6W
Squawk 7600. Carry out or join published procedure. At OKIPA descend to 4000' (MIN FL070 at PG522). At PG522 follow on track 329^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).

PG522 329^ OKIPA 6W 329^

(IAF) OKIPA
MAX 250 KT
Jets:
MAX FL110
MIN FL070
Props:
MAX FL100
MIN FL070

OKIPA HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2700T	MAX 240 KT, 1 1/2 Min, FL150/190 2700T

302^ 122^

FOR FINAL APPROACH SEE 21-7, 21-7A, 22-7

VOR and DME required.

RNAV 1 (GNSS or DME/DME) required.

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
1173' Eiffel Tower LF(P)-23
VILLACOUBLAY Velizy LFPV
TOUSSUS-LE-NOBLE LFPN
PARIS Orly LFPO
MELUN Villaroche LFPM

CHANGES: Procedures transferred from 21-0A7.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
Eff.23.Mar.
21-0A21
BANOX 6X, MOPAR 6X PARIS, FRANCE
RNAV INITIAL APCH Rwy 27L

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	119.250 123.605	121.610 North 121.780

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP 3200 | MSA MOPAR 4000 | MSA BANOX 3300

MOPAR HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 4000T	MAX 240 KT, 1 1/2 Min, FL150/160 4000T

MOPAR 6X procedure conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Expect BIBAX 9X or LUKIP 9X STAR.
- Between MOPAR and CREIL, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on MOPAR 6X approach implies compliance with intermediary constraints published by procedure.

BANOX 6X procedure conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Arrivals via KEPER: expect KEPER 9X STAR.
- On 9W arrivals from KOVAK, ROMGO and SABLE: expect constraints to be lifted upon Paris ACC instruction only.
- Between BANOX and DOMUS, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on BANOX 6X approach implies compliance with intermediary constraints published by procedure.

KOLIV 093^ 24.8 MOPAR 6X 093^ PG534 5.0 093^ CREIL 8.0 099^ PG536
273^ (IAF) MOPAR MAX 300 KT MAX FL160 MIN FL150

CREIL MAX 300 KT MAX FL120 MIN FL110

PG51~ MAX 250 KT MAX FL140 MIN FL130 8.9 480 PG515 8.0 PG516

DOMUS 9.9 480 MAX FL160 MIN FL140

BANOX (IAF) MAX 300 KT MAX FL180 MIN FL170 2.62 240 XONAB 260

BANOX HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 3300T	MAX 240 KT, 1 1/2 Min, FL150/180 3300T

MOPAR 6X
Squawk 7600. Carry out or join published procedure. At CREIL descend to 5000'. At PG536 continue on R-279 CTL. At D18.8 CTL turn RIGHT on track 219^ to intercept the published final approach (otherwise ILS approach rwy 27R preferably).
LOST COMMS

BANOX 6X
Squawk 7600. Carry out or join published procedure. At PG515 descend to 4000' and continue on track 088^. At D20.0 PGS turn LEFT on track 310^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).
LOST COMMS

CHATEAUROUX CTL 117.6

PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
PARIS Orly LFPO
TOUSSUS-LE-NOBLE LFPN
VILLACOUBLAY Velizy LFPV
MELUN Villaroche LFPM
1173' Eiffel Tower LF(P)-23

FOR FINAL APPROACH SEE 21-7, 21-7A, 22-7

VOR and DME required.

RNAV 1 (GNSS or DME/DME) required.

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

CHANGES: New procedures.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN

17 MAR 23
.Eff.23.Mar.

21-0A22

BANOX 6W, LORNI 6W, MOBRO 6W

PARIS, FRANCE
RNAV INITIAL APCH Rwy 27R

D-ATIS	DE GAULLE Approach					
127.130 (French 128.230)	121.155	125.830	119.850	126.430	118.150	136.275
DE GAULLE Tower			**Ground**			
119.250	123.605		121.610	North 121.780		

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP 3200
MSA MOBRO 4000
MSA LORNI 6600
MSA BANOX 3300

(IAF) MOBRO
MAX 250 KT
Props:
MANDATORY FL070

21.4 MOBRO 6W 092^

BEAUVAIS Tille LFOB

BOV

15.6 106^

PG528

MOBRO 6W
Squawk 7600. Carry out or join published procedure. At PG528 descend to 5000' and continue on R-286 CTL. At D19.5 CTL turn RIGHT on R-013 CLM. At D14.4 CLM turn RIGHT on track 238^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

LORNI HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2300T	MAX 240 KT, 1 1/2 Min, FL150/170 2300T

1 IAF by ATC only if holding is planned; expect radar vectoring before and after LORNI.

(IAF) LORNI
MAX 250 KT
MAX FL130
MIN FL070

DEVIM

0.01 VB NRQL

PG52~

LORNI 6W
Squawk 7600. Carry out or join published procedure. At LORNI descend to 5000' and follow on track 208^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).

VOR and DME required.

RNAV 1 (GNSS or DME/DME) required.

CHATILLON 117.6 CTL

PONTOISE Cormeilles-En-Vexin LFPT

PGS

PARIS Le Bourget LFPB

PG51~ 8.9 480

PG515 8.0

PG516

1173' Eiffel Tower LF(P)-23

DOMUS 9.9 480

BANOX 6W
Squawk 7600. Carry out or join published procedure. At PG515 descend to 4000' and continue on track 088^. At D20.0 PGS turn LEFT on track 310^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).

CCOLOMMIERS 112.9 CLM

VILLACOUBLAY Velizy LFPV

TOUSSUS-LE-NOBLE LFPN

PARIS Orly LFPO

MELUN Villaroche LFPM

FOR FINAL APPROACH
SEE 21-8, 21-8A, 22-8

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

(IAF) BANOX
MAX 300 KT
Props:
MANDATORY FL140
Jets:
MAX FL150
MIN FL140

2.62 240 260 EXONAB

BANOX HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 3300T	MAX 240 KT, 1 1/2 Min, FL150/180 3300T

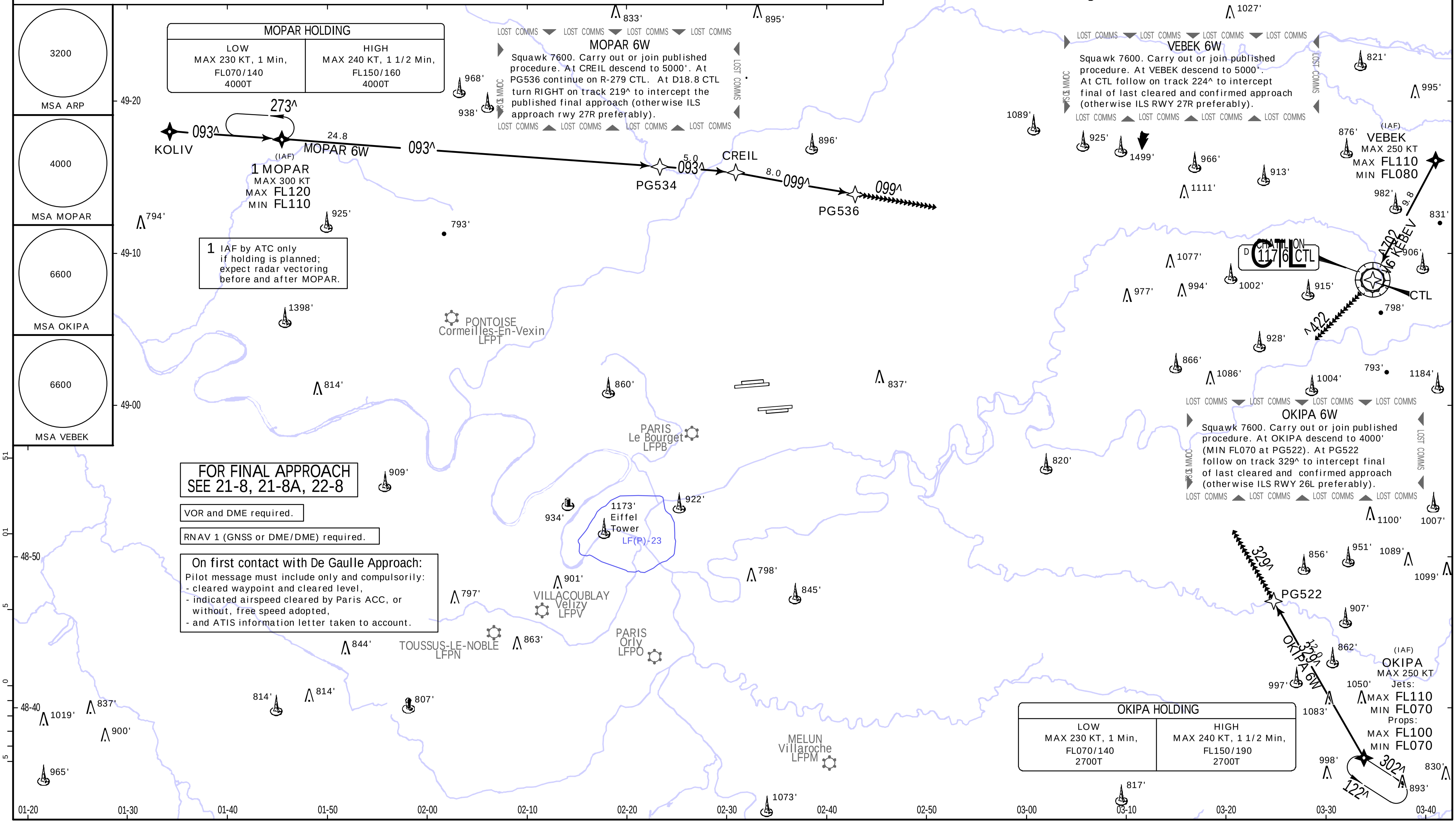
49-20 49-10 49-00 48-50 48-40

01-20 01-30 01-40 01-50 02-00 02-10 02-20 02-30 02-40 02-50 03-00 03-10 03-20 03-30 03-40

CHANGES: Chart reindexed, procedure designation, MOPAR/OKIPA/VEBEK 6W transferred to 21-0A23.

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground North
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	119.250 123.605	121.610 121.780

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS


MSA ARP 3200
MSA MOPAR 4000
MSA OKIPA 6600
MSA VEBEK 6600
MOPAR HOLDING
LOW MAX 230 KT, 1 Min, FL070/140 4000T
HIGH MAX 240 KT, 1 1/2 Min, FL150/160 4000T
LOST COMMS
MOPAR 6W
Squawk 7600. Carry out or join published procedure. At CREIL descend to 5000'. At PG536 continue on R-279 CTL. At D18.8 CTL turn RIGHT on track 219^ to intercept the published final approach (otherwise ILS approach rwy 27R preferably).
VEBEK 6W
Squawk 7600. Carry out or join published procedure. At VEBEK descend to 5000'. At CTL follow on track 224^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 27R preferably).
OKIPA 6W
Squawk 7600. Carry out or join published procedure. At OKIPA descend to 4000' (MIN FL070 at PG522). At PG522 follow on track 329^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).
KOLIV
093^
273^
24.8
MOPAR 6W
(IAF)
1 MOPAR
MAX 300 KT
MAX FL120
MIN FL110
PG534
5.0
CREIL
8.0
099^
PG536
1 IAF by ATC only if holding is planned; expect radar vectoring before and after MOPAR.
(IAF) VEBEK
MAX 250 KT
MAX FL110
MIN FL080
9.8
A702 VEBEK
M6 906'
D CHATILLON 117.6 CTL
CTL
422^
PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
1173' Eiffel Tower
LF(P)-23
VILLACOUBLAY Velizy LFPV
TOUSSUS-LE-NOBLE LFPN
PARIS Orly LFPO
MELUN Villaroche LFPM
FOR FINAL APPROACH SEE 21-8, 21-8A, 22-8
VOR and DME required.
RNAV 1 (GNSS or DME/DME) required.
On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.
329^
PG522
13 329^
OKIPA 6W
(IAF) OKIPA
MAX 250 KT
Jets: MAX FL110 MIN FL070
Props: MAX FL100 MIN FL070
302^
122^
OKIPA HOLDING
LOW MAX 230 KT, 1 Min, FL070/140 2700T
HIGH MAX 240 KT, 1 1/2 Min, FL150/190 2700T
49-20
49-10
49-00
48-50
48-40
01-20 01-30 01-40 01-50 02-00 02-10 02-20 02-30 02-40 02-50 03-00 03-10 03-20 03-30 03-40

CHANGES: Procedures transferred from 21-0A8.

RNAV INITIAL APCH Rwy 27R

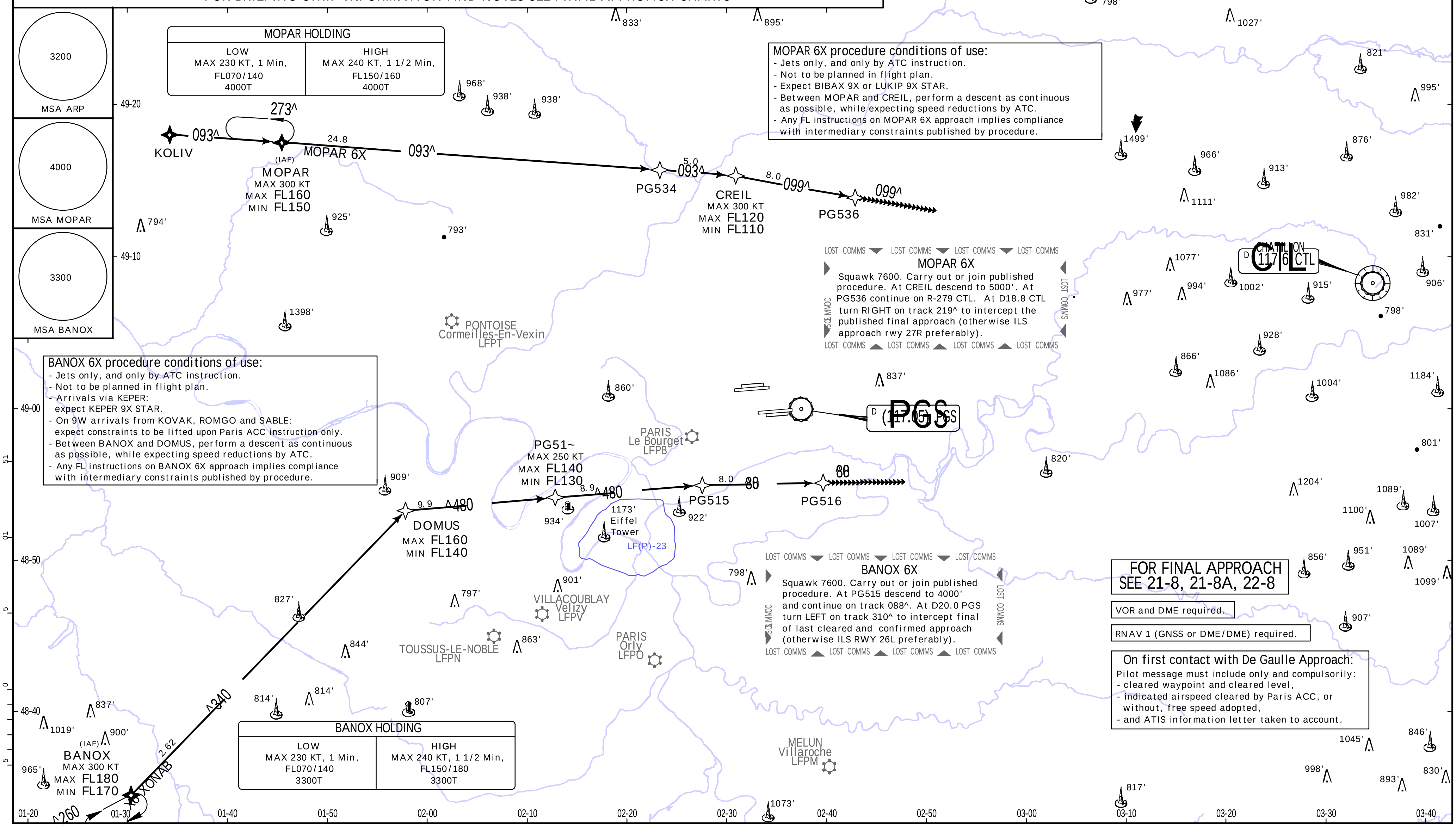
D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground North
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	119.250 123.605	121.610 121.780

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP	MSA MOPAR	MSA BANOX
3200	4000	3300

MOPAR HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 4000T	MAX 240 KT, 1 1/2 Min, FL150/160 4000T



MOPAR 6X procedure conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Expect BIBAX 9X or LUKIP 9X STAR.
- Between MOPAR and CREIL, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on MOPAR 6X approach implies compliance with intermediary constraints published by procedure.

BANOX 6X procedure conditions of use:
- Jets only, and only by ATC instruction.
- Not to be planned in flight plan.
- Arrivals via KEPER: expect KEPER 9X STAR.
- On 9W arrivals from KOVAK, ROMGO and SABLE: expect constraints to be lifted upon Paris ACC instruction only.
- Between BANOX and DOMUS, perform a descent as continuous as possible, while expecting speed reductions by ATC.
- Any FL instructions on BANOX 6X approach implies compliance with intermediary constraints published by procedure.

LOST COMMS — MOPAR 6X
Squawk 7600. Carry out or join published procedure. At CREIL descend to 5000'. At PG536 continue on R-279 CTL. At D18.8 CTL turn RIGHT on track 219^ to intercept the published final approach (otherwise ILS approach rwy 27R preferably).

LOST COMMS — BANOX 6X
Squawk 7600. Carry out or join published procedure. At PG515 descend to 4000' and continue on track 088^. At D20.0 PGS turn LEFT on track 310^ to intercept final of last cleared and confirmed approach (otherwise ILS RWY 26L preferably).

BANOX HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 3300T	MAX 240 KT, 1 1/2 Min, FL150/180 3300T

FOR FINAL APPROACH SEE 21-8, 21-8A, 22-8

VOR and DME required.

RNAV 1 (GNSS or DME/DME) required.

On first contact with De Gaulle Approach:
Pilot message must include only and compulsorily:
- cleared waypoint and cleared level,
- indicated airspeed cleared by Paris ACC, or without, free speed adopted,
- and ATIS information letter taken to account.

CHANGES: New procedures.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
Eff.23.Mar.
21-0B1

BANOX 8Q, LORNI 8Q **PARIS, FRANCE**
RNAV NIGHT INITIAL APCH Rwy 08R

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	120.9 118.655	121.810 South 121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP 3200 49-20
MSA LORNI 6600 49-10
MSA BANOX 3300 49-00

FOR FINAL APPROACH
SEE 21-2, 21-2A

DME required.

RNAV 1 (GNSS or DME/DME) required.

LORNI HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2300T	MAX 240 KT, 1 1/2 Min, FL150/170 2300T

(IAF)
LORNI
MAX 300 KT
Jets:
MAX FL150
MIN FL110
Props:
MAX FL120
MIN FL110

LORNI 8Q:
- Procedure may be joined with a 9X STAR, if available. Only in this case, the constraints at the IAF at the end of the 9X STAR replace the ones published at the respective IAF on this chart.
- For all other cases (9E STAR), upon Paris ACC instruction, the FL while passing the IAF may be raised.

PROCEDURES ARE STRICTLY FORBIDDEN OUT OF THE SLOT 00:30-05:00 LT, TIME OF IAF OVERFLIGHT.
Procedures are usable only on ATC instructions.
Under ATC instruction, radar vectoring for ACFT using "Night" procedure remains possible at any time.

Levels and speeds are subject to ATC instructions.
Flight Crew endeavors to carry out the descent as continuosly as possible.

BUNOR
FL110

PG554
FL070

PG5~1

D17.1 DSE
D19.2 PGS
MAX 185 KT
5000

084^ 10.55 DSE

PG556

SUBOX
FL090

(IAF)
BANOX
MAX 250 KT
MAX FL110
MIN FL090

BANOX HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140	MAX 240 KT, 1 1/2 Min, FL150/180

PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
PARIS Orly LFPO
VILLACOUBLAY Velizy LFPV
TOUSSUS-LE-NOBLE LFPN
MELUN Villaroche LFPM
1173' Eiffel Tower LF(P)-23

CHANGES: Notes, LORNI holding, MOPAR & OKIPA 8Q transferred to 20-1B2.

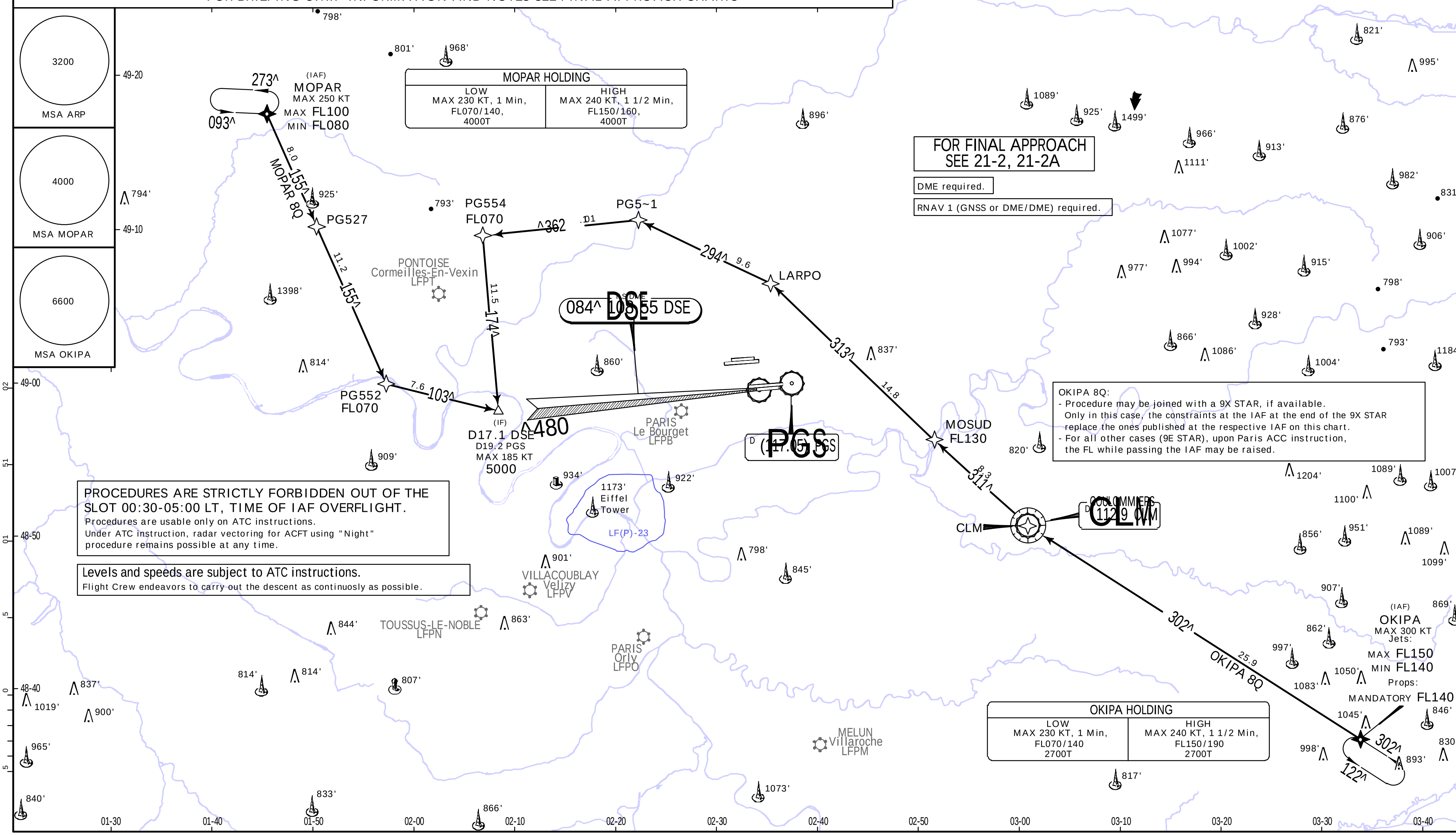
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 17 MAR 23 .Eff.23.Mar. (21-0B2)

PARIS, FRANCE
MOPAR 8Q, OKIPA 8Q
RNAV NIGHT INITIAL APCH Rwy 08R

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground South
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	120.9 118.655	121.810 121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS



MOPAR HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140, 4000T	MAX 240 KT, 1 1/2 Min, FL150/160, 4000T

FOR FINAL APPROACH SEE 21-2, 21-2A

DME required.

