The published minimum altitudes integrate a correction for low temperatures.

Apt Elev 392'  
Alt Set: hPa  
Trans level: By ATC  
Trans alt: 4000'

Changes:
8 SEP 06
2300'
20-1R  
01:30 02:00 02:30 03:00 03:30
10 20 30 40 50 10

Sectors established & revised.

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Notice: After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
Without or in case of loss of RNAV capability the pilot must:
- follow or proceed to the conventional support when existing
- report "NON RNAV" as soon as the required navigation precision is lost in order to get a radar guidance.

**RNAV STAR DESIGNATION**

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

**OPERATING PROCEDURES FOR NON-RNAV AIRCRAFT**

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

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

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

On STAR or with radar guidance the pilot shall adapt the descent profile in order to observe the published requirements. If not possible, inform ATC immediately.

Flight Plan: For inbound flights at LFPG pilots must notify the STAR initial point as also the IAF associated with the approach in the "route" field.
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KEPER 4E [KEPE4E], KEPER 4H [KEPE4H]
KOVA 4E [KOV4A4E], KOVA 4H [KOV4A4H]
SABLE 4E [SABL4E], SABLE 4H [SABL4H]
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM SOUTHWEST TO BALOD

ALT SET: hPa    TRANS LEVEL: By ATC    TRANS ALT: 4000'

CAUTION: Actual descent clearance will be given by ATC.

For additional holding information refer to page 20-2A.
HOLDINGS OVER

ANARU
MATIX 4E [MATI4E], MATIX 4H [MATI4H]
MOPIL 4E [MOPI4E], MOPIL 4H [MOPI4H]

VELER
MATIX 4E
MOPIL 4E

CAUTION
Actual descent clearance will be given by ATC.

MATIX
N50 05.9 E003 54.9
MATIX 4E
MAX 280 KT

MATIX
N49 47.8 E003 57.9
VAKER
N49 35.0 E004 00.0

MATIX
N49 31.8 E003 45.4
MATIX 4H
MAX 280 KT

MATIX
N49 31.8 E003 45.4
VAKER
N49 35.0 E004 00.0

MATIX
N50 08.9 E004 06.5
MOPIL
MAX 280 KT

MATIX
N50 05.9 E003 54.9
MATIX 4E
MAX 280 KT

NOT TO SCALE

CHANGES: Tracks/radials updated.
CAUTION
Actual descent clearance will be given by ATC.

HOLDINGS OVER
ANARU

VELER

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

MHA FL90
MAX FL130
MAX 220 KT
D30/36
Not usable with RNAV

MHA FL60
MAX FL130
MAX 220 KT
D13/18
By ATC

MATIX 4W
MAX 280 KT

MATIX 4P
MAX 250 KT

(IAF for Jet)
LORTA
N49 25.0 E003 13.8
At FL110
MAX 250 KT

(IAF for Prop)
VELER
N49 22.6 E004 02.1
At FL140

D-ATIS 127.12
ATIS (French 128.22)

Apt Elev 392’
Alt Set: HPa
Trans level: By ATC
Trans alt: 4000’

Trans level: By ATC
Trans alt: 4000’

For additional holding information refer to page 20-2A.

For additional holding information refer to page 20-2A.

MATIX 4P PROP ACFT
MATIX - GITAN - GIMER - SOLBA - VELER.
From lower airspace.

MATIX 4W JET ACFT
MATIX - VAKER - ANARU - LORTA.

MOPIL 4P PROP ACFT
MOPIL - SOTUS - GIMER - SOLBA - VELER.
From upper airspace.

MOPIL 4W JET ACFT
MOPIL - XERAM - ANARU - LORTA.

NOT TO SCALE
DINAN 4W [DINA4W], VEDUS 4W [VEDU4W] 
RWYS 26L/R, 27L/R RNAV ARRIVALS

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

HOLDING OVER MERUE

NOT TO SCALE

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DEAUVILLE 4E (DVL 4E)
DEAUVILLE 4H (DVL 4H)

RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM UPPER AIRSPACE
FROM NORTHWEST TO MERUE

CAUTION
Actual descent clearance will be given by ATC.

HOLDING OVER MERUE

Notice: After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
DEAUVILLE 4P (DVL 4P)
DEAUVILLE 4W (DVL 4W)
RWYS 26L/R, 27L/R RNAV ARRIVALS
FROM UPPER AIRSPACE
FROM NORTHWEST TO MERUE & MOKNO

HOLDING OVER MERUE
Apt Elev 392'
Alt Set: hPa
Trans level: By ATC
Trans alt: 4000'
For additional holding information refer to page 20-2A.

NOT TO SCALE

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Notice: After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
DIEPPE 4E (DPE 4E), DIEPPE 4H (DPE 4H)
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM NORTH TO MERUE

CAUTION
Actual descent clearance will be given by ATC.

HOLDINGS OVER
MERUE

<table>
<thead>
<tr>
<th>STAR</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>DPE 4E JET ACFT</td>
<td>DPE - SOKMU - KOROM - MERUE.</td>
</tr>
<tr>
<td>DPE 4H PROP ACFT</td>
<td>DPE - KOROM - MERUE.</td>
</tr>
</tbody>
</table>

CHANGES: Tracks/radials updated. © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.
DIEPPE 4P (DPE 4P), DIEPPE 4W (DPE 4W)
RWYS 26L/R, 27L/R RNAV ARRIVALS
FROM NORTH TO MERUE & MOKNO

HOLDINGS OVER
MERUE

ROUEN

MHA FL50
MAX FL40
MAX 220 KT
D26/31
098°

ROU

116.8 ROU
N49 27.9 E001 16.8

DPE 4W
At FL240

DPE 4P
At FL180

MOKNO
N49 26.5 E001 37.1

(IAF by APP)

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

115.35 CGN
N49 01.2 E002 30.0

117.05 PGS
N49 00.0 E002 37.4

CAUTION
Actual descent clearance will be given by ATC.

Usable only if holding at IAF MERUE planned.

HOLDINGS OVER
ROU

MHA FL50
MAX FL40
MAX 220 KT
D26/31
098°

PARIS, FRANCE

ALT SET: hPa
Trans level: By ATC
Alt Set: 4000’

FOR ADDITIONAL HOLDING INFORMATION REFER TO PAGE 20-2A.

DPE - MOKNO.
DPE - SOKMU - KOROM - MERUE.
EPINAL 5E (EPL 5E), EPINAL 5H (EPL 5H)
ROLAMPONT 5E (RLP 5E)
ROLAMPONT 5H (RLP 5H)
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM EAST TO OMAKO
EPINAL 5P (EPL 5P), EPINAL 5W (EPL 5W)
ROLAMPONT 5P (RLP 5P)
ROLAMPONT 5W (RLP 5W)
RWYS 26L/R, 27L/R RNAV ARRIVALS
FROM EAST TO OMAKO

Actual descent clearance will be given by ATC.

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

CAUTION
Actual descent clearance
will be given by ATC.
AUTUN 5E (ATN 5E), AUTUN 5H (ATN 5H)
MOULINS 5E (MOU 5E), MOULINS 5H (MOU 5H)
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM LOWER AIRSPACE
FROM SOUTH TO OMAKO

CAUTION
Actual descent clearance will be given by ATC.
**RNAV ARRIVAL PROCEDURES FROM LORTA & VELER**

**RWYS 08L/R, 09L/R, 26L/R, 27L/R**

- **After BUNOR or LARPO continue on 269° track, when passing CGN R-359 descend to at CGN 22 DME 220 KT turn LEFT, intercept RBT R-356 inbound, when passing CGN R-274 turn LEFT, 116° track, intercept final approach (if not, ILS approach runway 09L preferred).**

- **Expect descent clearance from FL110 to FL110.**

- **Continue on 208° track from LORTA or 219° track from VELER, descend to intercept final approach (if not, ILS approach runway 27R preferred).**

**NOT TO SCALE**

**CHANGES:** Tracks/radials updated.

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AUTUN 5P (ATN 5P), AUTUN 5W (ATN 5W)
MOULINS 5P (MOU 5P), MOULINS 5W (MOU 5W)
RWYS 26L/R, 27L/R RNAV ARRIVALS
FROM LOWER AIRSPACE
FROM SOUTH TO OMAKO
DEPARTURE INSTRUCTIONS

1. RNAV DEPARTURES

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

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

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

Non RNAV equipped aircraft below FL115
Specify FPL item 15:
- to north sector: DCT MTD then DCT first point joining the en-route network.
- to east sector: DCT NIPOR or DCT BAXIR.
- to south sector: SID LFPB to PTV, MONOT or DORDI.
- to west sector: DCT EVX or DCT LGL.