RNAV 1 (GNSS or DME/DME) required.

OKIPA 8Q:
- Procedure may be joined with a 9X STAR, if available.
  Only in this case, the constraints at the IAF at the end of the 9X STAR replace the ones published at the respective IAF on this chart.
- For all other cases (9E STAR), upon Paris ACC instruction, the FL while passing the IAF may be raised.

OKIPA HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140, 2700T	MAX 240 KT, 1 1/2 Min, FL150/190, 2700T

PROCEDURES ARE STRICTLY FORBIDDEN OUT OF THE SLOT 00:30-05:00 LT, TIME OF IAF OVERFLIGHT.
Procedures are usable only on ATC instructions.
Under ATC instruction, radar vectoring for ACFT using "Night" procedure remains possible at any time.

Levels and speeds are subject to ATC instructions.
Flight Crew endeavors to carry out the descent as continuosly as possible.

CHANGES: Notes, OKIPA holding, procedures transferred from 20-1B1.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
Eff.23.Mar.
21-0B3

BANOX 8P, LORNI 8P PARIS, FRANCE
RNAV NIGHT INITIAL APCH Rwy 09L

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	119.250 123.605	121.610 North 121.780

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

3200 MSA ARP
6600 MSA LORNI
3300 MSA BANOX

FOR FINAL APPROACH
SEE 21-3, 21-3A

DME required.

RNAV 1 (GNSS or DME/DME) required.

LORNI HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2300T	MAX 240 KT, 1 1/2 Min, FL150/170 2300T

(IAF)
LORNI
MAX 300 KT
Jets:
MAX FL150
MIN FL110
Props:
MAX FL120
MIN FL110

LORNI 8P:
- Procedure may be joined with a 9X STAR, if available. Only in this case, the constraints at the IAF at the end of the 9X STAR replace the ones published at the respective IAF on this chart.
- For all other cases (9E STAR), upon Paris ACC instruction, the FL while passing the IAF may be raised.

PROCEDURES ARE STRICTLY FORBIDDEN OUT OF THE SLOT 00:30-05:00 LT, TIME OF IAF OVERFLIGHT.
Procedures are usable only on ATC instructions.
Under ATC instruction, radar vectoring for ACFT using "Night" procedure remains possible at any time.

Levels and speeds are subject to ATC instructions.
Flight Crew endeavors to carry out the descent as continuosly as possible.

PG554
FL070

PG5~1

BUNOR
FL110

P8 INROL

(IF)
D14.0 PNE
D12.9 CGN
MAX 185 KT
4000

084^ 09.35 PNE

D (115.85) CGN

PG556

SUBOX
FL090

(IAF)
BANOX
MAX 250 KT
MAX FL110
MIN FL090

PG ONAB

BANOX HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140	MAX 240 KT, 1 1/2 Min, FL150/180

PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
PARIS Orly LFPO
TOUSSUS-LE-NOBLE LFPN
VILLACOUBLAY Velizy LFPV
MELUN Villaroche LFPM
1173' Eiffel Tower LF(P)-23

CHANGES: Chart reindexed, notes, LORNI holding, MOPAR & OKIPA 8P transferred to 20-1B4.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
Eff.23.Mar.
21-0B4
MOPAR 8P, OKIPA 8P PARIS, FRANCE
RNAV NIGHT INITIAL APCH Rwy 09L

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	119.250 123.605	121.610 North 121.780

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP 3200 49-20
MSA MOPAR 4000 49-10
MSA OKIPA 6600 49-00

MOPAR HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140, 4000T	MAX 240 KT, 1 1/2 Min, FL150/160, 4000T

273^
093^
(IAF)
MOPAR
MAX 250 KT
MAX FL100
MIN FL080
MOPAR 8P 16.1
118^
PG554
FL070
793'
^362
D1
PG5~1
294^ 9.6
LARPO
313^ 14.8
MOSUD
FL130
311^ 8.3
CLM
164^ 9.6
(IF)
D14.0 PNE
D12.9 CGN
MAX 185 KT
4000
480
PONTOISE
Cormeilles-En-Vexin
LFPT
PARIS
Le Bourget
LFPB
PARIS
Orly
LFPO
VILLACOUBLAY
Velizy
LFPV
TOUSSUS-LE-NOBLE
LFPN
MELUN
Villaroche
LFPM
1173'
Eiffel
Tower
LF(P)-23

FOR FINAL APPROACH
SEE 21-3, 21-3A

DME required.

RNAV 1 (GNSS or DME/DME) required.

OKIPA 8P:
- Procedure may be joined with a 9X STAR, if available. Only in this case, the constraints at the IAF at the end of the 9X STAR replace the ones published at the respective IAF on this chart.
- For all other cases (9E STAR), upon Paris ACC instruction, the FL while passing the IAF may be raised.

PROCEDURES ARE STRICTLY FORBIDDEN OUT OF THE SLOT 00:30-05:00 LT, TIME OF IAF OVERFLIGHT.
Procedures are usable only on ATC instructions.
Under ATC instruction, radar vectoring for ACFT using "Night" procedure remains possible at any time.

Levels and speeds are subject to ATC instructions.
Flight Crew endeavors to carry out the descent as continuosly as possible.

OKIPA HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140 2700T	MAX 240 KT, 1 1/2 Min, FL150/190 2700T

302^
OKIPA 8P 25.9
(IAF)
OKIPA
MAX 300 KT
Jets:
MAX FL150
MIN FL140
Props:
MANDATORY FL140
122^

01-30 01-40 01-50 02-00 02-10 02-20 02-30 02-40 02-50 03-00 03-10 03-20 03-30 03-40

CHANGES: Notes, OKIPA holding, procedures transferred from 20-1B2.

RNAV NIGHT INITIAL APCH Rwy 26L

D-ATIS	DE GAULLE Approach					
127.130 (French 128.230)	121.155	125.830	119.850	126.430	118.150	136.275
DE GAULLE Tower			Ground South			
120.9	118.655		121.810	121.980		

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

PROCEDURES ARE STRICTLY FORBIDDEN OUT OF THE SLOT 00:30-05:00 LT, TIME OF IAF OVERFLIGHT.
Procedures are usable only on ATC instructions.
Under ATC instruction, radar vectoring for ACFT using "Night" procedure remains possible at any time.

Levels and speeds are subject to ATC instructions.
Flight Crew endeavors to carry out the descent as continuosly as possible.

BANOX & MOBRO 8Y:
- Procedures may be joined with a 9X STAR, if available.
  Only in this case, the constraints at the IAF at the end of the 9X STAR replace the ones published at the respective IAF on this chart.
- For all other cases (9W STAR), upon Paris ACC instruction, the FL while passing the IAF may be raised.

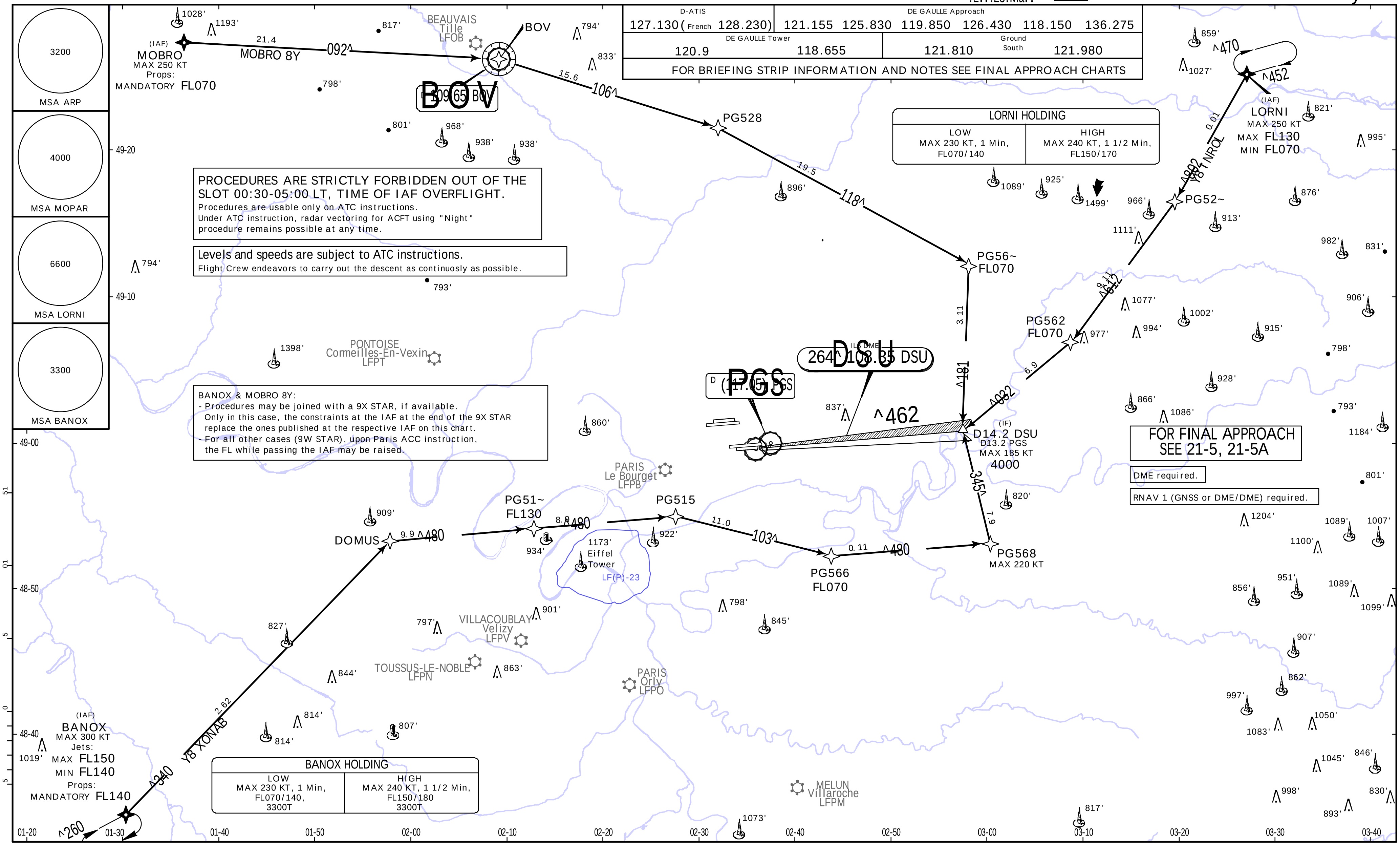
LORNI HOLDING	
LOW	HIGH
MAX 230 KT, 1 Min, FL070/140	MAX 240 KT, 1 1/2 Min, FL150/170

BANOX HOLDING	
LOW	HIGH
MAX 230 KT, 1 Min, FL070/140, 3300T	MAX 240 KT, 1 1/2 Min, FL150/180 3300T

FOR FINAL APPROACH SEE 21-5, 21-5A

DME required.

RNAV 1 (GNSS or DME/DME) required.



CHANGES: Chart reindexed, notes, BANOX holding, MOPAR & OKIPA 8Y transferred to 21-0B6.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 .Eff.23.Mar. (21-0B6)
MOPAR 8Y, OKIPA 8Y

PARIS, FRANCE
RNAV NIGHT INITIAL APCH Rwy 26L

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground South
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	120.9 118.665	121.810 121.980

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP	MSA MOPAR	MSA OKIPA
3200	4000	6600

MOPAR HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140, 4000T	MAX 240 KT, 1 1/2 Min, FL150/160, 4000T

MOPAR 8Y:
- Procedure may be joined with a 9X STAR, if available. Only in this case, the constraints at the IAF at the end of the 9X STAR replace the ones published at the respective IAF on this chart.
- For all other cases (9W STAR), upon Paris ACC instruction, the FL while passing the IAF may be raised.

1 IAF by ATC only if holding is planned; expect radar vectoring before and after MOPAR.

PROCEDURES ARE STRICTLY FORBIDDEN OUT OF THE SLOT 00:30-05:00 LT, TIME OF IAF OVERFLIGHT.
Procedures are usable only on ATC instructions.
Under ATC instruction, radar vectoring for ACFT using "Night" procedure remains possible at any time.

Levels and speeds are subject to ATC instructions.
Flight Crew endeavors to carry out the descent as continuously as possible.

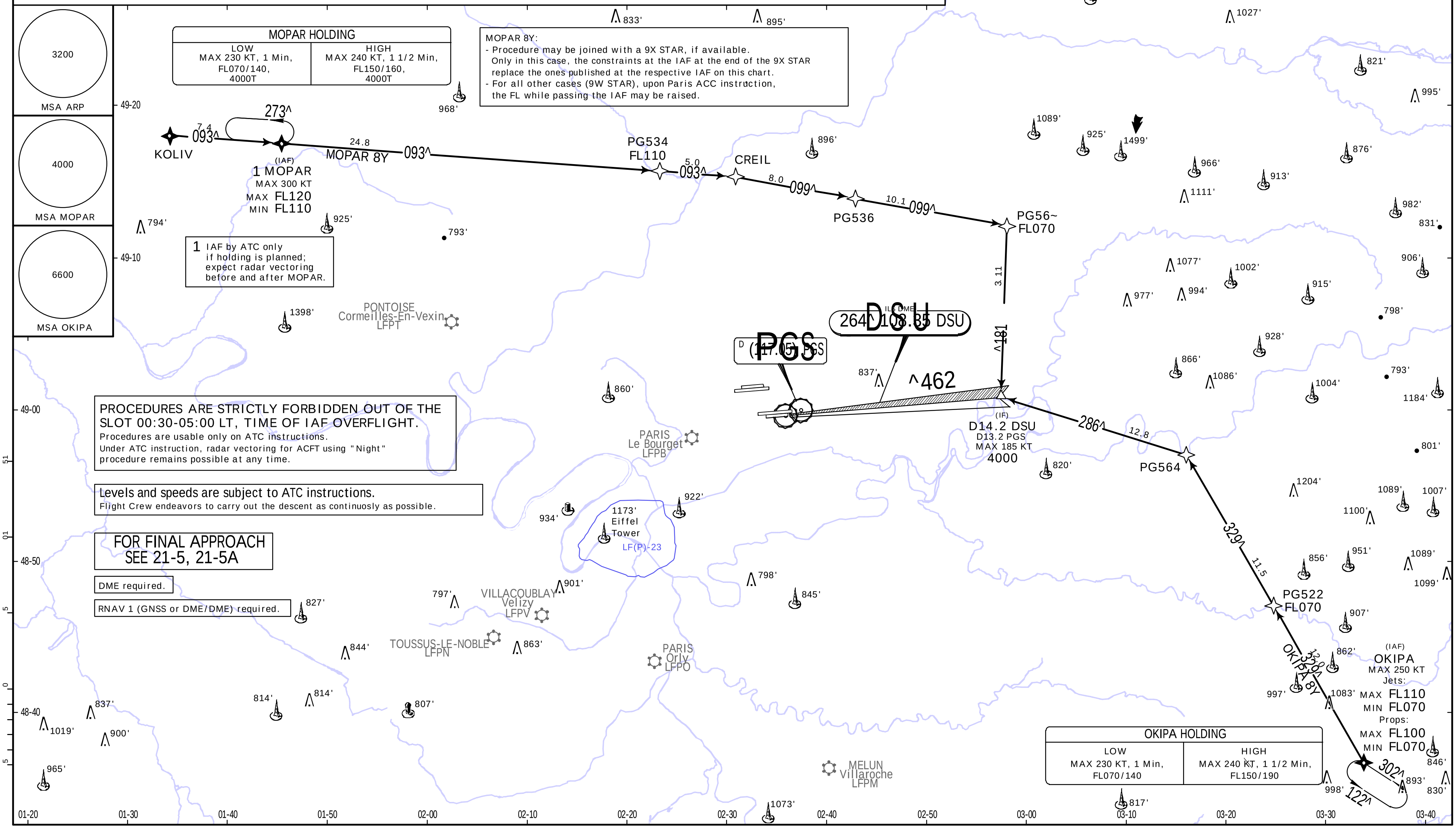
FOR FINAL APPROACH SEE 21-5, 21-5A

DME required.

RNAV 1 (GNSS or DME/DME) required.

OKIPA HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140	MAX 240 KT, 1 1/2 Min, FL150/190



CHANGES: Notes, procedures transferred from 21-0B3.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN 17 MAR 23 .Eff.23.Mar. 21-0B7

BANOX 8Z, LORNI 8Z, MOBRO 8Z

PARIS, FRANCE
RNAV NIGHT INITIAL APCH Rwy 27R

D-ATIS	DE GAULLE Approach
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275

DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA	
MSA ARP	3200
MSA MOPAR	4000
MSA LORNI	6600
MSA BANOX	3300

PROCEDURES ARE STRICTLY FORBIDDEN OUT OF THE SLOT 00:30-05:00 LT, TIME OF IAF OVERFLIGHT.
Procedures are usable only on ATC instructions.
Under ATC instruction, radar vectoring for ACFT using "Night" procedure remains possible at any time.

Levels and speeds are subject to ATC instructions.
Flight Crew endeavors to carry out the descent as continuosly as possible.

BANOX & MOBRO 8Z:
- Procedures may be joined with a 9X STAR, if available. Only in this case, the constraints at the IAF at the end of the 9X STAR replace the ones published at the respective IAF on this chart.
- For all other cases (9W STAR), upon Paris ACC instruction, the FL while passing the IAF may be raised.

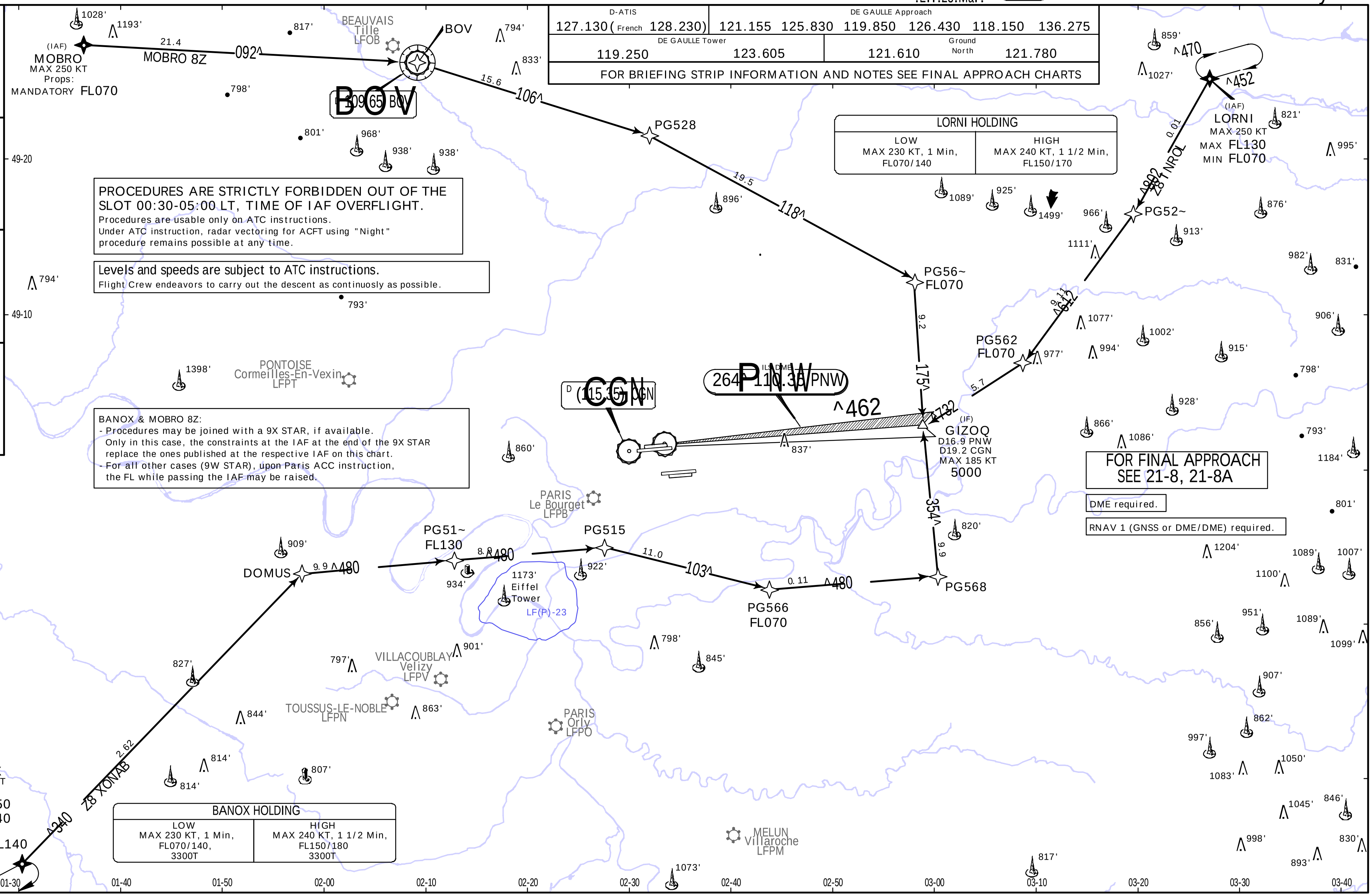
LORNI HOLDING	
LOW	HIGH
MAX 230 KT, 1 Min, FL070/140	MAX 240 KT, 1 1/2 Min, FL150/170

BANOX HOLDING	
LOW	HIGH
MAX 230 KT, 1 Min, FL070/140, 3300T	MAX 240 KT, 1 1/2 Min, FL150/180 3300T

FOR FINAL APPROACH SEE 21-8, 21-8A

DME required.