After initial departure, depending on which runway and sector has been used for
take-off:
- to north sector: radar guidance to MTD.
- to east sector: radar guidance to CGN R-085 to proceed NIPOR or
radar guidance to CLM R-096 to proceed BAXIR.
- to south sector: radar guidance to proceed SID PTV, MONOT or DORDI.
- to west sector: radar guidance to proceed EVX or LGL.

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

3. SID DESIGNATION

Letter A & B assigned when westerly take-offs/landings (same direction) in use at Orly.
Letter D & E assigned when easterly take-offs/landings (reverse direction) in use at Orly.
Letter G & H assigned when easterly take-offs/landings (same direction) in use at Orly.
Letter K & L assigned when westerly take-offs/landings (reverse direction) in use at Orly.
Letter Y assigned when westerly take-offs/landings (same direction) or easterly take-offs/
landings (reverse direction) in use at Orly.
Apt Elev 392'  
Trans level: By ATC  
Trans alt: 4000'  
1. SIDs are also minimum noise routings (refer to 20-4C).  
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

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

**AMOGA**  
N49 47.1 E002 22.1  
RNAV: PG276  
Initial climb clearance JET: FL100/Prop: FL70  
If unable to comply advise DE-GAULLE Flight Data.

**NURMO**  
N49 49.6 E002 45.3  
RNAV: PG276  
PG276 - AMOGA.  
PG276 - NURMO.  
PG276 - BVS - OPALE.

**OPALE**  
PG276 - AMOGA.  
PG276 - NURMO.  
PG276 - BVS - OPALE.

For flights to destinations specified via airways  
UT 225, UN 874, UT 425.
1. These SIDs require a minimum climb gradient of 334’ per NM (5.5%).
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

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

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

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

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: FL100/ PROP: FL70
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying RSY, except for safety or control reasons. Do not commence any turn before overflight of RSY in any case.

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLIMB</th>
</tr>
</thead>
<tbody>
<tr>
<td>09L</td>
<td>089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). RNAV: PG092.</td>
</tr>
<tr>
<td>09R</td>
<td>Intercept CGN R-086 to D8.5 CGN. RNAV: PG092.</td>
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608’ per NM 760 1013 1519 2025 2532 3038

If unable to comply advise DE-GAULLE Flight Data.

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

Gnd speed-KT
75 100 150 200 250 300

334' per NM
418 557 835 1114 1392 1671

608' per NM
760 1013 1519 2025 2532 3038

If unable to comply advise DE-GAULLE Flight Data.

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

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

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

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

If unable to comply advise DE-GAULLE Flight Data.

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

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

**Identity Reference**
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Airports also to FL 150 may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

Aircraft below FL 60 may be granted shorter departure routes with radar guidance by DE-GAULLE Departure.

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

If unable to comply advise DE-GAULLE Flight Data.

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

Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D8.5 BT.

For flights to destinations specified via airways UL 161, Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or whichever is earlier, except for safety or control reasons.

Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D8.5 BT.

For flights to destinations specified via airways UL 161, Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or whichever is earlier, except for safety or control reasons.

Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D8.5 BT.

For flights to destinations specified via airways UL 161, Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or whichever is earlier, except for safety or control reasons.

Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D8.5 BT.

For flights to destinations specified via airways UL 161, Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or whichever is earlier, except for safety or control reasons.
1. SIDs are also minimum noise routings (refer to 20-4C). Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
These SIDs require a minimum climb gradient of 334' per NM (5.5%).