RNAV 1 (GNSS or DME/DME) required.



CHANGES: Chart reindexed, notes, BANOX holding, MOPAR & OKIPA 8Z transferred to 21-0B8.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN MOPAR 8Z, OKIPA 8Z PARIS, FRANCE
17 MAR 23 21-0B8 RNAV NIGHT INITIAL APCH Rwy 27R
Eff.23.Mar.

D-ATIS	DE GAULLE Approach	DE GAULLE Tower	Ground
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275	119.250 123.605	121.610 North 121.780

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

MSA ARP 3200 | MSA MOPAR 4000 | MSA OKIPA 6600

MOPAR HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140, 4000T	MAX 240 KT, 1 1/2 Min, FL150/160, 4000T

MOPAR 8Z:
- Procedure may be joined with a 9X STAR, if available. Only in this case, the constraints at the IAF at the end of the 9X STAR replace the ones published at the respective IAF on this chart.
- For all other cases (9W STAR), upon Paris ACC instruction, the FL while passing the IAF may be raised.

KOLIV 7.4 093^ 273^ (IAF) 1 MOPAR MAX 300 KT MAX FL120 MIN FL110 24.8 MOPAR 8Z 093^ PG534 FL110 5.0 093^ CREIL 8.0 099^ PG536 10.1 099^ PG56~ FL070 9.2 175^ (IF) GIZOQ D16.9 PNW D19.2 CGN MAX 185 KT 5000

1 IAF by ATC only if holding is planned; expect radar vectoring before and after MOPAR.

D (115.35) CGN ILS DME 264^ 110.35 PNW ^462

PROCEDURES ARE STRICTLY FORBIDDEN OUT OF THE SLOT 00:30-05:00 LT, TIME OF IAF OVERFLIGHT.
Procedures are usable only on ATC instructions.
Under ATC instruction, radar vectoring for ACFT using "Night" procedure remains possible at any time.

Levels and speeds are subject to ATC instructions.
Flight Crew endeavors to carry out the descent as continuosly as possible.

FOR FINAL APPROACH SEE 21-8, 21-8A

DME required.

RNAV 1 (GNSS or DME/DME) required.

297^ 12.6 PG564 329^ 11.5 PG522 FL070 OKIPA 8Z 329^ (IAF) OKIPA MAX 250 KT Jets: MAX FL110 MIN FL070 Props: MAX FL100 MIN FL070 302^ 122^

OKIPA HOLDING

LOW	HIGH
MAX 230 KT, 1 Min, FL070/140	MAX 240 KT, 1 1/2 Min, FL150/190

PONTOISE Cormeilles-En-Vexin LFPT
PARIS Le Bourget LFPB
PARIS Orly LFPO
VILLACOUBLAY Velizy LFPV
TOUSSUS-LE-NOBLE LFPN
MELUN Villaroche LFPM
Eiffel Tower LF(P)-23 1173'

49-20 49-10 49-00 48-50 48-40

01-20 01-30 01-40 01-50 02-00 02-10 02-20 02-30 02-40 02-50 03-00 03-10 03-20 03-30 03-40

CHANGES: Notes, procedures transferred trom 21-0B4.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (21-1) .Eff.23.Mar.

PARIS, FRANCE
ILS or LOC Rwy 08L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275

DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

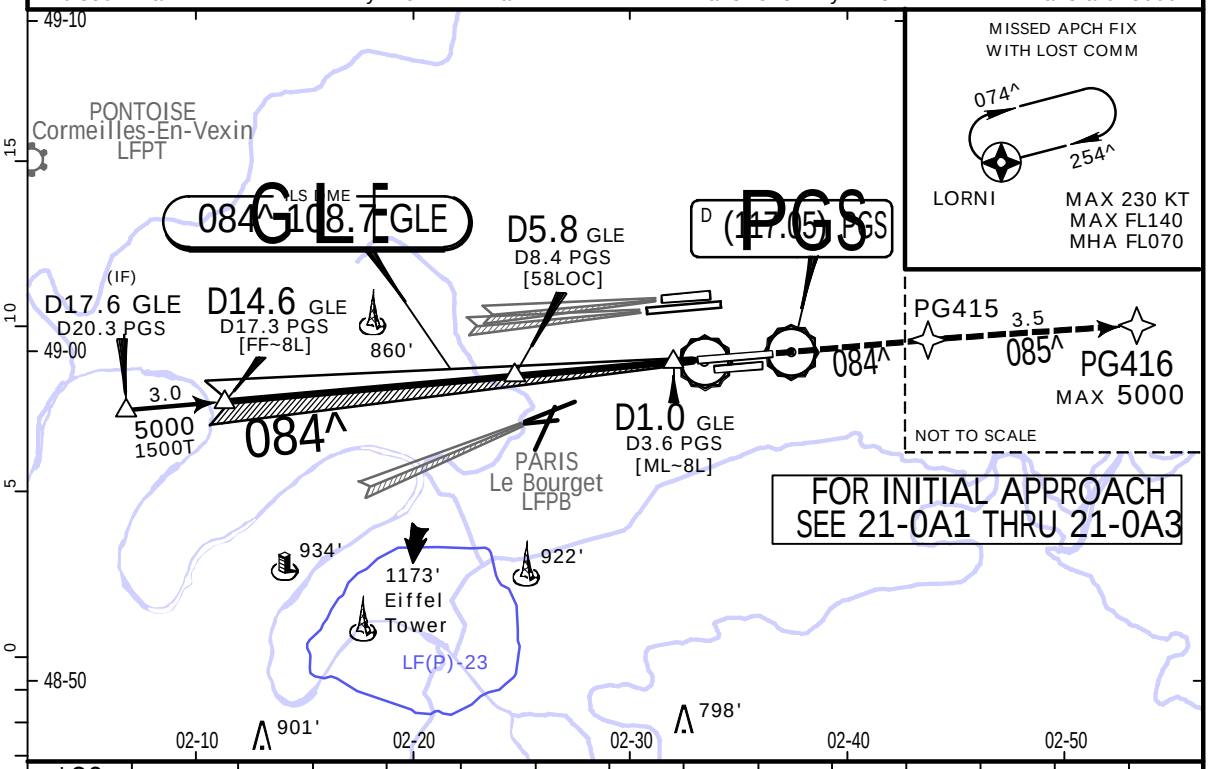
LOC GLE	Final Apch Crs	D14.6 GLE	ILS DA(H)	Apt Elev 392'
108.7	084^	5000' (4662')	Refer to Minimums	Rwy 338'

MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG415. Continue to PG416 at MAX 5000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG415. Continue to PG416 at MAX 5000', then to LORNI at FL070 to join holding or to start another initial approach.
Climb to 1300' prior to level acceleration.

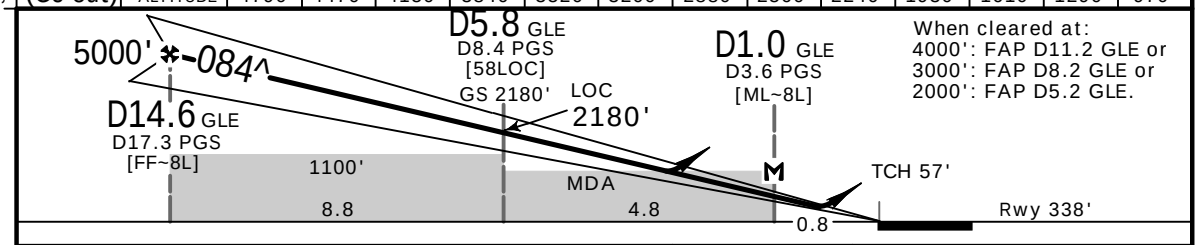
3200
MSA ARP

1. DME required. 2. For Missed apch RNAV 1 required.

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000'



LOC (GS out)	GLE DME	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	4790'	4470'	4150'	3840'	3520'	3200'	2880'	2560'	2240'	1930'	1610'	1290'	970'



When cleared at:
4000': FAP D11.2 GLE or
3000': FAP D8.2 GLE or
2000': FAP D5.2 GLE.

Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D1.0 GLE/D3.6 PGS							

HIALS-II
REIL PAPI
PG415
5000' MAX

.Std/State.

1 ILS — STRAIGHT-IN LANDING — LOC (GS out)

DA(H) ABC: 538' (200') D: 548' (210')

3 DA/MDA(H) CDFA A: 670' (332') C: 710' (372') B: 690' (352') D: 720' (382')

4 CIRCLE-TO-LAND
08L to 08R

	TDZ or CL out	ALS out	TDZ or CL out	ALS out	Max Kts	MDA(H)
A	R550m	R550m	R800m	R800m	100	1000' (662') V3000m
B			R900m	R900m	135	
C			R1000m	R1000m	180	1100' (762') V3700m
D					205	1100' (762') V4300m

	ALS out
A	R1500m
B	
C	R1700m
D	

PANS OPS

1 D_L: DA(H) 558' (220'). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
4 Circling height based on rwy 08L thresh elev of 338'.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
.Eff.23.Mar.
21-1A

PARIS, FRANCE
CAT II/III ILS Rwy 08L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130(French 128.230)	121.155	125.830	119.850	126.430	118.150	136.275

DE GAULLE Tower		Ground		Ground South
120.9	118.655	121.810		121.980

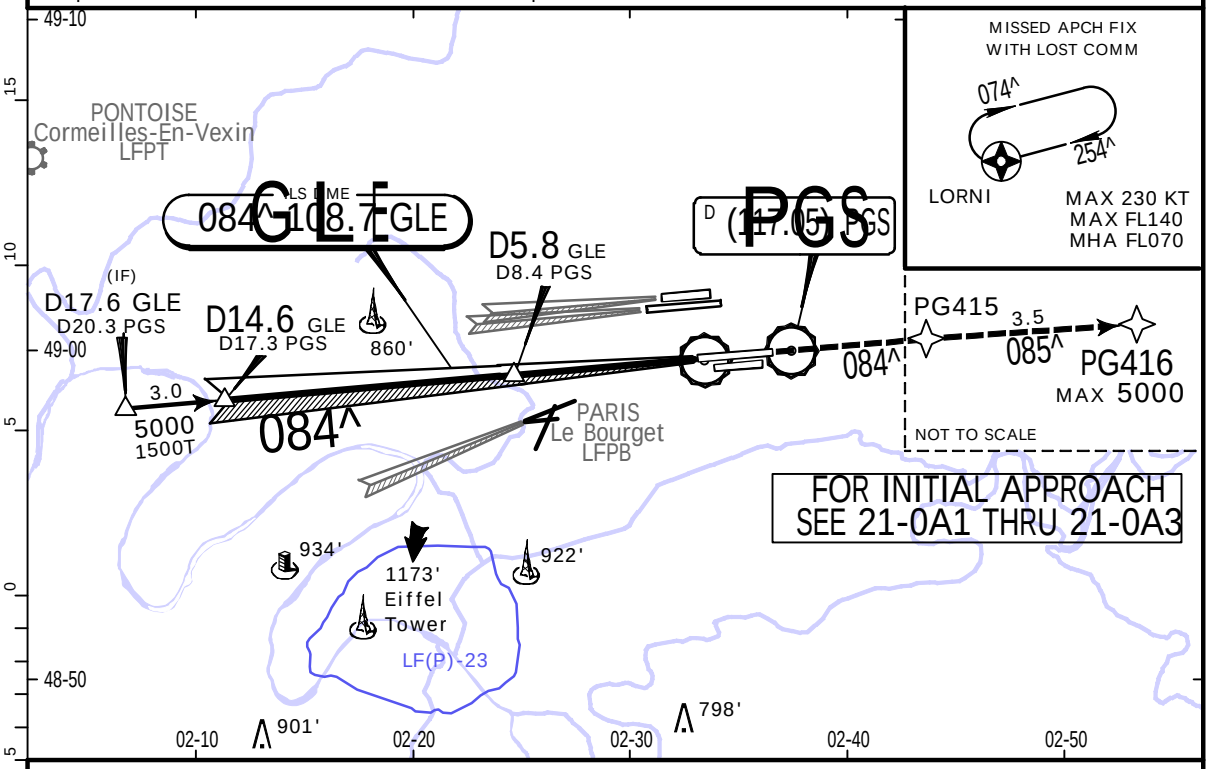
LOC GLE 108.7	Final Apch Crs 084^	D14.6 GLE 5000' (4662')	CAT III ILS Refer to Minimums	CAT II ILS RA 99' DA(H) 438'(100')	Apt Elev 392' Rwy 338'

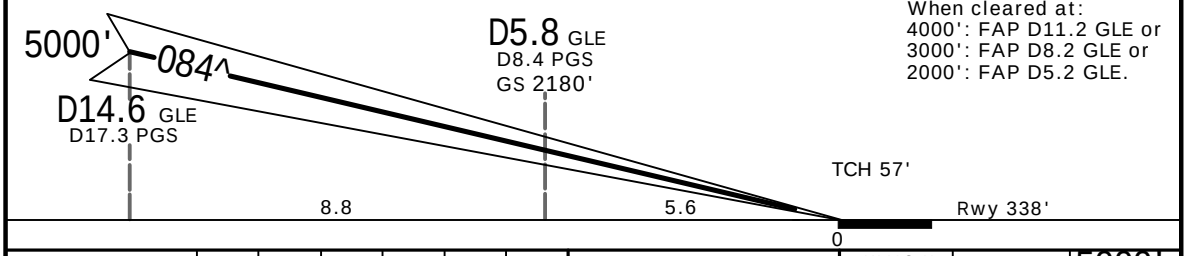
MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG415. Continue to PG416 at MAX 5000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG415. Continue to PG416 at MAX 5000', then to LORNI at FL070 to join holding or to start another initial approach.
Climb to 1300' prior to level acceleration.

3200
MSA ARP

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000'

1. DME required. 2. For Missed apch RNAV 1 required.
3. Special Aircrew & Aircraft Certification Required.





When cleared at:
4000': FAP D11.2 GLE or
3000': FAP D8.2 GLE or
2000': FAP D5.2 GLE.

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II
REIL PAPI
PG415
5000' MAX

PANS OPS

.Std/State.

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 99' DA(H) 438' (100')
R75m	1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (21-2) .Eff.23.Mar.

PARIS, FRANCE
ILS or LOC Rwy 08R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275

DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

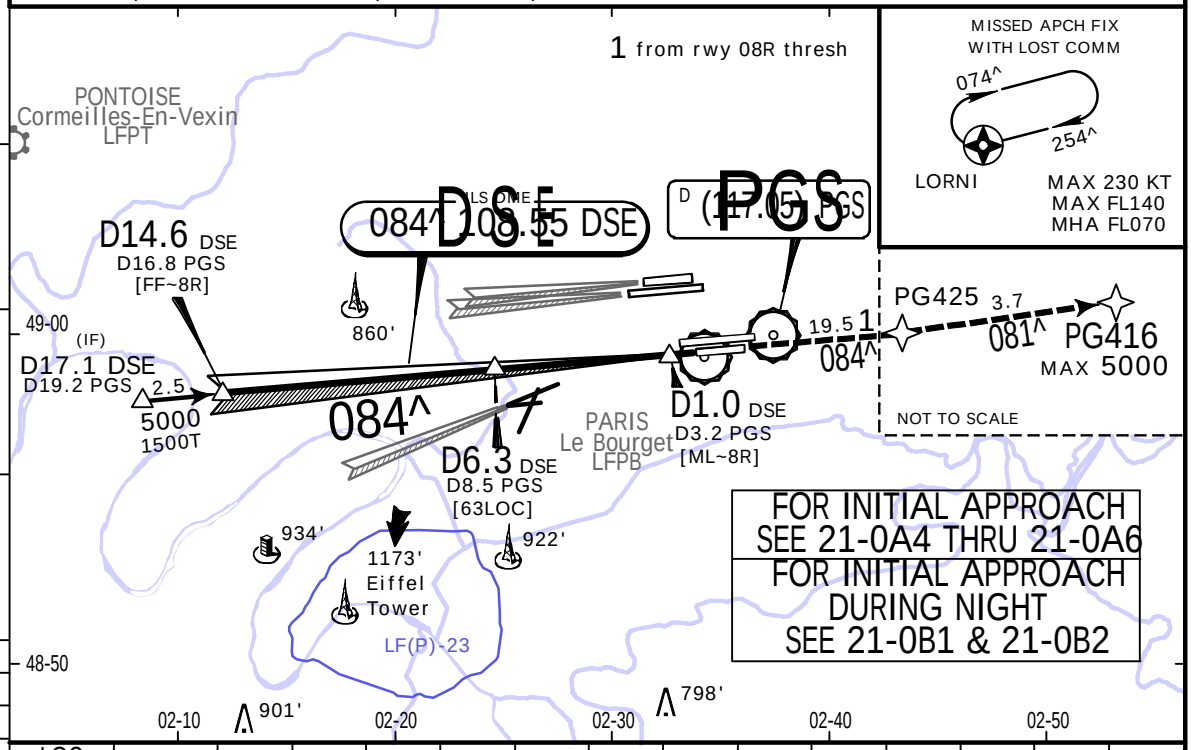
LOC DSE	Final Apch Crs	D14.6 DSE	ILS DA(H)	Apt Elev 392'
108.55	084^	5000' (4663')	537' (200')	Rwy 337'

MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG425. Continue to PG416 at MAX 5000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG425. Continue to PG416 at MAX 5000', then to LORNI at FL070 to join holding or to start another initial approach.
Climb to 1300' prior to level acceleration.

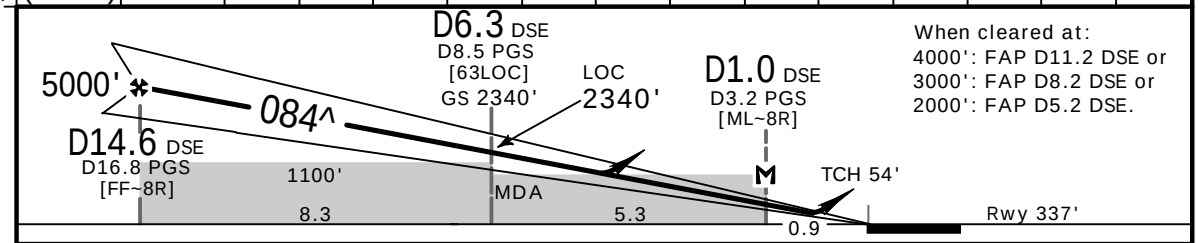
3200
MSA ARP

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000'

1. DME required. 2. For Missed apch RNAV 1 required.



LOC (GS out)	DSE DME	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	4790'	4480'	4160'	3840'	3520'	3200'	2880'	2570'	2250'	1930'	1610'	1290'	970'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D1.0 DSE/D3.2 PGS							

HIALS-II REIL PAPI | PG425 | 5000' MAX

.Std/State. ILS

STRAIGHT-IN LANDING | LOC (GS out) CDFA | 3 CIRCLE-TO-LAND

DA(H) 537' (200')

2 DA/MDA(H) A: 680' (343') C: 730' (393') B: 700' (363') D: 740' (403')

08R to 08L

	TDZ or CL out	ALS out	TDZ or CL out	ALS out	Max Kts	MDA(H)
A	R550m	R550m	R800m	R800m	100	1000' (663') V3000m
B			R900m	R900m	135	
C			R1100m	R1100m	180	1100' (763') V3700m
D			R1200m	R1200m	205	1100' (763') V4300m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
3 Circling height based on rwy 08R thresh elev of 337'.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN

17 MAR 23
.Eff.23.Mar.
21-2A

PARIS, FRANCE
CAT II/III ILS Rwy 08R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.230)	121.155	125.830	119.850	126.430	118.150	136.275

DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

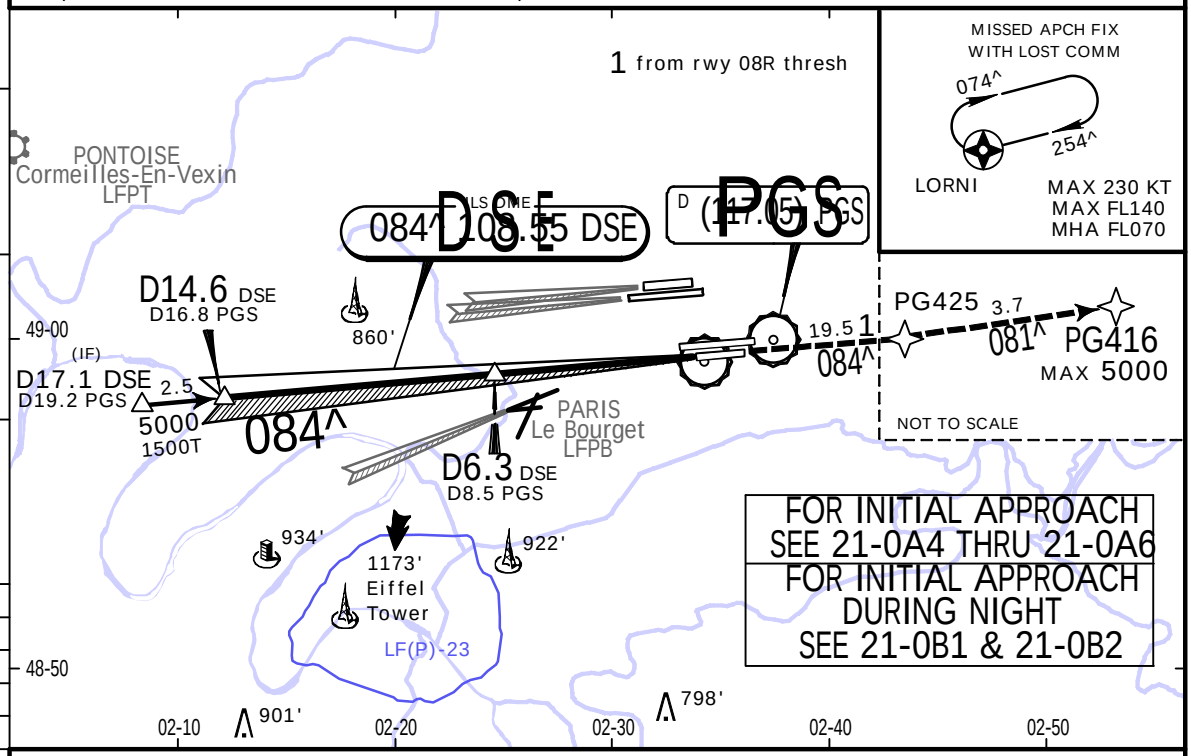
LOC DSE	Final Apch Crs	D14.6 DSE	CAT III ILS	CAT II ILS	Apt Elev 392'
108.55	084^	5000' (4663')	Refer to Minimums	RA 103' DA(H) 437'(100')	Rwy 337'

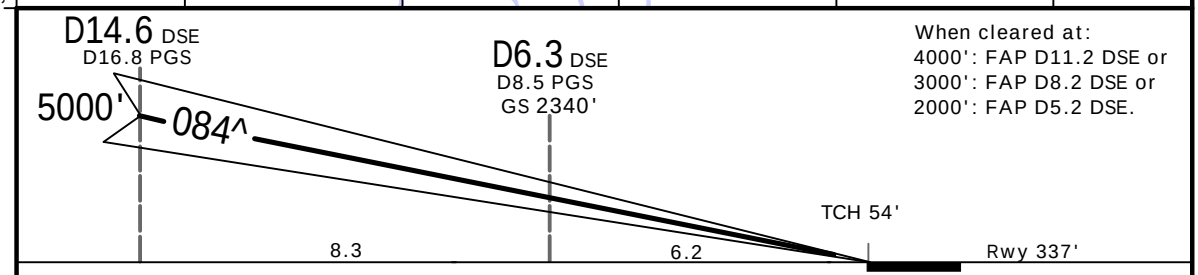
MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG425. Continue to PG416 at MAX 5000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG425. Continue to PG416 at MAX 5000', then to LORNI at FL070 to join holding or to start another initial approach.
Climb to 1300' prior to level acceleration.

3200
MSA ARP

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000'

1. DME required. 2. For Missed apch RNAV 1 required.
3. Special Aircrew & Aircraft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II
REIL PAPI
PG425
5000' MAX

.Std/State.

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 103' DA(H) 437' (100')
R75m	1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

PANS OPS

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (21-3) .Eff.23.Mar.

PARIS, FRANCE
ILS or LOC Rwy 09L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130(French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275

DE GAULLE Tower		Ground	North
119.250	123.605	121.610	121.780

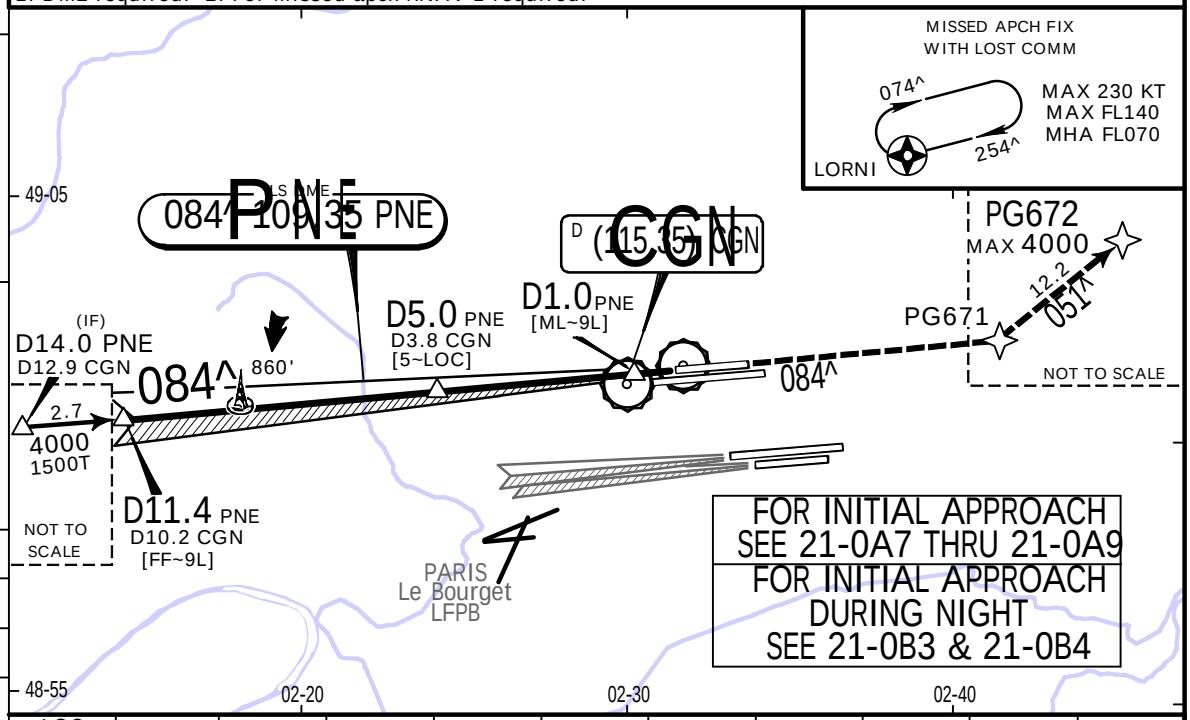
LOC PNE	Final Apch Crs	D11.4 PNE	ILS DA(H)	Apt Elev 392'
109.35	084^	4000' (3622')	578' (200')	Rwy 378'

MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG671. Continue to PG672 at MAX 4000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG671. Continue to PG672 at MAX 4000', then to LORNI at FL070 to join holding or to start another initial approach.
Climb to 1200' prior to level acceleration.

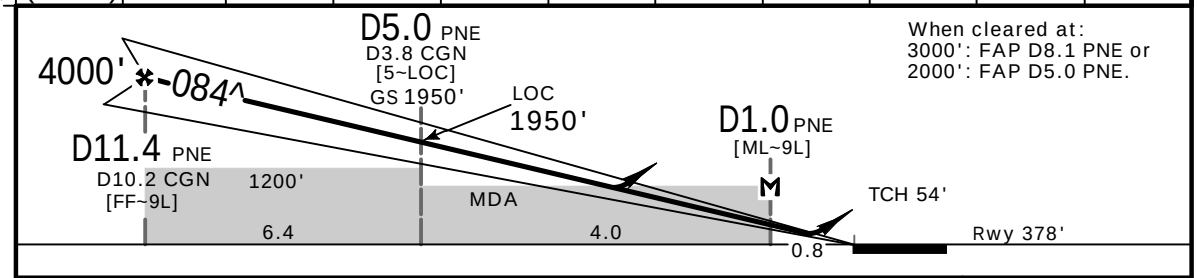
3200
MSA ARP

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000'

1. DME required. 2. For Missed apch RNAV 1 required.



LOC (GS out)	PNE DME	11.0	10.0	9.0	8.0	7.0	6.0	4.0	3.0	2.0
	ALTITUDE	3880'	3560'	3250'	2930'	2610'	2290'	1650'	1340'	1020'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D1.0 PNE							

HIALS-II
REIL
PAPI

PG671 ↑ | 4000' MAX ↑

.Std/State.

STRAIGHT-IN LANDING

ILS
DA(H) 578' (200')

	TDZ or CL out	ALS out
A, B, C, D	R550m	1 R550m	R1200m

LOC (GS out)
CDFA
2 DA/MDA(H) AB: 720' (342') C: 730' (352') D: 750' (372')

	TDZ or CL out	ALS out
A, B	R800m	R800m	R1500m
C	R900m	R900m	R1600m
D	R1000m	R1000m	R1700m

3 CIRCLE-TO-LAND
09L to 09R

Max Kts	MDA(H)
100	1000' (622') V3000m
135	
180	1100' (722') V3700m
205	1100' (722') V4300m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
3 Circling height based on rwy 09L thresh elev of 378'.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
.Eff.23.Mar.
21-3A

PARIS, FRANCE
CAT II/III ILS Rwy 09L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.230)	121.155	125.830	119.850	126.430	118.150	136.275

DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

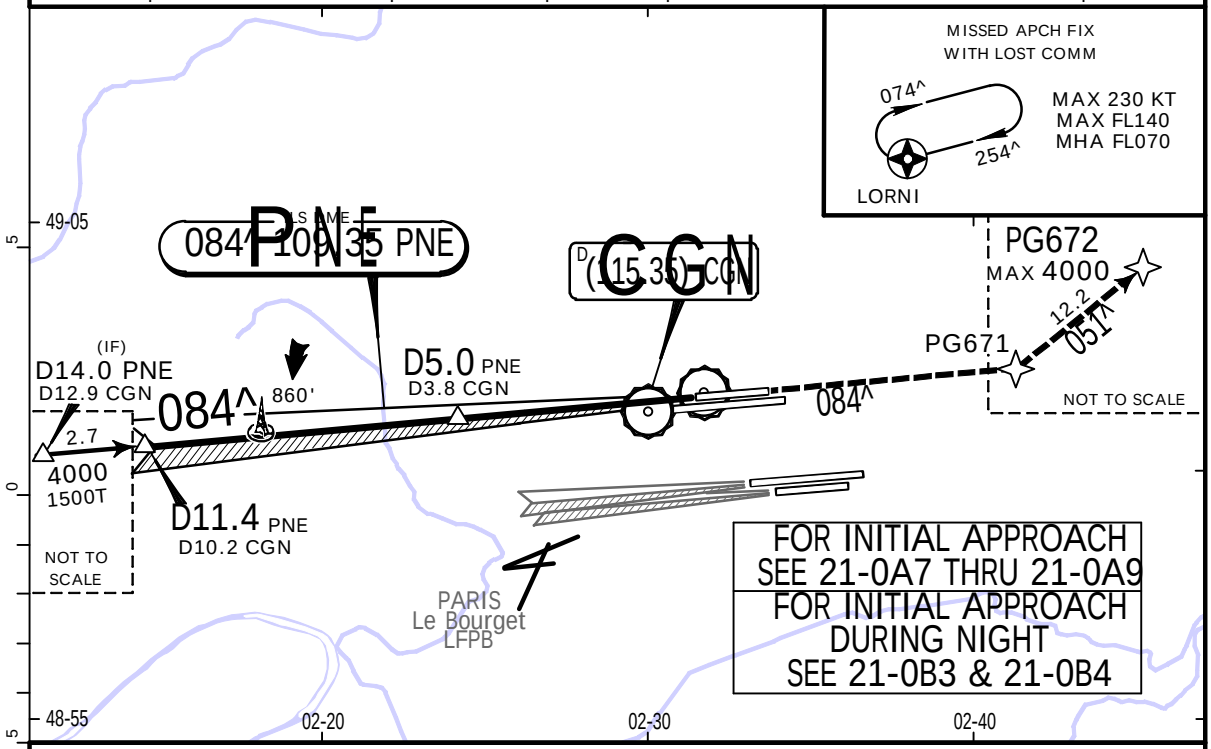
LOC PNE 109.35	Final Apch Crs 084^	D11.4 PNE 4000' (3622')	CAT III ILS Refer to Minimums	CAT II ILS RA 104' DA(H) 478'(100')	Apt Elev 392' Rwy 378'

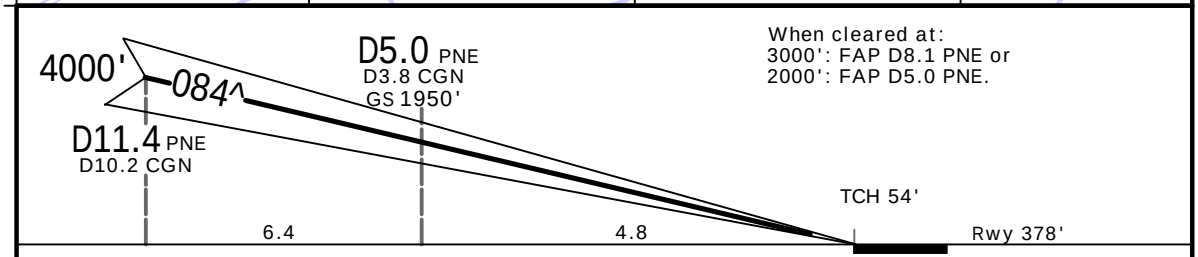
MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG671. Continue to PG672 at MAX 4000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG671. Continue to PG672 at MAX 4000', then to LORNI at FL070 to join holding or to start another initial approach.
Climb to 1200' prior to level acceleration.

3200
MSA ARP

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000'

1. DME required. 2. For Missed apch RNAV 1 required. 3. Special Aircrew & Acft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II
REIL
PAPI
PG671
4000' MAX

PANS OPS

.Std/State.

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 104' DA(H) 478' (100')
R75m	1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (21-4) .Eff.23.Mar.

PARIS, FRANCE
ILS or LOC Rwy 09R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275

DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

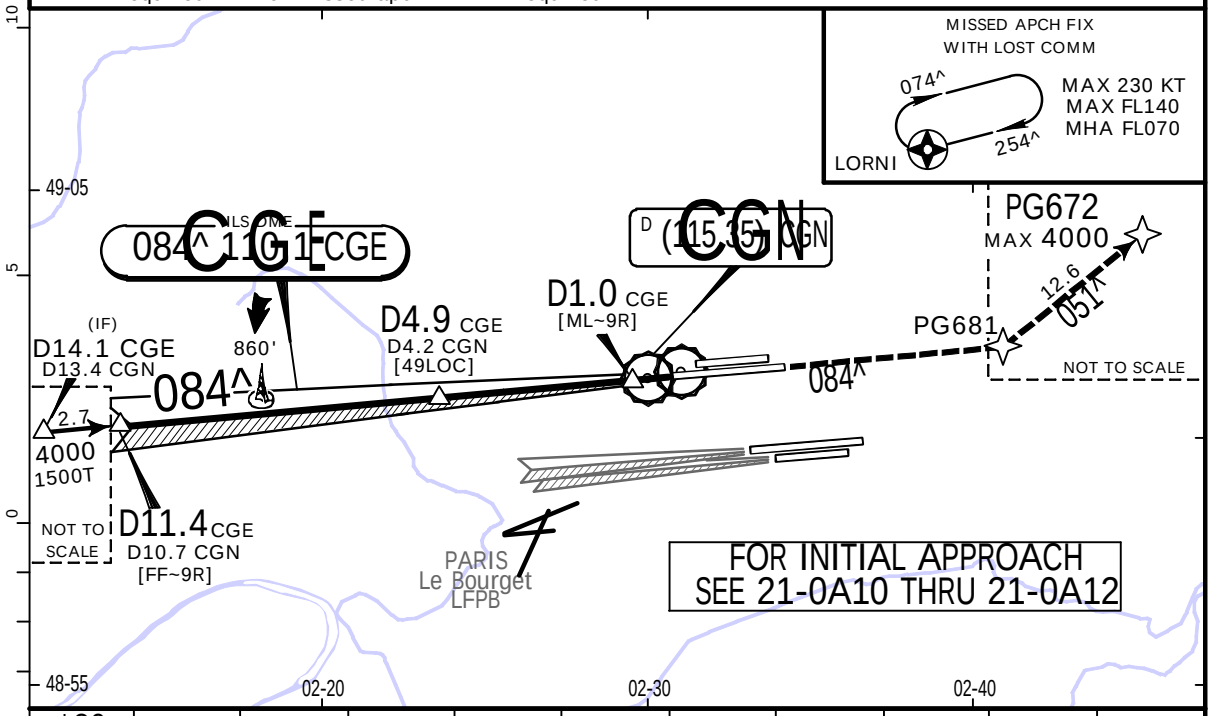
LOC CGE	Final Apch Crs	D11.4 CGE	ILS DA(H) Refer to Minimums	Apt Elev 392' Rwy 371'
110.1	084^	4000' (3629')		

MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG681. Continue to PG672 at MAX 4000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG681. Continue to PG672 at MAX 4000', then to LORNI at FL070 to join holding or to start another initial approach.
Climb to 1200' prior to level acceleration.

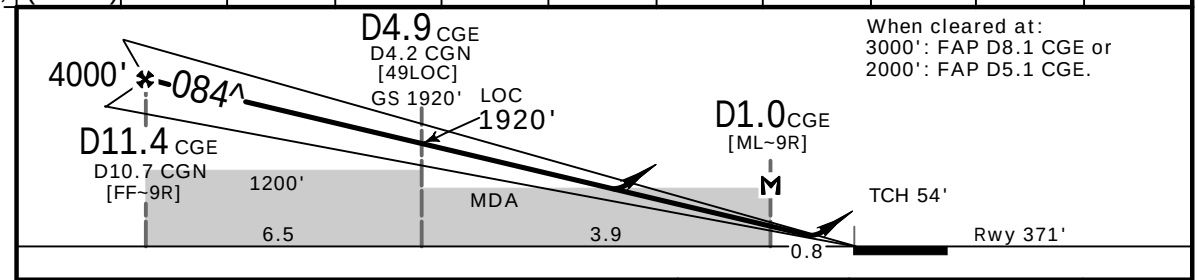
3200
MSA ARP

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000'

1. DME required. 2. For Missed apch RNAV 1 required.



LOC (GS out)	CGE DME	11.0	10.0	9.0	8.0	7.0	6.0	4.0	3.0	2.0
	ALTITUDE	3870'	3550'	3230'	2920'	2600'	2280'	1640'	1320'	1000'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D1.0 CGE							

HIALS-II
REIL
PAPI

PG681 ↑ 4000' MAX ↑

.Std/State.

STRAIGHT-IN LANDING

1 ILS

DA(H) ABC: 571' (200') D: 581' (210')

	TDZ or CL out	ALS out
A B C D	R550m	2 R550m

LOC (GS out)
CDFA
3 DA/MDA(H) 760' (389')

TDZ or CL out	ALS out
R1100m	R1100m

4 CIRCLE-TO-LAND
09R to 09L

	Max Kts	MDA(H)
A B	100 135	1000' (629') V3000m
C	180	1100' (729') V3700m
D	205	1100' (729') V4300m

R1500m
R1800m

PANS OPS

1 D_L: DA(H) 591'(220'). 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
4 Circling height based on rwy 09R thresh elev of 371'.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN

17 MAR 23
.Eff.23.Mar.

21-4A

PARIS, FRANCE
CAT II/III ILS Rwy 09R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275

DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

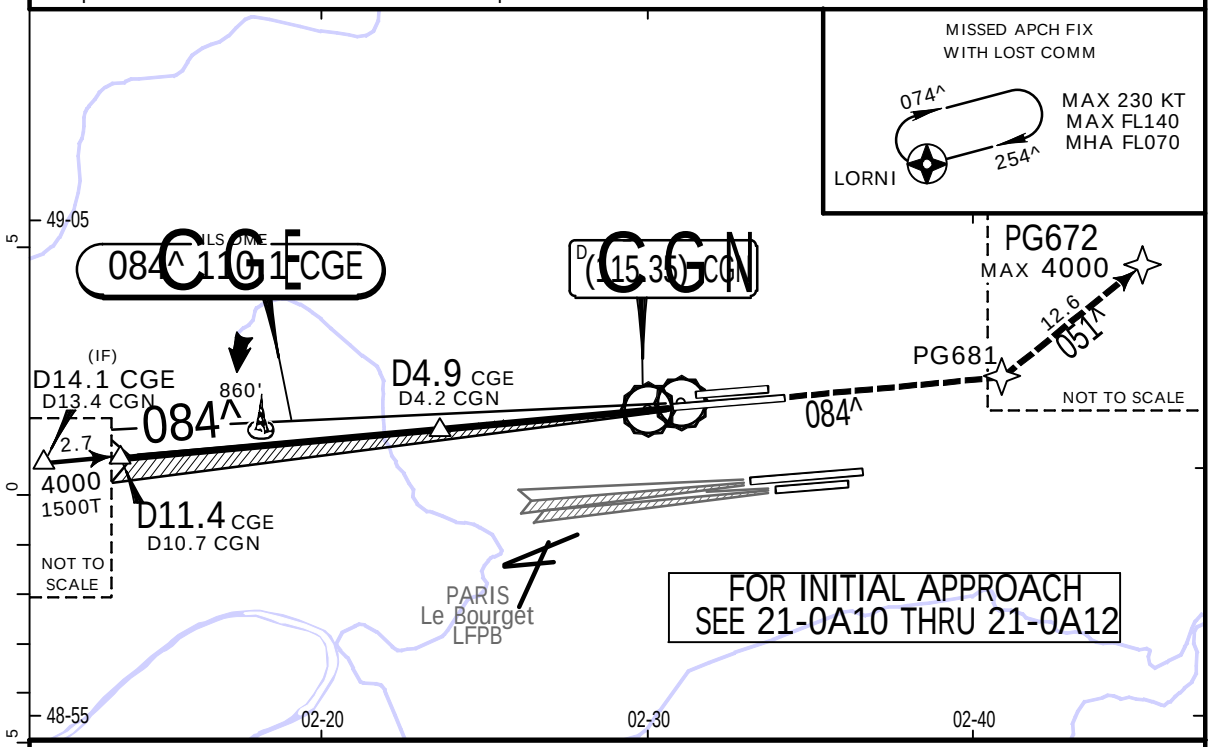
LOC CGE 110.1	Final Apch Crs 084^	D11.4 CGE 4000' (3629')	CAT III ILS Refer to Minimums	CAT II ILS RA 105' DA(H) 471'(100')	Apt Elev 392' Rwy 371'

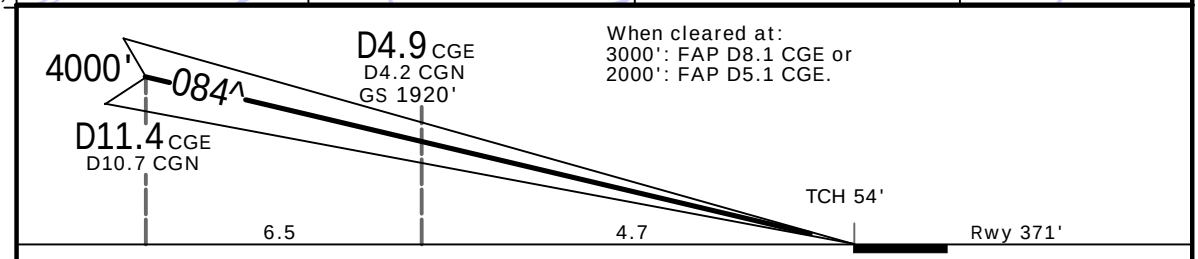
3200
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG681. Continue to PG672 at MAX 4000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG681. Continue to PG672 at MAX 4000', then to LORNI at FL070 to join holding or to start another initial approach.
Climb to 1200' prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000'

1. DME required. 2. For Missed apch RNAV 1 required.
3. Special Aircrew & Acft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II
REIL
PAPI

PG681

4000'
MAX

PANS OPS

.Std/State.

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 105' DA(H) 471' (100')
R75m	1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (21-5) .Eff.23.Mar.