### Letter G designated SIDs: Initial climb clearance JET: FL110/PROP: FL60

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLimb</th>
</tr>
</thead>
<tbody>
<tr>
<td>09L</td>
<td>089° track, at CGN 6.4 DME join initial climb wry 09R (do not overshoot CGN R-086 to south).</td>
</tr>
<tr>
<td>09R</td>
<td>Intercept CGN R-086 to D8.5 CGN. RNNAV: PG092.</td>
</tr>
</tbody>
</table>

**SID ROUTING**

- **BUBLI 1G [BUBL1G]**, **BUBLI 1K [BUBL1K]**
  - PG092 - PG094 - BATAG - BUBLI.
- **LASIV 1G [LASI1G]**, **LASIV 1K [LASI1K]** JET ONLY
  - PG092 - PG094 - LAURA - LASIV.
- **NIPOR 1G [NIPO1G]**, **NIPOR 1K [NIPO1K]**
  - PG092 - PG094 - NAPIX - NIPOR.

For flights to destinations specified via airways
- **UG 42**, **UL 161**, **EH 101/UN 858**.

**HIGH PERFORMANCE DEPARTURES**

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

**SPEED RESTRICTION**

**Max 250 KT below FL100.**

At or above FL100 speed may be increased without further ATC clearance.

**CHANGES:** Tracks/ radial updated.
These SIDs require a minimum climb gradient of
334' per NM (5.5%).

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

If unable to comply advise DE-GAULLE Flight Data.

- **BUBLI 1H** (BUBL1H), **BUBLI 1L** (BUBL1L)
- **LASIV 1H** (LASI1H), **LASIV 1L** (LASI1L) JET ONLY
- **NIPOIR 1H** (NIPI1H), **NIPOIR 1L** (NIPI1L)

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

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

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

**INITIAL CLIMB**

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

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

Let. **H & L**: 1H assigned SIDs to east.

**LETTER H DESIGNATED SIDS**: Initial climb clearance JET: FL110 / PROP: FL60
**LETTER L DESIGNATED SIDS**: Initial climb clearance JET: FL70 / PROP: FL60

**BUBLI 1H, LASTIV, NIRPOIR RWYS 08L/R RNAV DEPARTURES**

1. Trans. SIDs are minimum noise routings. Pilots must adhere strictly to the published initial climb segments.
2. Simultaneous parallel departures are conducted from runways 08L/R. Pilots must adhere strictly to the published initial climb segments.
OKASI, PILUL
RWYS 27L/R RNAV DEPARTURES
LETTER A & D ASSIGNED SIDS TO SOUTHEAST
JETS ABOVE FL195

1. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

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

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

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

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

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

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

Initial climb clearance FL120

JETS ABOVE FL195 A & D

For flights to destinations specified via airways UL 612, UM 975.
OKASI, PILUL

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

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

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>334' per NM</td>
<td>418</td>
<td>557</td>
<td>835</td>
<td>1114</td>
<td>1392</td>
<td>1671</td>
</tr>
<tr>
<td>608' per NM</td>
<td>760</td>
<td>1013</td>
<td>1519</td>
<td>2025</td>
<td>2532</td>
<td>3038</td>
</tr>
</tbody>
</table>

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance FL120

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

RWY INITIAL CLIMB

27L
Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329, intercept PON R-103 inbound to D15 CGN. 

RNNAV: PG282.

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

RNNAV: PG282.

SID ROUTING

OKASI 1Y [OKASIY] PG282 - PG289 - DOPAP - ODEBU - OKASI.

PILUL 1Y [PILULY] PG282 - PG289 - OL - PEKIM - PILUL.

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

CHANGES: Speed restriction.

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

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

2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

Apt Elev 392'

Initial climb clearance FL120

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

RWY

INITIAL CLimb

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

26R Intercept PGS R-266 to D11 PGS. RNAV: PG264.

SID

OKASI 1B [OKASIB], OKASI 1E [OKASIE] PG264 - PG266 - PG289 - DOPAP - ODEBU - OKASI.

PILUL 1B [PILUL1B], PILUL 1E [PILULIE] PG264 - PG266 - PG289 - OL - PEKIM - PILUL.

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

Gnd speed-KT 75 100 150 200 250 300
395’ per NM 494 658 987 1317 1646 1975
608’ per NM 760 1013 1519 2025 2532 3038
If unable to comply advise DE-GAULLE Flight Data.