PARIS, FRANCE
ILS or LOC Rwy 26L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.230)	121.155	125.830	119.850	126.430	118.150	136.275

DE GAULLE Tower		Ground		
120.9	118.655	121.810	South	121.980

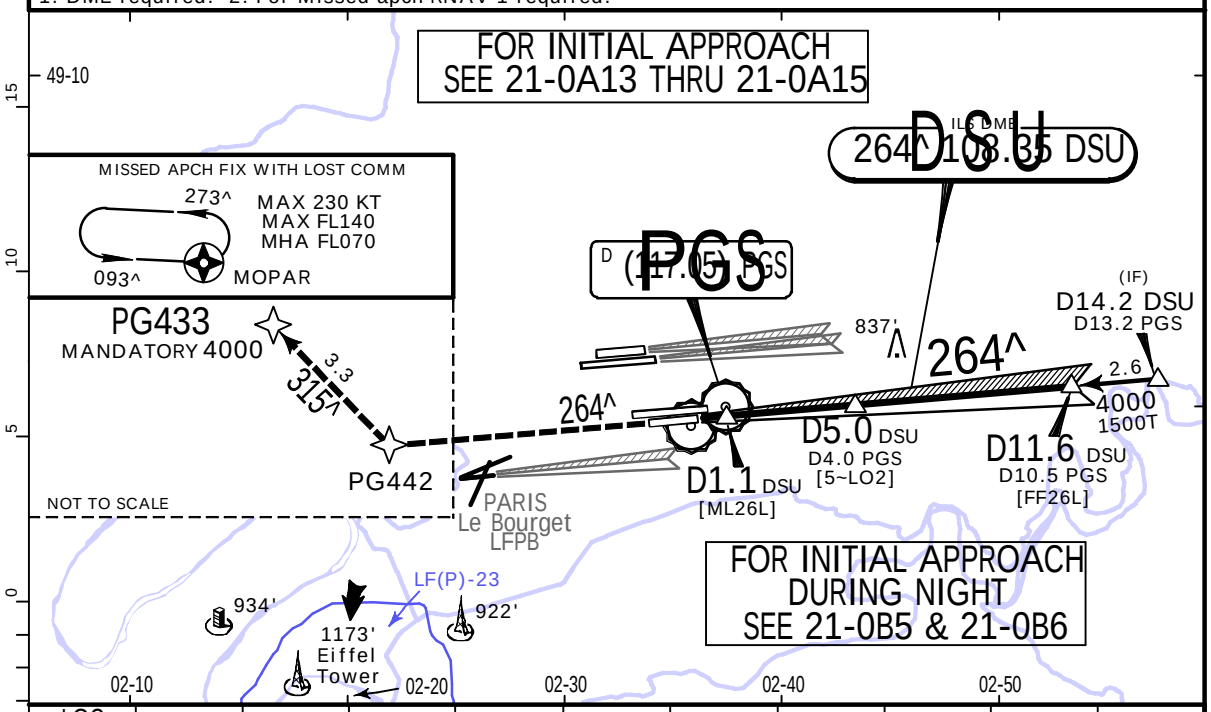
LOC DSU	Final Apch Crs	D11.6 DSU	ILS DA(H)	Apt Elev 392'
108.35	264^	4000' (3683')	517' (200')	Rwy 317'

MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG442. Continue to PG433 at 4000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG442. Continue to PG433 at 4000', then to MOPAR at FL070 to join holding or to start another initial approach.
Climb to 1200' prior to level acceleration.

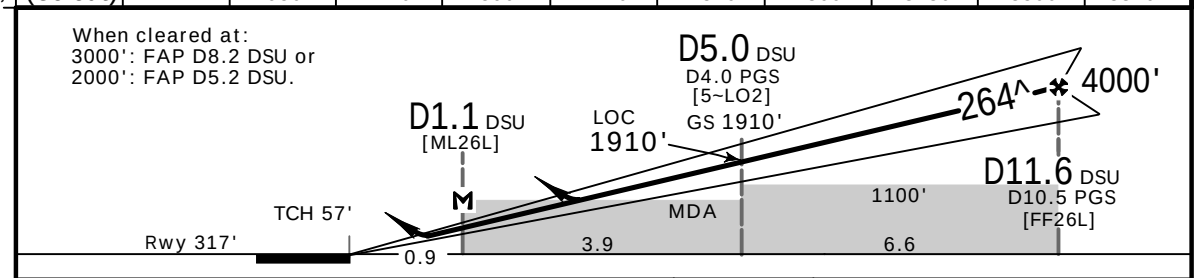
3200
MSA ARP

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000'

1. DME required. 2. For Missed apch RNAV 1 required.



LOC (GS out)	DSU DME	2.0	3.0	4.0	6.0	7.0	8.0	9.0	10.0	11.0
	ALTITUDE	950'	1270'	1590'	2220'	2540'	2860'	3180'	3500'	3810'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D1.1 DSU							

HIALS-II
REIL
PAPI

PG442 ↑

4000' MANDATORY ↑

.Std/State.

STRAIGHT-IN LANDING

ILS DA(H) 517' (200')

	TDZ or CL out	ALS out
A, B, C, D	R550m	1 R550m	R1200m

LOC (GS out) CDFA 2 DA/MDA(H) 710' (393')

	TDZ or CL out	ALS out
A, B, C, D	R1100m	R1100m	R1500m / R1800m

3 CIRCLE-TO-LAND

26L to 26R

Max Kts	MDA(H)
100 / 135	1000' (683') V3000m
180	1100' (783') V3700m
205	1100' (783') V4300m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
3 Circling height based on rwy 26L thresh elev of 317'.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
.Eff.23.Mar.
21-5A

PARIS, FRANCE
CAT II/III ILS Rwy 26L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.230)	121.155	125.830	119.850	126.430	118.150	136.275

DE GAULLE Tower		Ground	
120.9	118.655	121.810	South 121.980

LOC DSU	Final Apch Crs	D11.6 DSU	CAT III ILS	CAT II ILS	Apt Elev 392'
108.35	264^	4000' (3683')	Refer to Minimums	RA 104' DA(H) 417'(100')	Rwy 317'

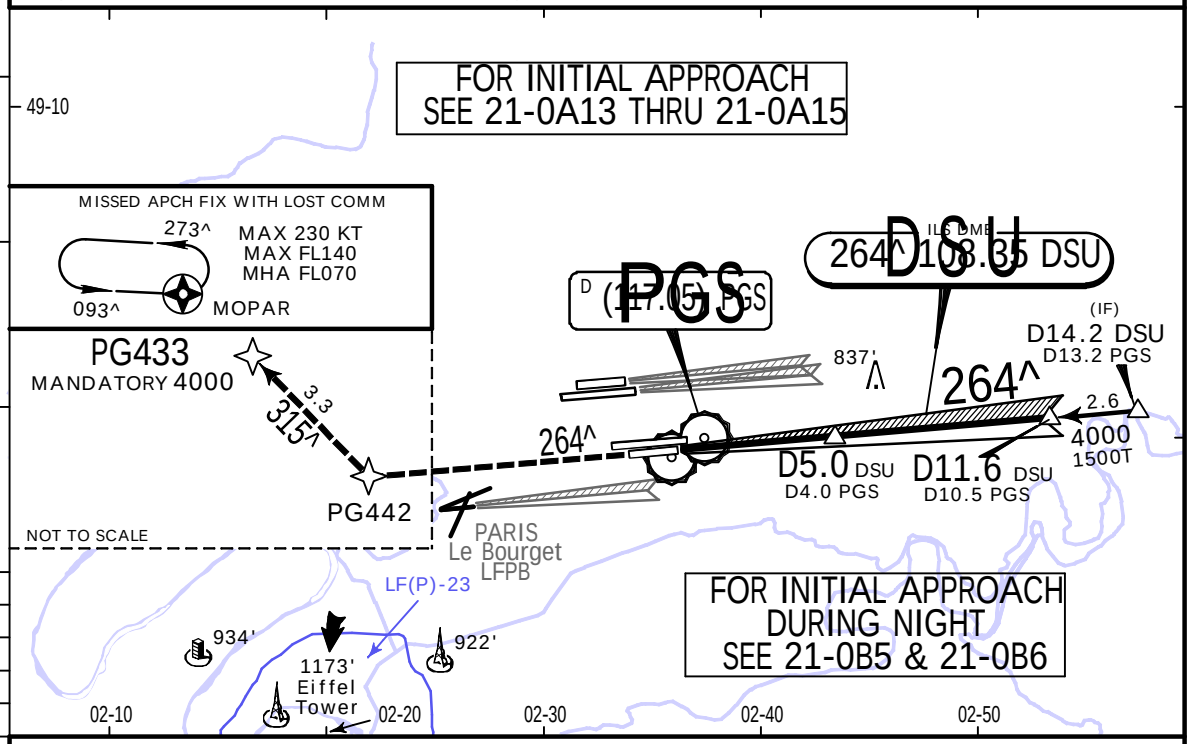
MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG442. Continue to PG433 at 4000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG442. Continue to PG433 at 4000', then to MOPAR at FL070 to join holding or to start another initial approach.
Climb to 1200' prior to level acceleration.

3200
MSA ARP

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000'

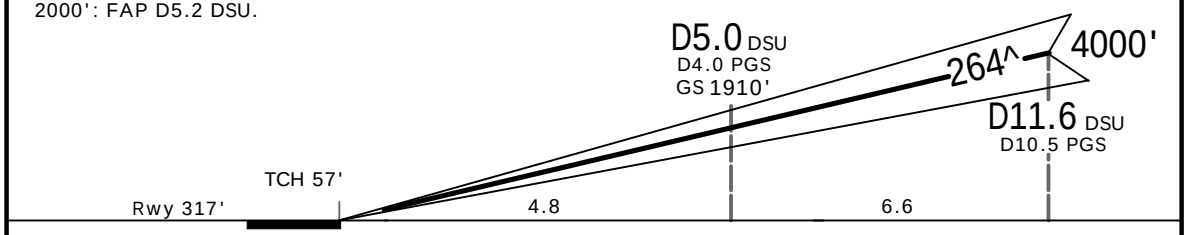
1. DME required. 2. For Missed apch RNAV 1 required.
3. Special Aircrew & Aircraft Certification Required.

FOR INITIAL APPROACH
SEE 21-0A13 THRU 21-0A15



FOR INITIAL APPROACH
DURING NIGHT
SEE 21-0B5 & 21-0B6

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



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II
REIL
PAPI

PG442

4000'
MANDATORY

PANS OPS

.Std/State.

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 104' DA(H) 417' (100')
R75m	1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (21-6) .Eff.23.Mar.

PARIS, FRANCE
ILS or LOC Rwy 26R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.230)	121.155	125.830	119.850	126.430	118.150	136.275

DE GAULLE Tower		Ground	
120.9	118.655	121.810	South 121.980

LOC GAU	Final Apch Crs	D11.6 GAU	ILS DA(H)	Apt Elev 392'
111.95	264^	4000' (3682')	518' (200')	Rwy 318'

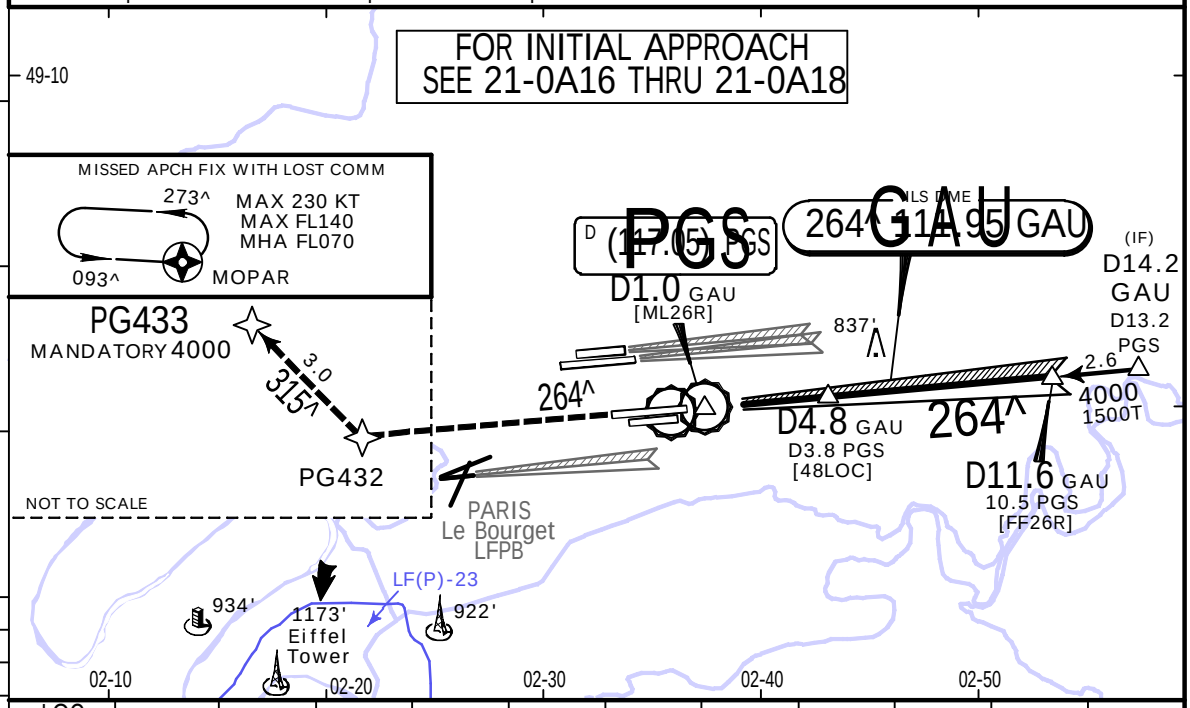
MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG432. Continue to PG433 at 4000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG432. Continue to PG433 at 4000', then to MOPAR at FL070 to join holding or to start another initial approach.
Climb to 1200' prior to level acceleration.

3200
MSA ARP

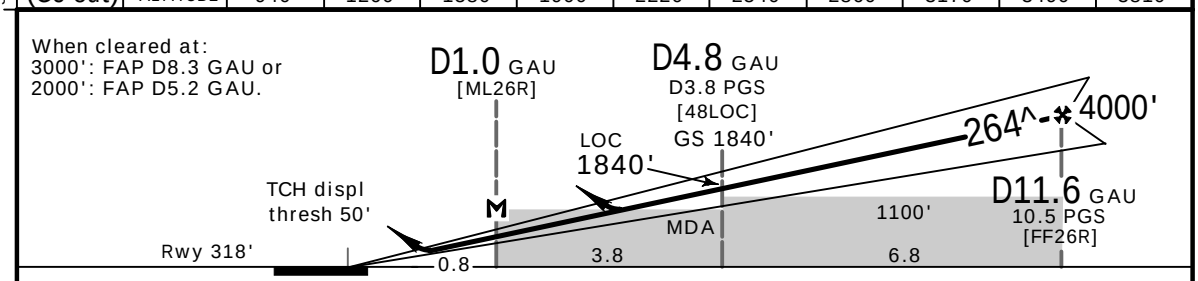
Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000'

1. DME required. 2. For Missed apch RNAV 1 required.

FOR INITIAL APPROACH
SEE 21-0A16 THRU 21-0A18



LOC (GS out)	GAU DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
	ALTITUDE	940'	1260'	1580'	1900'	2220'	2540'	2860'	3170'	3490'	3810'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849
MAP at PGS VOR/D1.0 GAU						

HIALS-II
REIL
PAPI

PG432 ↑ 4000' MANDATORY ↑

.Std/State.

STRAIGHT-IN LANDING

ILS
DA(H) 518' (200')

	TDZ or CL out	ALS out
A, B, C, D	R550m	1 R550m / R1200m

LOC (GS out)
CDFA
2 DA/MDA(H) 710' (392')

	TDZ or CL out	ALS out
A, B	R1100m	R1100m / R1500m
C, D		R1800m

3 CIRCLE-TO-LAND
26R to 26L

Max Kts	MDA(H)
100	1000'(682') V3000m
135	
180	1100'(782') V3700m
205	1100'(782') V4300m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
3 Circling height based on rwy 26R displ thresh elev of 318'.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
.Eff.23.Mar.
21-6A

PARIS, FRANCE
CAT II/III ILS Rwy 26R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.230)	121.155	125.830	119.850	126.430	118.150	136.275

DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

LOC GAU	Final Apch Crs	D11.6 GAU	CAT III ILS	CAT II ILS	Apt Elev 392'
111.95	264^	4000' (3682')	Refer to Minimums	RA 102' DA(H) 418'(100')	Rwy 318'

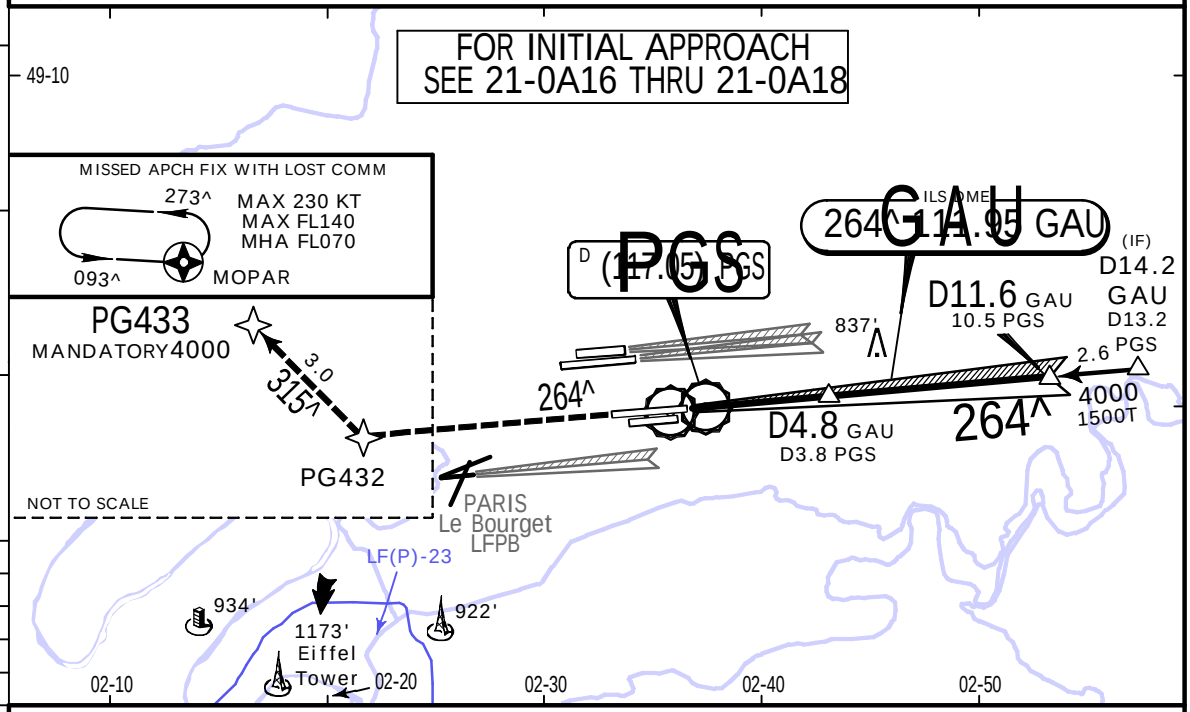
3200
MSA ARP

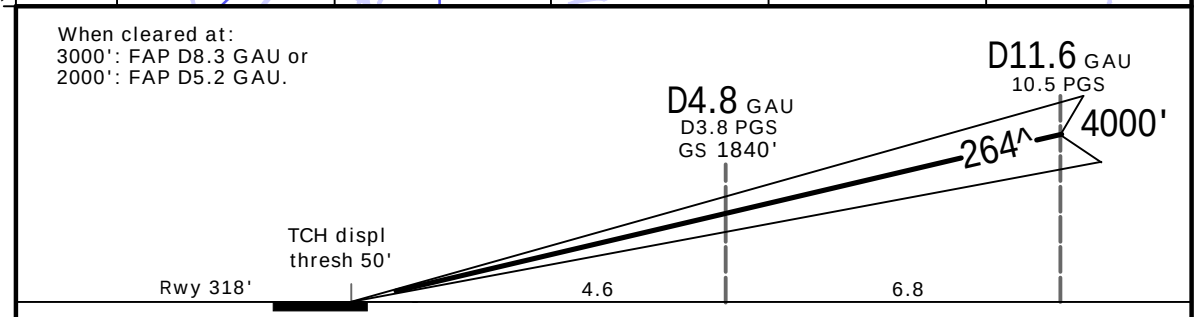
MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG432. Continue to PG433 at 4000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG432. Continue to PG433 at 4000', then to MOPAR at FL070 to join holding or to start another initial approach.
Climb to 1200' prior to level acceleration.

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000'

1. DME required. 2. For Missed apch RNAV 1 required.
3. Special Aircrew & Aircraft Certification Required.

FOR INITIAL APPROACH
SEE 21-0A16 THRU 21-0A18





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II
REIL
PAPI

PG432

4000'
MANDATORY

PANS OPS

.Std/State.

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 102' DA(H) 418' (100')
R75m	1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (21-7) .Eff.23.Mar.

PARIS, FRANCE
ILS or LOC Rwy 27L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.230)	121.155	125.830	119.850	126.430	118.150	136.275

DE GAULLE Tower		Ground		
119.250	123.605	121.610	North	121.780

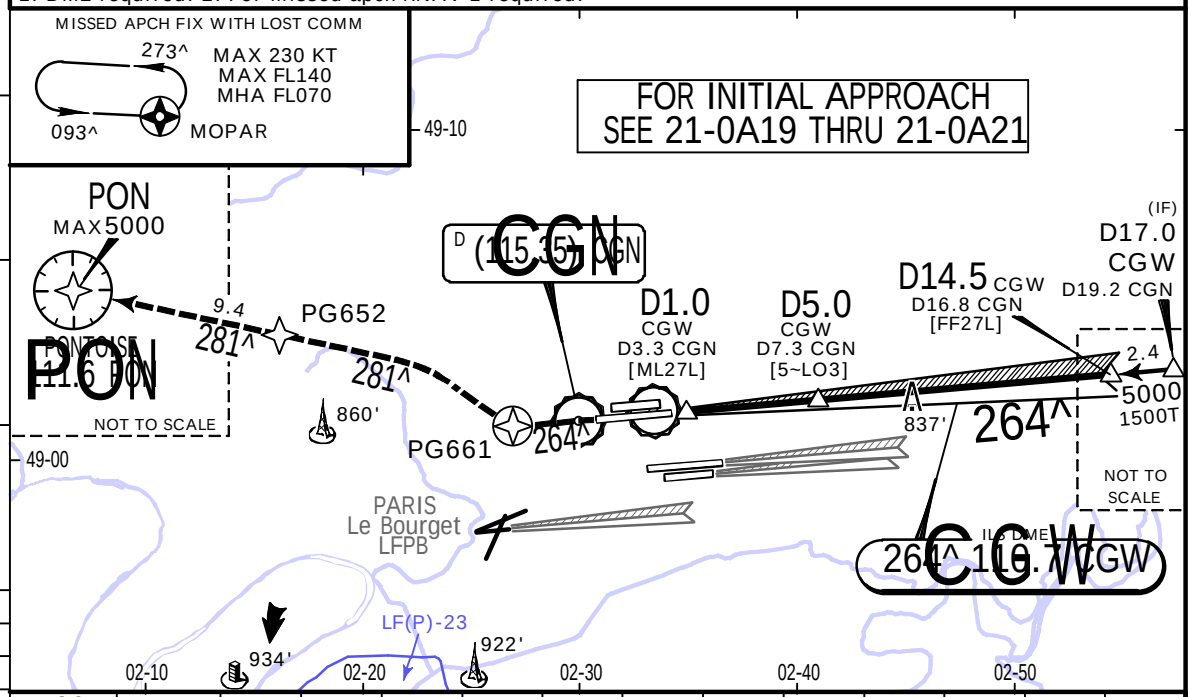
LOC CGW	Final Apch Crs	D14.5 CGW	ILS DA(H)	Apt Elev 392'
110.7	264^	5000' (4613')	Refer to Minimums	Rwy 387'

MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG661. Continue on 281^ to PG652, then to PON at MAX 5000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG661. Continue on 281^ to PG652, then to PON at MAX 5000', then to MOPAR at FL070 to join holding or to start another initial approach.
Climb to 1300' prior to level acceleration.

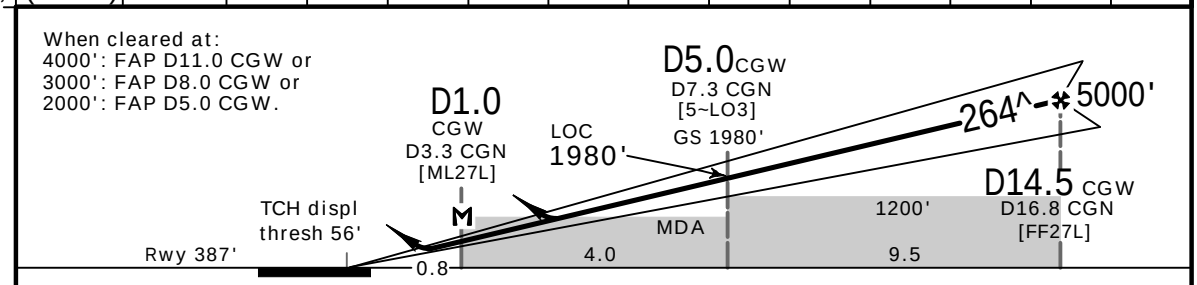
3200
MSA ARP

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000'

1. DME required. 2. For Missed apch RNAV 1 required.



LOC (GS out)	CGW DME	2.0	3.0	4.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0
	ALTITUDE	1020'	1340'	1660'	2300'	2620'	2940'	3250'	3570'	3890'	4210'	4530'	4850'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D1.0 CGW/D3.3 CGN							

HIALS-II
REIL PAPI

PG661

5000' MAX

.Std/State.

STRAIGHT-IN LANDING

ILS
DA(H) ABC: 587' (200') D: 597' (210')

2 DA/MDA(H) LOC (GS out) CDFA
ABC: 770' (383') D: 780' (393')

3 CIRCLE-TO-LAND
27L to 27R

		TDZ or CL out	ALS out		TDZ or CL out	ALS out	Max Kts	MDA(H)
A	R550m	1 R550m	R1200m	R1000m	R1000m	R1500m	100	1000' (613') V3000m
B							135	
C						R1700m	180	1100' (713') V3700m
D				R1100m	R1100m	R1800m	205	1100' (713') V4300m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
3 Circling height based on rwy 27L displ thresh elev of 387'.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23
.Eff.23.Mar.
21-7A

PARIS, FRANCE
CAT II/III ILS Rwy 27L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.230)	121.155	125.830	119.850	126.430	118.150	136.275

DE GAULLE Tower		Ground	
119.250	123.605	121.610	North 121.780

LOC CGW	Final Apch Crs	D14.5 CGW	CAT III ILS	CAT II ILS	
110.7	264^	5000' (4613')	Refer to Minimums	RA 100' DA(H) 487'(100')	Apt Elev 392' Rwy 387'

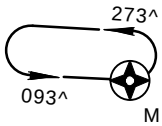
MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG661. Continue on 281^ to PG652, then to PON at MAX 5000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG661. Continue on 281^ to PG652, then to PON at MAX 5000', then to MOPAR at FL070 to join holding or to start another initial approach.
Climb to 1300' prior to level acceleration.

3200
MSA ARP

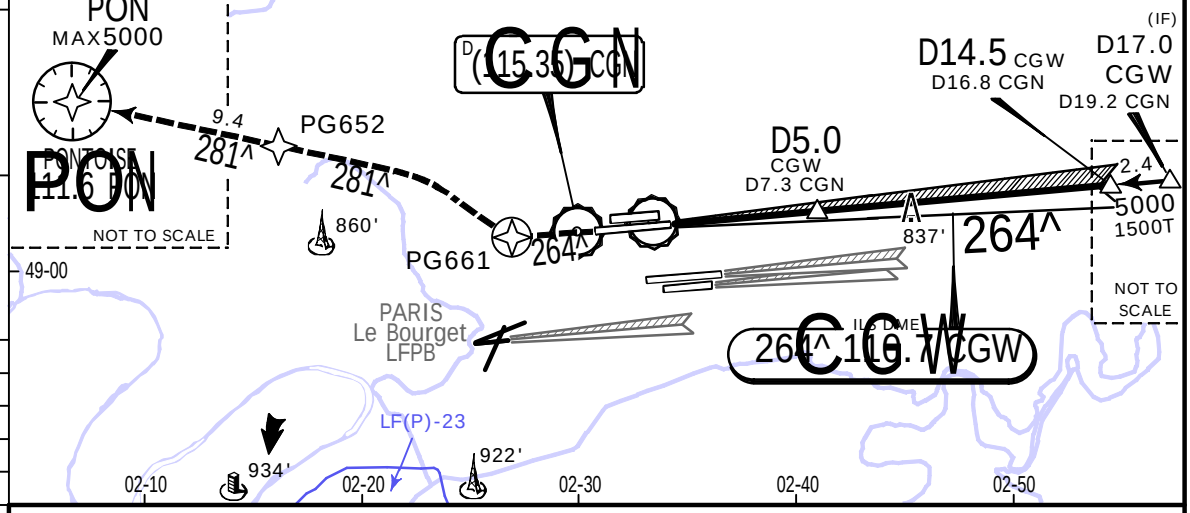
Alt Set: hPa	Rwy Elev: 14 hPa	Trans level: By ATC	Trans alt: 5000'

1. DME required. 2. For Missed apch RNAV 1 required. 3. Special Aircrew & Acft Certification Required.

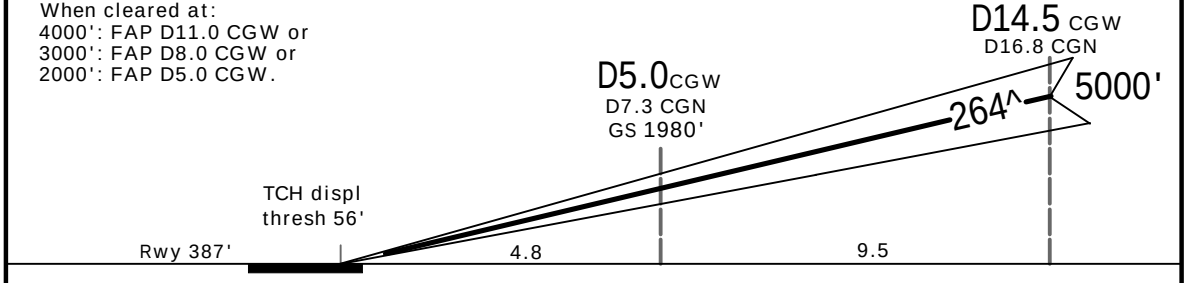
MISSED APCH FIX WITH LOST COMM



FOR INITIAL APPROACH
SEE 21-0A19 THRU 21-0A21



When cleared at:
4000': FAP D11.0 CGW or
3000': FAP D8.0 CGW or
2000': FAP D5.0 CGW.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II
REIL PAPI

PG661

5000'
MAX

PANS OPS

.Std/State.

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 100' DA(H) 487' (100')
R75m	1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (21-8) .Eff.23.Mar.

PARIS, FRANCE
ILS or LOC Rwy 27R

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275

DE GAULLE Tower		Ground	North
119.250	123.605	121.610	121.780

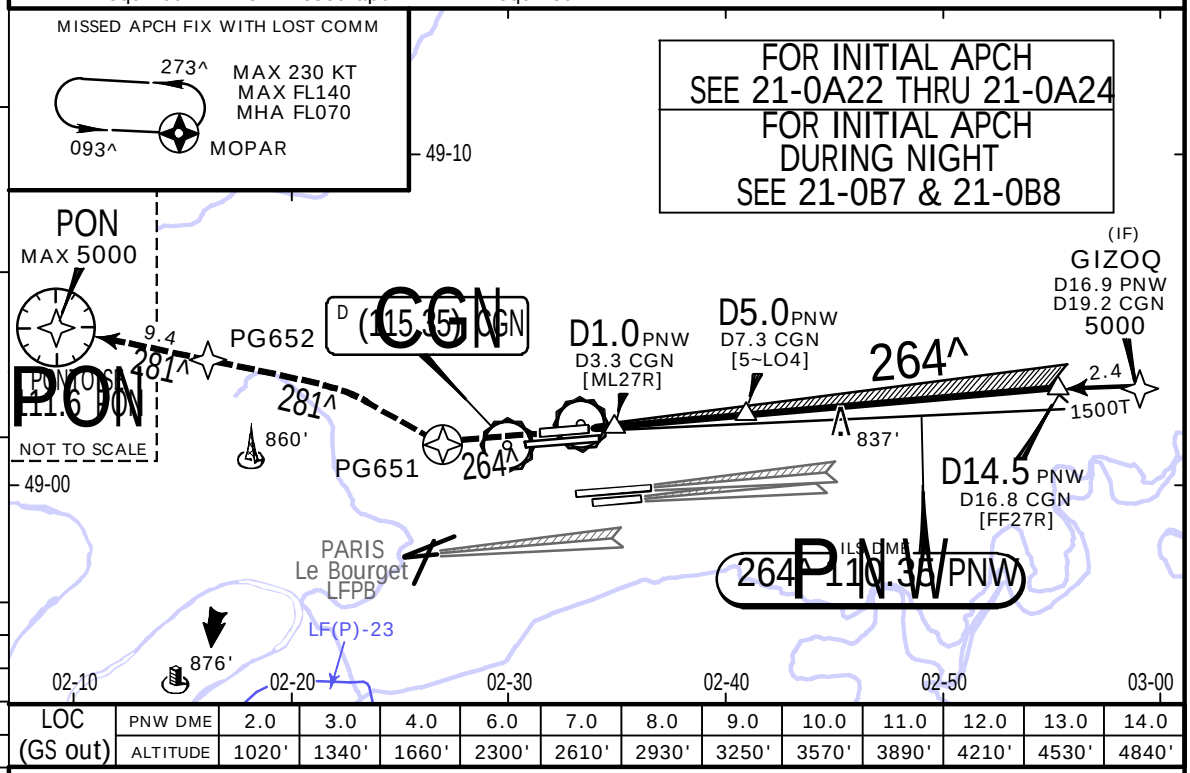
LOC PNW	Final Apch Crs	D14.5 PNW	ILS DA(H)	Apt Elev 392'
110.35	264^	5000' (4608')	592' (200')	Rwy 392'

MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG651. Continue on 281^ to PG652, then to PON at MAX 5000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG651. Continue on 281^ to PG652, then to PON at MAX 5000', then to MOPAR at FL070 to join holding or to start another initial approach.
Climb to 1300' prior to level acceleration.

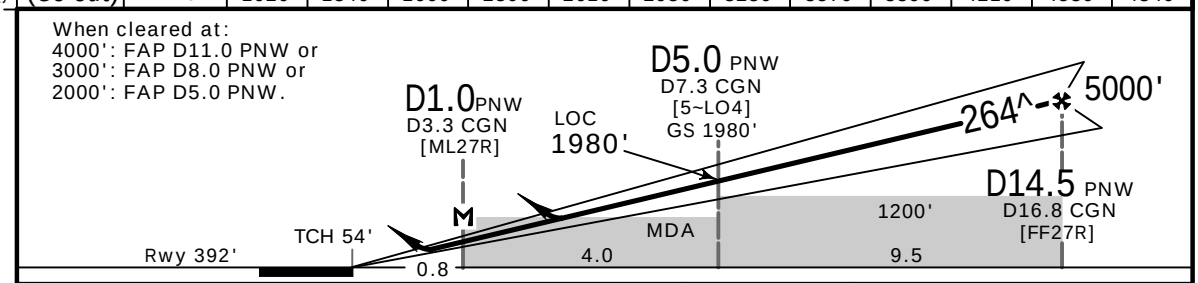
3200
MSA ARP

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000'

1. DME required. 2. For Missed apch RNAV1 required.



LOC (GS out)	PNW DME	2.0	3.0	4.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0
	ALTITUDE	1020'	1340'	1660'	2300'	2610'	2930'	3250'	3570'	3890'	4210'	4530'	4840'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D1.0 PNW/D3.3 CGN							

HIALS-II
REIL PAPI

PG651 5000' MAX

.Std/State.

STRAIGHT-IN LANDING

ILS
DA(H) 592' (200')

	TDZ or CL out	ALS out
A, B, C, D	R550m	1 R550m	R1200m

2 DA/MDA(H) LOC (GS out) CDFA
ABC: 770' (378') D: 790' (398')

	TDZ or CL out	ALS out
A, B	R1000m	R1000m	R1500m
C			R1700m
D	R1100m	R1100m	R1800m

3 CIRCLE-TO-LAND
27R to 27L

Max Kts	MDA(H)
100 / 135	1000' (608') V3000m
180	1100' (708') V3700m
205	1100' (708') V4300m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
3 Circling height based on rwy 27R thresh elev of 392'.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN

17 MAR 23
.Eff.23.Mar.

21-8A

PARIS, FRANCE
CAT II/III ILS Rwy 27R

BRIEFING STRIP™

D-ATIS	DE GAULLE Approach
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275

DE GAULLE Tower		Ground	
119.250	123.605	121.610 North	121.780

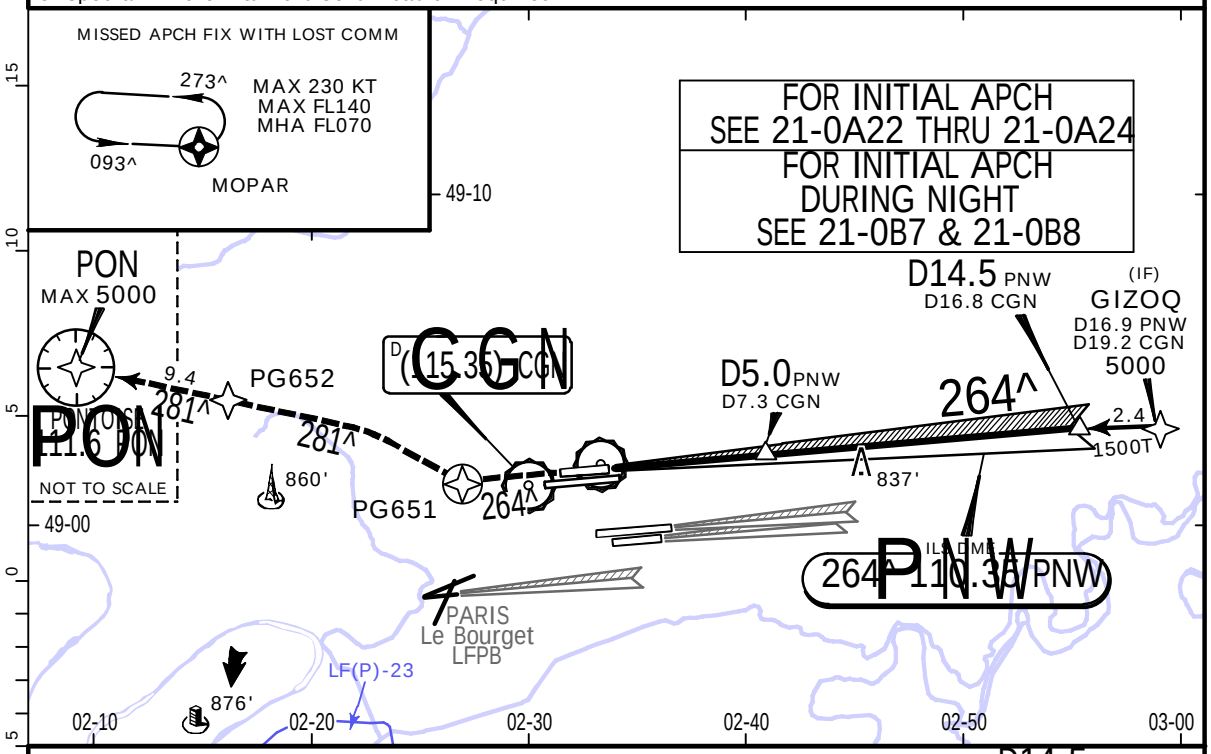
LOC PNW 110.35	Final Apch Crs 264^	D14.5 PNW 5000' (4608')	CAT III ILS Refer to Minimums	CAT II ILS RA 103' DA(H) 492'(100')	Apt Elev 392' Rwy 392'

3200
MSA ARP

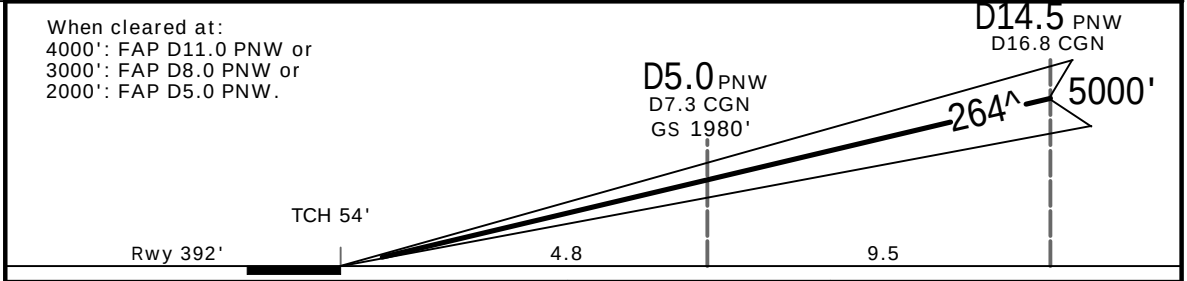
MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG651. Continue on 281^ to PG652, then to PON at MAX 5000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG651. Continue on 281^ to PG652, then to PON at MAX 5000', then to MOPAR at FL070 to join holding or to start another initial approach.
Climb to 1300' prior to level acceleration.

Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 5000'

1. DME required. 2. For Missed apch RNAV 1 required.
3. Special Aircrew & Acft Certification Required.



When cleared at:
4000': FAP D11.0 PNW or
3000': FAP D8.0 PNW or
2000': FAP D5.0 PNW.



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

HIALS-II
REIL PAPI

PG651

5000' MAX

.Std/State.

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 103' DA(H) 492' (100')
R75m	1 R300m

PANS OPS

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (22-1) .Eff.23.Mar.

PARIS, FRANCE
RNP Rwy 08L

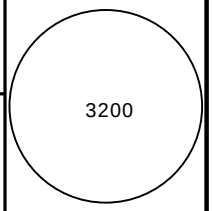
BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.230)	121.155	125.830	119.850	126.430	118.150	136.275

DE GAULLE Tower		Ground	
120.9	118.655	121.810	South 121.980

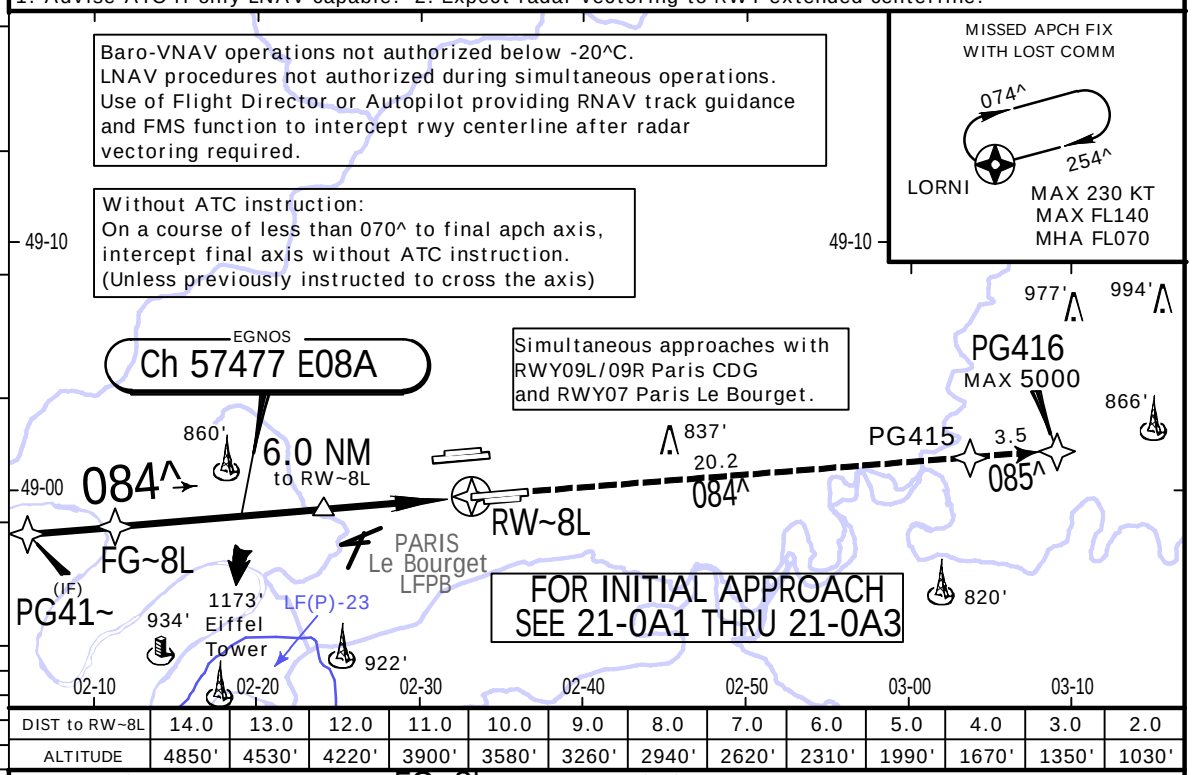
EGNOS	Final Apch Crs	FG~8L MANDATORY	LPV DA(H) Refer to Minimums	Apt Elev 392' / Rwy 338'
Ch 57477 E08A	084^	5000' (4662')		

MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG415. Continue to PG416 at MAX 5000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG415. Continue to PG416 at MAX 5000', then to LORNI at FL070 to join holding or to start another initial approach.
Climb to 1300' prior to level acceleration.

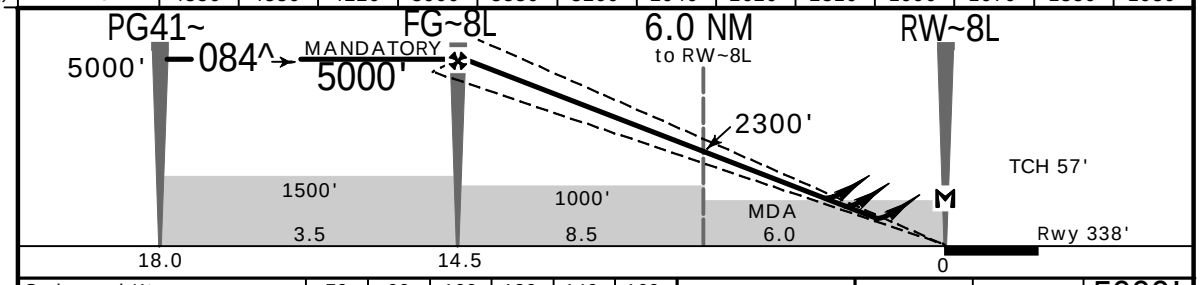


RNP Apch	Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 5000'

1. Advise ATC if only LNAV capable. 2. Expect radar vectoring to RWY extended centerline.



DIST to RW~8L	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4850'	4530'	4220'	3900'	3580'	3260'	2940'	2620'	2310'	1990'	1670'	1350'	1030'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW~8L							

HIALS-II
REIL PAPI
PG415
5000' MAX

.Std/State.

STRAIGHT-IN LANDING

	1 2 LPV DA(H)			LNAV/VNAV DA(H)			LNAV CDFA 4 DA/MDA(H)		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	ABC: 538' (200')	3 R 550m	R 1200m	A: 658' (320') C: 678' (340')	R700m	3 R700m	R1400m	R 1300m	R 1300m	R 1500m
B				B: 668' (330') D: 688' (350')	R800m	R800m	R1500m			
C	D: 548' (210')									R 2000m
D					R900m	R900m	R1600m			

5 CIRCLE-TO-LAND
08L to 08R

Max Kts	MDA(H)	
100	1000' (662')	V3000m
135		
180	1100' (762')	V3700m
205		V4300m

PANS OPS

1 LPV (VAL 35m) 2 D_L: DA(H) 558'(220'). 3 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 4 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
5 Circling height based on rwy 08L thresh elev of 338'.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (22-2) .Eff.23.Mar.

PARIS, FRANCE
RNP Rwy 08R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach					
127.130 (French 128.230)	121.155	125.830	119.850	126.430	118.150	136.275

DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

EGNOS	Final Apch Crs	FG~8R MANDATORY	LPV DA(H)	Apt Elev 392' / Rwy 337'
Ch 57500 E08B	084^	5000' (4663')	537' (200')	

MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG425. Continue to PG416 at MAX 5000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG425. Continue to PG416 at MAX 5000', then to LORNI at FL070 to join holding or to start another initial approach.
Climb to 1300' prior to level acceleration.

3200
MSA ARP

RNP Apch	Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 5000'

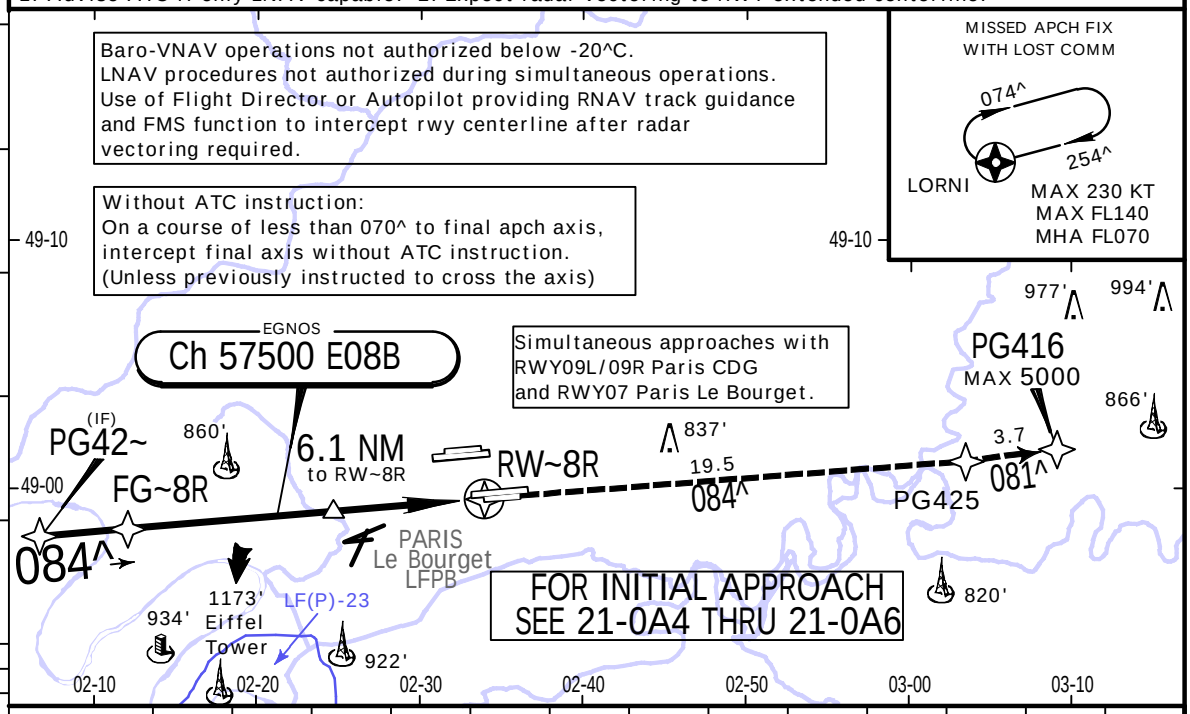
1. Advise ATC if only LNAV capable. 2. Expect radar vectoring to RWY extended centerline.

Baro-VNAV operations not authorized below -20^C.
LNAV procedures not authorized during simultaneous operations.
Use of Flight Director or Autopilot providing RNAV track guidance and FMS function to intercept rwy centerline after radar vectoring required.

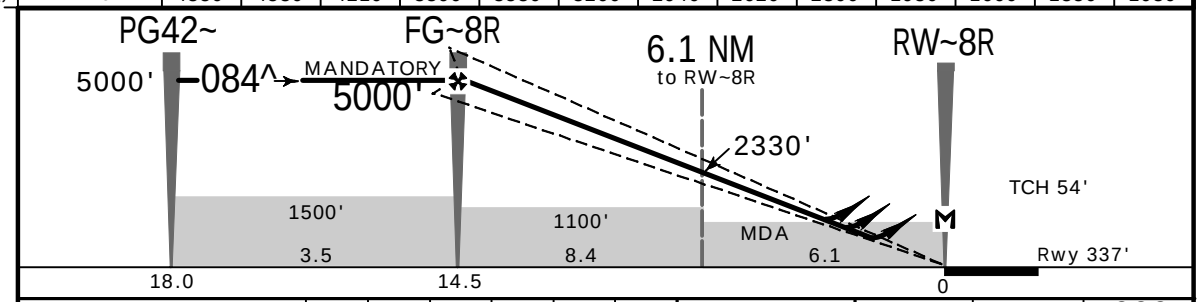
Without ATC instruction:
On a course of less than 070^ to final apch axis, intercept final axis without ATC instruction.
(Unless previously instructed to cross the axis)

MISSED APCH FIX WITH LOST COMM
074^
254^
LORNI
MAX 230 KT
MAX FL140
MHA FL070

Simultaneous approaches with RWY09L/09R Paris CDG and RWY07 Paris Le Bourget.



DIST to RW~8R	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4850'	4530'	4210'	3890'	3580'	3260'	2940'	2620'	2300'	1980'	1660'	1350'	1030'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW~8R							

HIALS-II
REIL PAPI
PG425
5000' MAX

.Std/State.

1 LPV
DA(H) 537' (200')

STRAIGHT-IN LANDING
LNAV/VNAV
DA(H)
A: 677' (340') C: 707' (370')
B: 687' (350') D: 727' (390')

3 DA/MDA(H) LNAV CDFA
A: 750' (413') C: 790' (453')
B: 770' (433') D: 810' (473')

4 CIRCLE-TO-LAND
08R to 08L

		TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R 550m	2 R 550m	R 1200m	R800m	R800m	R1500m	R1200m	R1200m	R1500m
B				R900m	R900m		R1300m	R1300m	
C				R1000m	R1000m	R1700m	R1400m	R1400m	R2100m
D				R1100m	R1100m	R1800m	R1500m	R1500m	R2200m

Max Kts	MDA(H)	
100	1000' (663')	V3000m
135		
180	1100' (763')	V3700m
205		V4300m

PANS OPS

1 LPV (VAL 35m) 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 3 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 4 Circling height based on rwy 08R thresh elev of 337'.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (22-3) .Eff.23.Mar.

PARIS, FRANCE
RNP Rwy 09L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275

DE GAULLE Tower		Ground	
119.250	123.605	121.610 North	121.780

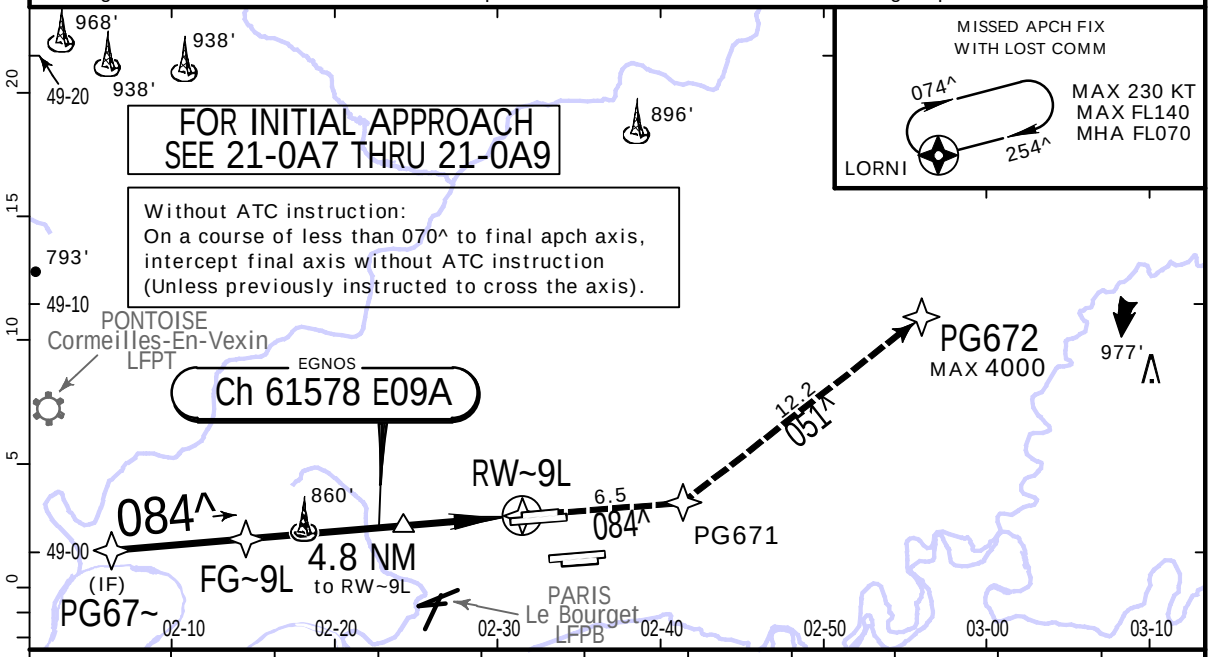
EGNOS	Final Apch Crs	FG~9L MANDATORY	LPV DA(H)	Apt Elev 392'
Ch 61578 E09A	084^	4000' (3622')	578' (200')	Rwy 378'

MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG671. Continue to PG672 at MAX 4000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG671. Continue to PG672 at MAX 4000', then to LORNI at FL070 to join holding or to start another initial approach.
Climb to 1200' prior to level acceleration.

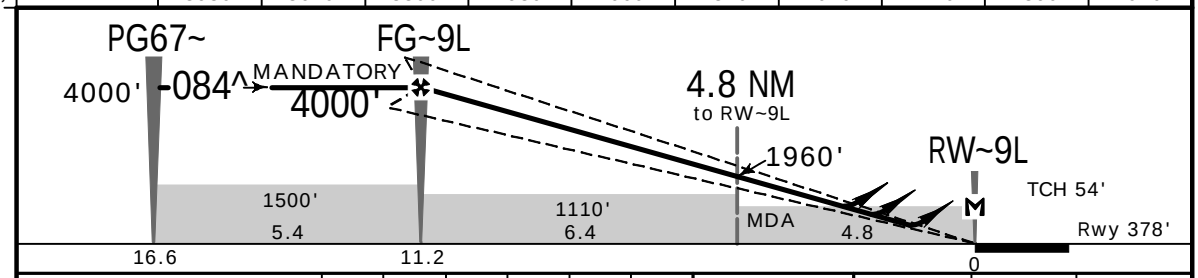
3200
MSA ARP

RNP Apch	Alt Set: hPa	Rwy Elev: 14 hPa	Trans level: By ATC	Trans alt: 5000'

1. Advise ATC if only LNAV capable. 2. Expect radar vectoring to RWY extended centerline.
3. Baro-VNAV operations not authorized below -20^C. 4. Simultaneous APCH with RWY 08R or 08L.
5. LNAV procedures not authorized during simultaneous operations. Use of FD or AP providing RNAV track guidance and FMS function to intercept RWY centerline after radar vectoring required.



DIST to RW~9L	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3930'	3620'	3300'	2980'	2660'	2340'	2020'	1710'	1390'	1070'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW~9L							

HIALS-II
REIL
PAPI

PG671 4000' MAX

.Std/State.

STRAIGHT-IN LANDING

	1 LPV DA(H) 578' (200')			LNAV/VNAV DA(H)			3 LNAV/VNAV DA/MDA(H)			LNAV CDFA		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R 550m	2 R 550m	R 1200m	A:688' (310') B:698' (320')	C:718' (340') D:748' (370')	R700m	2 R 700m	R1400m	A:800' (422') B:820' (442')	C:840' (462') D:860' (482')	R1200m	R1200m	R1500m
B											R1300m	R1300m	
C						R800m	R800m	R1500m			R1400m	R1400m	R2100m
D						R1000m	R1000m	R1700m			R1500m	R1500m	R2200m

4 CIRCLE-TO-LAND
09L to 09R

Max Kts	MDA(H)	
100	1000' (622')	V3000m
135		
180	1100' (722')	V3700m
205		V4300m

PANS OPS

1 LPV (VAL 35m) 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 3 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 4 Circling height based on rwy 09L thresh elev of 378'.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (22-4) .Eff.23.Mar.

PARIS, FRANCE
RNP Rwy 09R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275

DE GAULLE Tower		Ground		
119.250	123.605	121.610	North	121.780

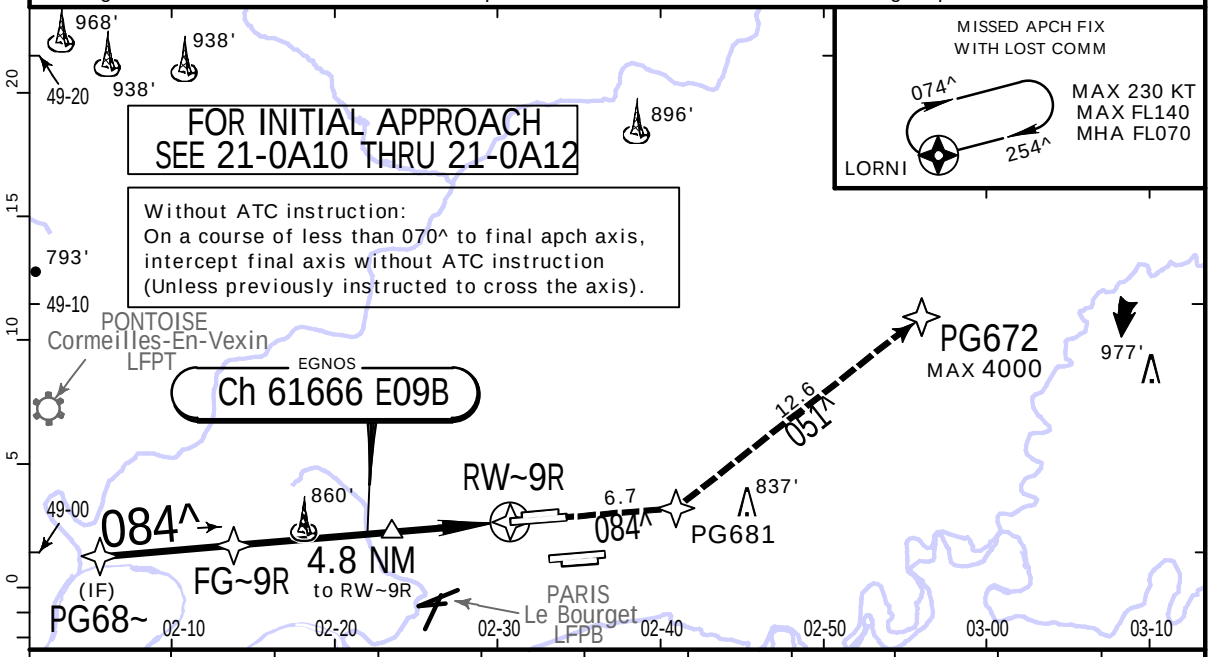
EGNOS	Final Apch Crs	FG~9R MANDATORY	LPV DA(H) Refer to Minimums	Apt Elev 392' Rwy 371'
Ch 61666 E09B	084^	4000' (3629')		

3200
MSA ARP

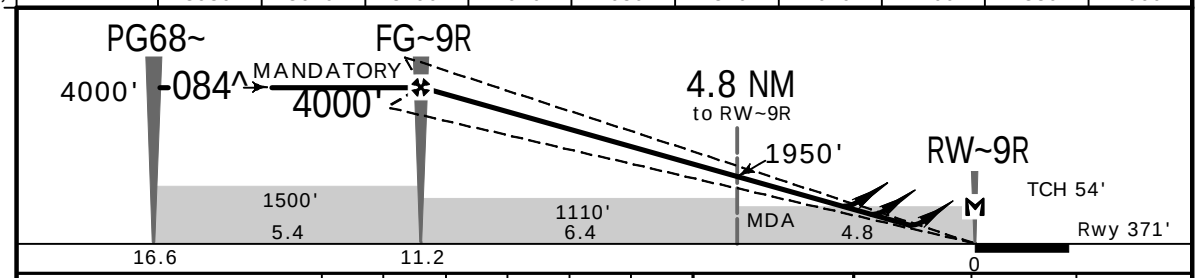
MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG681. Continue to PG672 at MAX 4000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG681. Continue to PG672 at MAX 4000', then to LORNI at FL070 to join holding or to start another initial approach.
Climb to 1200' prior to level acceleration.

RNP Apch	Alt Set: hPa	Rwy Elev: 14 hPa	Trans level: By ATC	Trans alt: 5000'

1. Advise ATC if only LNAV capable. 2. Expect radar vectoring to RWY extended centerline.
3. Baro-VNAV operations not authorized below -20^C. 4. Simultaneous APCH with RWY 08R or 08L.
5. LNAV procedures not authorized during simultaneous operations. Use of FD or AP providing RNAV track guidance and FMS function to intercept RWY centerline after radar vectoring required.



DIST to RW~9R	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3930'	3610'	3290'	2970'	2650'	2340'	2020'	1700'	1380'	1060'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW~9R							

HIALS-II
REIL
PAPI
PG681
4000' MAX

.Std/State.

STRAIGHT-IN LANDING

	1 2 LPV DA(H)			LNAV/VNAV DA(H)			LNAV CDFA 4 DA/MDA(H)		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	ABC: 571' (200') D: 580' (209')	R 550m	3 R 550m	A: 641' (270') B: 651' (280')	R600m	3 R600m	AB: 740' (369')	R1000m	R1000m
B									
C			R 1200m	C: 671' (300') D: 701' (330')	R650m	3 R650m	C: 770' (399') D: 780' (409')	R1100m	R1100m
D					R800m	R800m		R1200m	R1200m

		ALS out
A		R1500m
B		
C		R1800m
D		R1900m

5 CIRCLE-TO-LAND
09R to 09L

Max Kts	MDA(H)	
100	1000' (629')	V3000m
135		
180	1100' (729')	V3700m
205		V4300m

PANS OPS

1 LPV (VAL 35m) 2 D_L: DA(H) 583'(212'). 3 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
4 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 5 Circling height based on rwy 09R thresh elev of 371'.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (22-5) .Eff.23.Mar.

PARIS, FRANCE
RNP Rwy 26L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275

DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

EGNOS	Final Apch Crs	FG26L MANDATORY	LPV DA(H)	Apt Elev 392' / Rwy 317'
Ch 61919 E26A	264^	4000' (3683')	517' (200')	

MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG442. Continue to PG433 at 4000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG442. Continue to PG433 at 4000', then to MOPAR at FL070 to join holding or to start another initial approach.
Climb to 1200' prior to level acceleration.

3200
MSA ARP

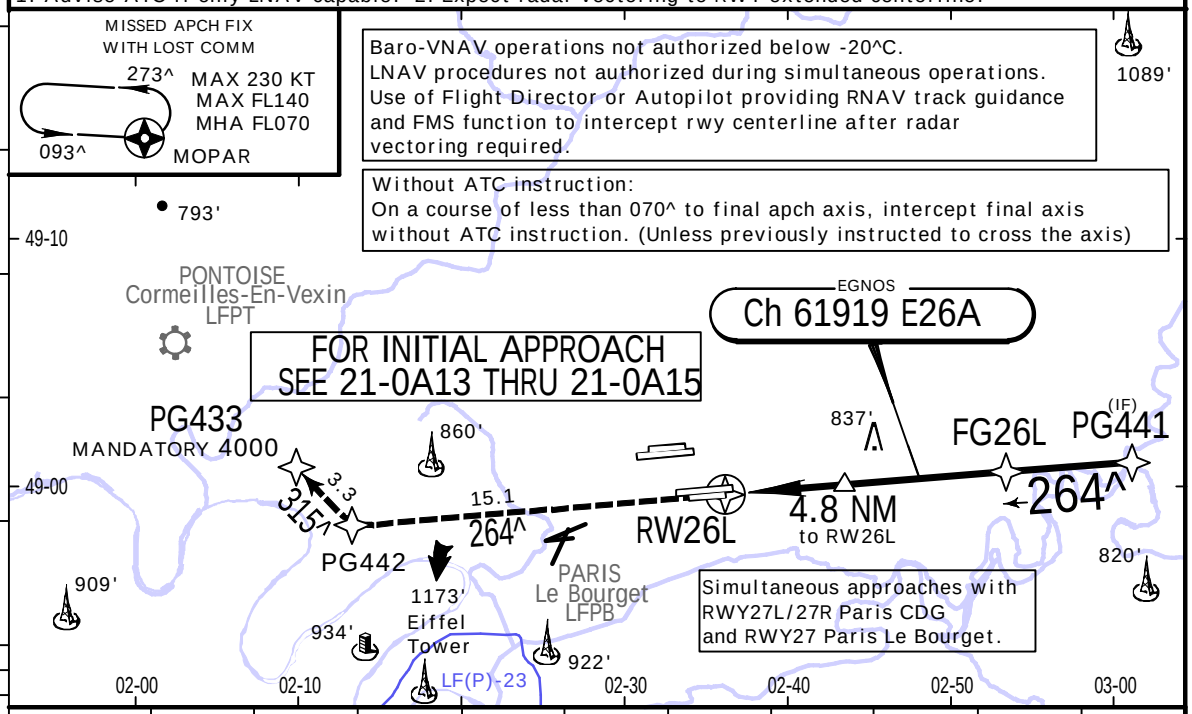
RNP Apch | Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 5000'

1. Advise ATC if only LNAV capable. 2. Expect radar vectoring to RWY extended centerline.

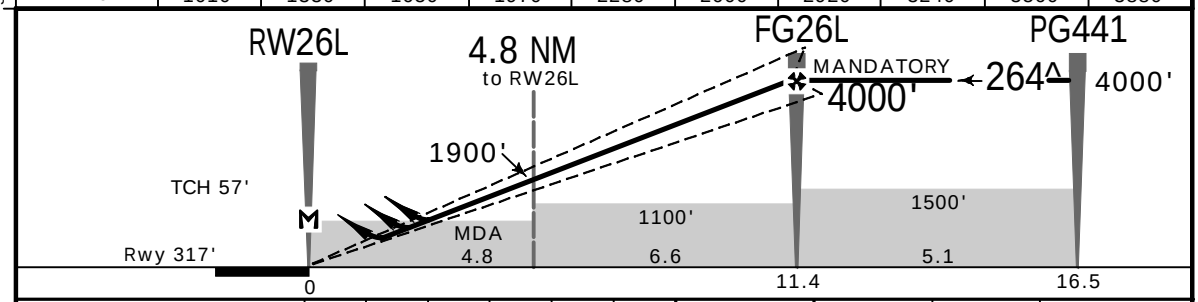
MISSED APCH FIX WITH LOST COMM
273^ MAX 230 KT
MAX FL140
MHA FL070
093^ MOPAR

Baro-VNAV operations not authorized below -20^C.
LNAV procedures not authorized during simultaneous operations.
Use of Flight Director or Autopilot providing RNAV track guidance and FMS function to intercept rwy centerline after radar vectoring required.

Without ATC instruction:
On a course of less than 070^ to final apch axis, intercept final axis without ATC instruction. (Unless previously instructed to cross the axis)



DIST to RW26L	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	1010'	1330'	1650'	1970'	2280'	2600'	2920'	3240'	3560'	3880'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW26L							

HIALS-II
REIL
PAPI

PG442 ↑
4000' MANDATORY ↑

.Std/State.

STRAIGHT-IN LANDING

1 LPV
DA(H) 517' (200')

	TDZ or CL out	ALS out
A	R 550m	R 1200m
B		
C		
D		

LNAV/VNAV
DA(H)
A: 627' (310') C: 657' (340')
B: 637' (320') D: 687' (370')

	TDZ or CL out	ALS out
A	R700m	2 R 700m R1400m
B		
C	R800m	R800m R1500m
D	R1000m	R1000m R1700m

LNAV
CDFA
3 DA/MDA(H)
ABC: 740' (423')
D: 750' (433')

	TDZ or CL out	ALS out
A	R1200m	R1200m R1500m
B		
C		R1900m
D	R1300m	R1300m R2000m

4 CIRCLE-TO-LAND
26L to 26R

Max Kts	MDA(H)	
100	1000' (683')	V3000m
135		
180	1100' (783')	V3700m
205		V4300m

PANS OPS

1 LPV (VAL 35m) 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 3 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 4 Circling height based on rwy 26L thresh elev of 317'.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (22-6) .Eff.23.Mar.

PARIS, FRANCE
RNP Rwy 26R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275

DE GAULLE Tower		Ground South	
120.9	118.655	121.810	121.980

EGNOS	Final Apch Crs	FG26R MANDATORY	LPV DA(H)	Apt Elev 392' / Rwy 318'
Ch 62021 E26B	264^	4000' (3682')	518' (200')	

MISSED APCH: Climb STRAIGHT AHEAD to 4000' to PG432. Continue to PG433 at 4000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 4000' to PG432. Continue to PG433 at 4000', then to MOPAR at FL070 to join holding or to start another initial approach.
Climb to 1200' prior to level acceleration.

3200
MSA ARP

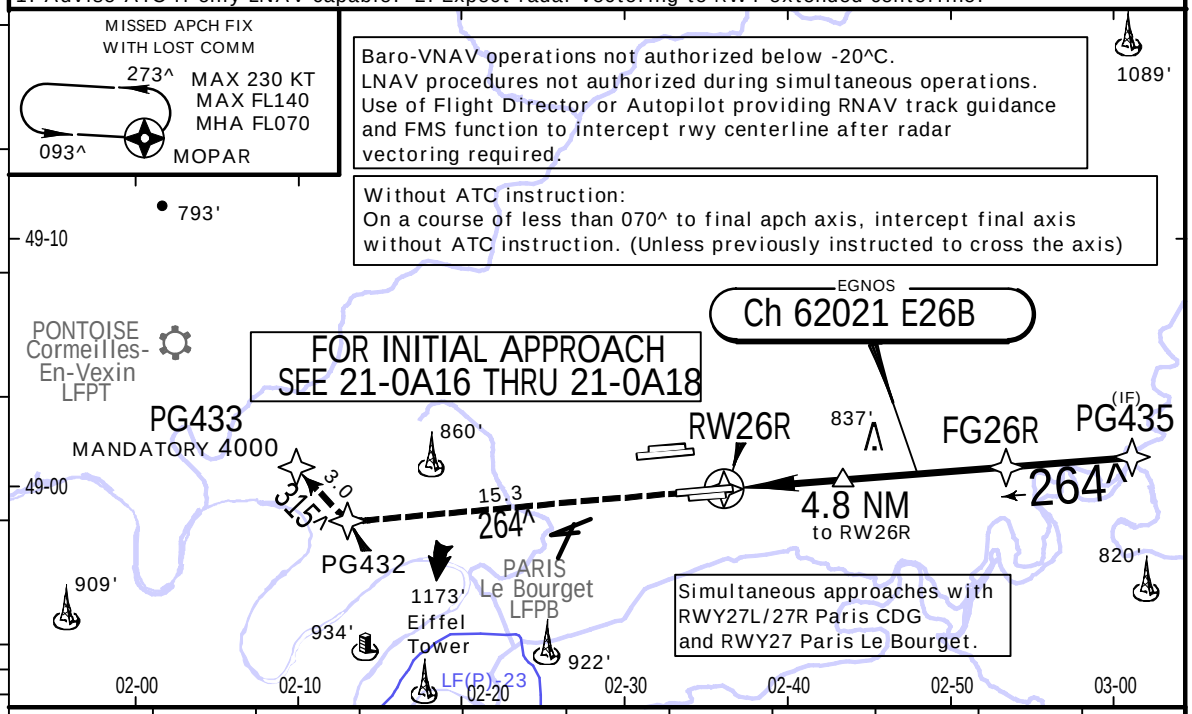
RNP Apch	Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 5000'

1. Advise ATC if only LNAV capable. 2. Expect radar vectoring to RWY extended centerline.

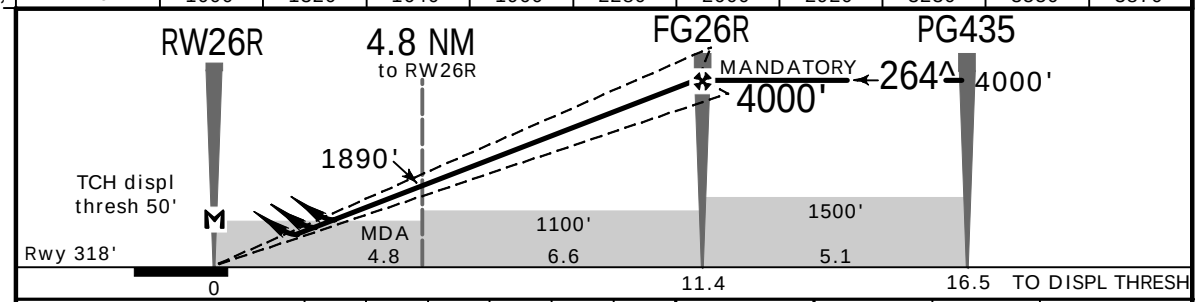
MISSED APCH FIX WITH LOST COMM
273^ MAX 230 KT
MAX FL140
MHA FL070
093^ MOPAR

Baro-VNAV operations not authorized below -20^C.
LNAV procedures not authorized during simultaneous operations.
Use of Flight Director or Autopilot providing RNAV track guidance and FMS function to intercept rwy centerline after radar vectoring required.

Without ATC instruction:
On a course of less than 070^ to final apch axis, intercept final axis without ATC instruction. (Unless previously instructed to cross the axis)



DIST to RW26R	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	1000'	1320'	1640'	1960'	2280'	2600'	2920'	3230'	3550'	3870'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW26R							

HIALS-II
REIL
PAPI

PG432 ↑

4000' MANDATORY ↑

PANS OPS

.Std/State.

STRAIGHT-IN LANDING

1 LPV
DA(H) 518' (200')

LNAV/VNAV
DA(H)
A: 648' (330') C: 678' (360')
B: 658' (340') D: 708' (390')

LNAV
CDFA
3 DA/MDA(H) 810' (492')

4 CIRCLE-TO-LAND
26R to 26L

	1 LPV TDZ or CL out	1 LPV ALS out	LNAV/VNAV TDZ or CL out	LNAV/VNAV ALS out	LNAV CDFA TDZ or CL out	LNAV CDFA ALS out
A	R 550m	2 R 550m	R800m	R800m	R1500m	R1500m
B						
C			R900m	R900m	R1600m	R2300m
D			R1100m	R1100m	R1800m	

Max Kts	MDA(H)
100 / 135	1000' (682') V3000m
180	1100' (782') V3700m
205	V4300m

1 LPV (VAL 35m) 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 3 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 4 Circling height based on rwy 26R displ thresh elev of 318'.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (22-7) .Eff.23.Mar.

PARIS, FRANCE
RNP Rwy 27L

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275

DE GAULLE Tower		Ground		
119.250	123.605	121.610	North	121.780

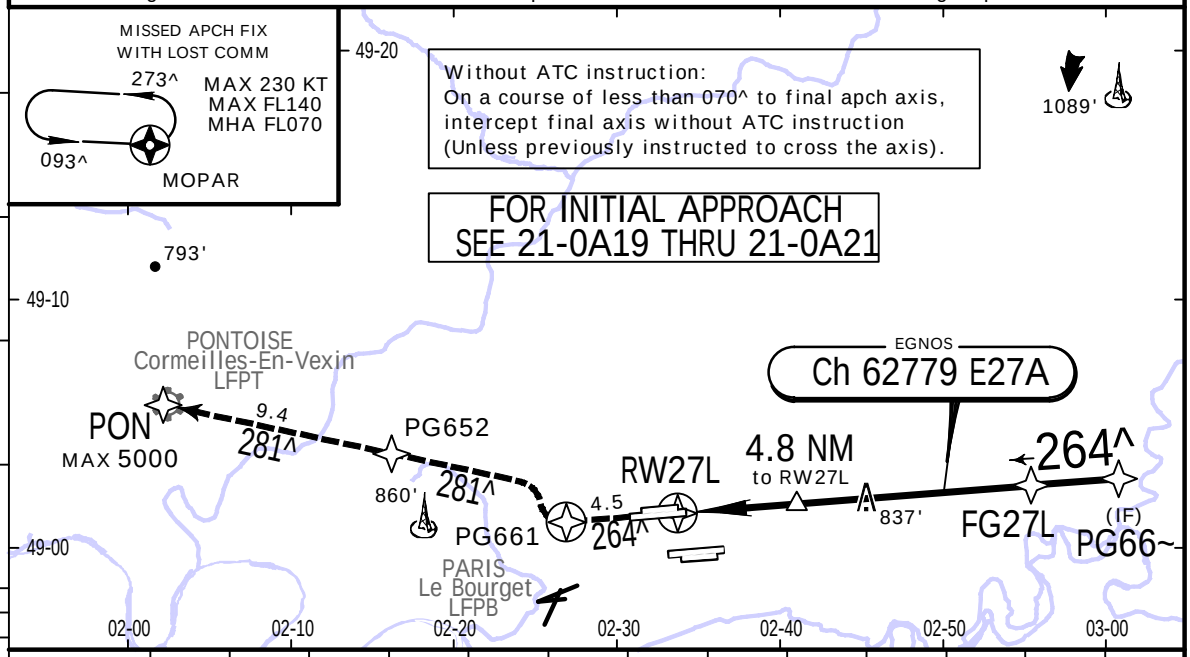
EGNOS	Final	FG27L	LPV	Apt Elev 392'
Ch 62779	Apch Crs	MANDATORY	DA(H)	
E27A	264^	5000' (4613')	Refer to Minimums	Rwy 387'

MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG661. Continue on 281^ to PG652, then to PON at MAX 5000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG661. Continue on 281^ to PG652, then to PON at MAX 5000', then to MOPAR at FL070 to join holding or to start another initial approach.
Climb to 1300' prior to level acceleration.

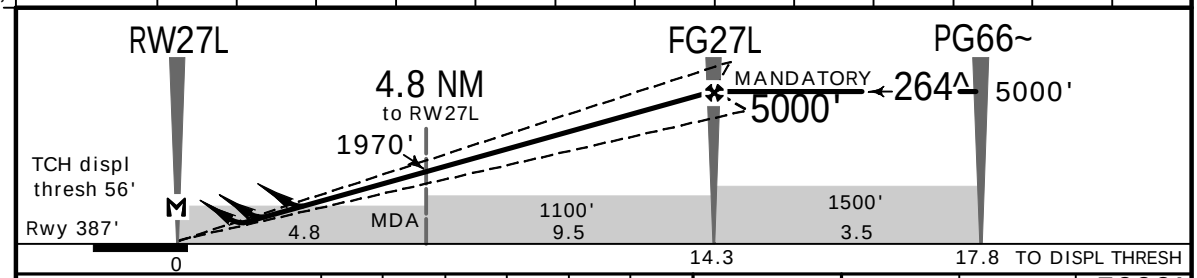
3200
MSA ARP

RNP Apch	Alt Set: hPa	Rwy Elev: 14 hPa	Trans level: By ATC	Trans alt: 5000'

1. Advise ATC if only LNAV capable. 2. Expect radar vectoring to RWY extended centerline. 3. Baro-VNAV operations not authorized below -20^C. 4. Simultaneous APCH with RWY 26L or 26R CDG and RWY 27 Paris Le Bourget. 5. LNAV procedures not authorized during simultaneous operations. Use of FD or AP providing RNAV track guidance and FMS function to intercept RWY centerline after radar vectoring required.



DIST to RW27L	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0
ALTITUDE	1080'	1400'	1720'	2040'	2350'	2670'	2990'	3310'	3630'	3950'	4260'	4580'	4900'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW27L							

HIALS-II
REIL PAPI
PG661
5000' MAX

.Std/State.

STRAIGHT-IN LANDING

	1 2 LPV DA(H)	TDZ or CL out	ALS out	LNAV/VNAV DA(H)	TDZ or CL out	ALS out	4 DA/MDA(H) LNAV CDFA	TDZ or CL out	ALS out
A	ABC: 587' (200') D: 588' (201')			AB: 727' (340') C: 757' (370') D: 777' (390')			A: 840' (453') B: 860' (473') C: 880' (493') D: 900' (513')		
B	R 550m	3 R 550m	R 1200m	R800m	R800m	R1500m	R1400m	R1400m	R1500m
C				R1000m	R1000m	R1700m	R1500m	R1500m	R2300m
D				R1100m	R1100m	R1800m	R1600m	R1600m	R2400m

5 CIRCLE-TO-LAND
27L to 27R

Max Kts	MDA(H)	
100	1000' (613')	V3000m
135		
180	1100' (713')	V3700m
205		V4300m

PANS OPS

1 LPV (VAL 35m) 2 D_L: DA(H) 592'(205'). 3 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
4 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 5 Circling height based on rwy 27L displ thresh elev of 387'.

CHANGES: Notes, new AOM format.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
17 MAR 23 (22-8) .Eff.23.Mar.

PARIS, FRANCE
RNP Rwy 27R

BRIEFING STRIP ™

D-ATIS	DE GAULLE Approach
127.130 (French 128.230)	121.155 125.830 119.850 126.430 118.150 136.275

DE GAULLE Tower		Ground North	
119.250	123.605	121.610	121.780

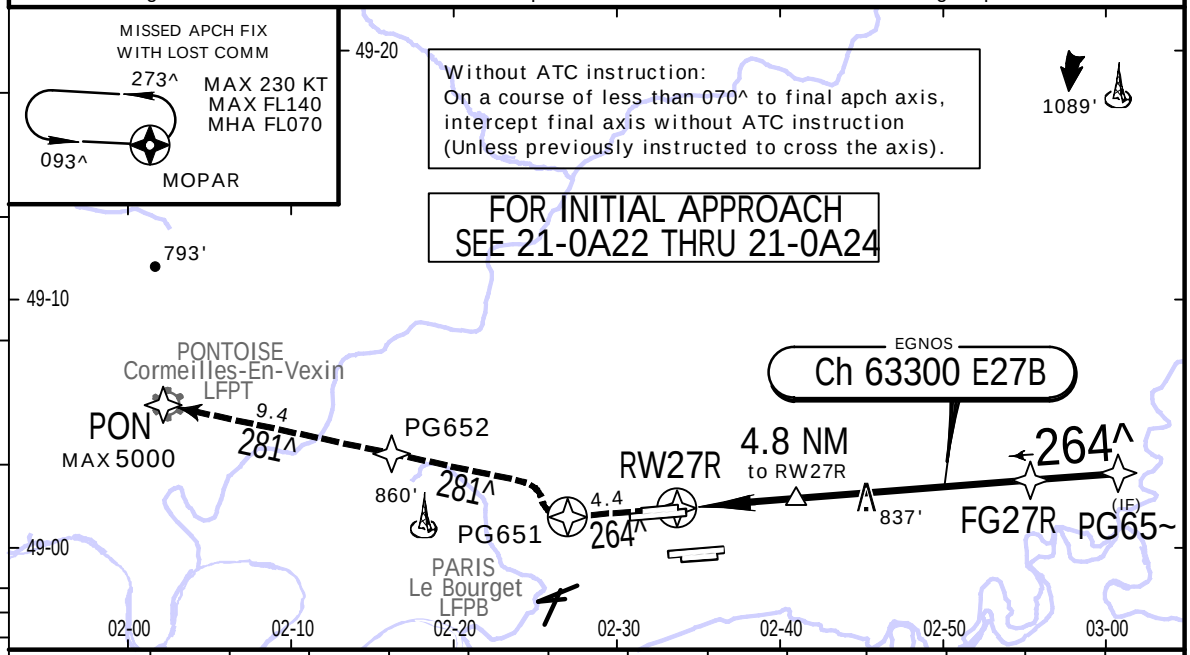
EGNOS	Final Apch Crs	FG27R MANDATORY	LPV DA(H)	Apt Elev 392'
Ch 63300 E27B	264^	5000' (4608')	592' (200')	Rwy 392'

3200
MSA ARP

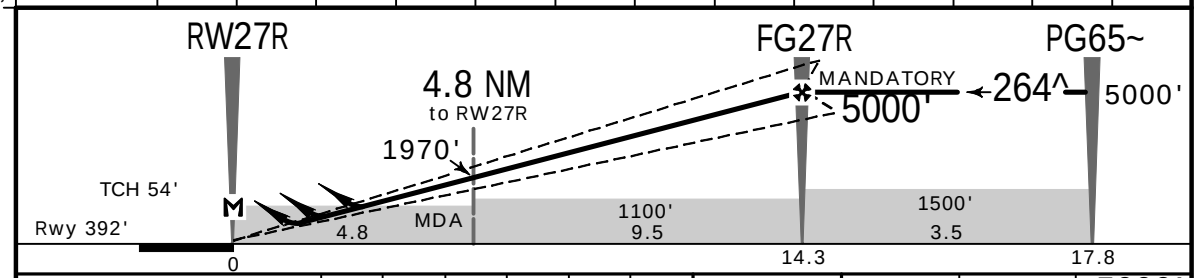
MISSED APCH: Climb STRAIGHT AHEAD to 5000' to PG651. Continue on 281^ to PG652, then to PON at MAX 5000' and as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 5000' to PG651. Continue on 281^ to PG652, then to PON at MAX 5000', then to MOPAR at FL070 to join holding or to start another initial approach.
Climb to 1300' prior to level acceleration.

RNP Apch	Alt Set: hPa	Rwy Elev: 14 hPa	Trans level: By ATC	Trans alt: 5000'

1. Advise ATC if only LNAV capable. 2. Expect radar vectoring to RWY extended centerline. 3. Baro-VNAV operations not authorized below -20^C. 4. Simultaneous APCH with RWY 26L or 26R CDG and RWY 27 Paris Le Bourget. 5. LNAV procedures not authorized during simultaneous operations. Use of FD or AP providing RNAV track guidance and FMS function to intercept RWY centerline after radar vectoring required.



DIST to RW27R	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0
ALTITUDE	1080'	1400'	1720'	2040'	2360'	2680'	2990'	3310'	3630'	3950'	4270'	4590'	4900'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW27R							

HIALS-II
REIL PAPI
PG651
5000' MAX

.Std/State.

1 LPV
DA(H) 592' (200')

STRAIGHT-IN LANDING LNAV/VNAV
DA(H)
A: 722' (330') C: 752' (360')
B: 732' (340') D: 782' (390')

3 DA/MDA(H) LNAV CDFA
A: 840' (448') C: 880' (488')
B: 860' (468') D: 900' (508')

4 CIRCLE-TO-LAND
27R to 27L

		TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R 550m	2 R 550m	R 1200m	R800m	R800m	R1500m	R1400m	R1400m	R1500m
B									
C				R900m	R900m	R1600m	R1500m	R1500m	R2300m
D				R1100m	R1100m	R1800m	R1600m	R1600m	R2400m

Max Kts	MDA(H)	
100	1000' (608')	V3000m
135		
180	1100' (708')	V3700m
205		V4300m

PANS OPS

1 LPV (VAL 35m) 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 3 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 4 Circling height based on rwy 27R thresh elev of 392'.

CHANGES: Notes, new AOM format.

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

PARIS, (CHARLES-DE-GAULLE - LFPG)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFPG

Type: Terminal
Effectivity: Temporary
Begin Date: 20220722
End Date: 20230517

'Operational Evaluation of Green Descents for Downwind Arrivals' in progress (based on SUP 166-22, Eff 01 Dec 22 based on SUP 253-22). Refer to TEMP pages 20-1P20 thru 20-1P22 and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20220901
End Date: 20221201

Works on TWY A3 (based on SUP 174-22). Refer to TEMP chart 20-8 and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20221010
End Date: 20221121

Works on TWY M (based on SUP 203-22). Refer to TEMP chart 20-8B and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20230327
End Date: 20230707

TWY R repair works (based on SUP 14-23). Refer to temp chart 20-8C and latest notams.

Chart Change Notices for Country FRA

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

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