Speed restriction.
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

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

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

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

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

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

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance FL110
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying RSY, except for safety or control reasons. Do not commence any turn before overflying of RSY in any case.

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

SID ROUTING
OKASI 1G [OKAS1G], OKASI 1K [OKAS1K] PG092 - PG095 - PG100 - ODAKI - ODEBU - OKASI.
PILUL 1G [PILU1G], PILUL 1K [PILU1K] PG092 - PG095 - CLM - MLN - PEKIM - PILUL.

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

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

**OKASI, PILUL**

**RWYS 08L/R RNAV DEPARTURES**

**LETTER H & L ASSIGNED SIDS TO SOUTHEAST**

**JETS ABOVE FL195**

**HIGH PERFORMANCE DEPARTURES**

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

**SPEED RESTRICTION**

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

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

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
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<td>760</td>
<td>1013</td>
<td>1519</td>
<td>2025</td>
<td>2532</td>
<td>3038</td>
</tr>
</tbody>
</table>

If unable to comply advise DE-GAULLE Flight Data.

**Initial climb clearance FL110**

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

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

**SID** | **ROUTING**
--- | ---
OKASI 1H [OKASIH] | PG082 - PG088 - ODAKI - ODEBU - OKASI.
OKASI 1L [OKASIL] | PG082 - PG088 - ODAKI - ODEBU - OKASI.
PILUL 1H [PILU1H] | PG082 - PG089 - CLM - MLN - PEKIM - PILUL.
PILUL 1L [PILU1L] | PG082 - PG089 - CLM - MLN - PEKIM - PILUL.

CHANGES: Speed restriction. © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.
**LATRA**

**RWYS 27L/R RNAV DEPARTURES**

**LETTER A & D ASSIGNED SIDS TO SOUTH**

**JETS ABOVE FL195**

**FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133**

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**Initial climb clearance FL120**

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

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

**SPEED RESTRICTION**

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

**HIGH PERFORMANCE DEPARTURES**

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

If unable to comply advise DE-GAULLE Flight Data.

---

**NOT TO SCALE**

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TRANSPORTATION LEVEL: 20-3P

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

1. Simultaneous parallel departures are conducted from runways 28L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

2. Simultaneous parallelSIDs are also minimum noise routings (refer to 20-4C).

3. RNAV.SID. FL60,

4. RNAV.SID. 1.5 DME

5. RNAV.SID. CGN

6. RNAV.SID. PGS

7. RNAV.SID. 117.05 PGS

8. RNAV.SID. 108.8 BT

9. RNAV.SID. 115.35 CGN

10. RNAV.SID. PON

11. RNAV.SID. 111.6 PON

12. RNAV.SID. 111.05 PGS

13. RNAV.SID. 109.6 BT

14. RNAV.SID. 98.5 CGN

15. RNAV.SID. 87.3 LALUX

16. RNAV.SID. 76.3 LATRA

17. RNAV.SID. PG282 - DEROL - LALUX - LATRA.

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

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

This SID requires a minimum climb gradient of 33' per NM (5.5%).

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance FL120
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

RWY
INTERIAL CLIMB
27L
Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329, intercept PON R-103 inbound to D15 CGN.
RNAY: PG282.

27R
263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south).
RNAY: PG282.

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

CHANGES: Speed restriction.

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

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

2. Speed restrictions.

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

**ROUTEING**
- LATRA 1B [LATRIB], LATRA 1E [LATRIE]
  - PG264 - PG267 - DEROL - LALUX - LATRA.
1. SIDs are also minimum noise routings (refer to 20-4C). Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

2. Simultaneous parallel SIDs are also minimum noise routings (refer to 20-4C).

**RNAV DEPARTURES**

**LETTER G & K ASSIGNED SID TO SOUTH JETS ABOVE FL195**

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133

**HIGH PERFORMANCE DEPARTURES**

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

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

- **Gnd speed-KT**
  - 75
  - 100
  - 150
  - 200
  - 250
  - 300

- **334' per NM**
  - 418
  - 557
  - 835
  - 1114
  - 1392
  - 1671

- **608' per NM**
  - 760
  - 1013
  - 1519
  - 2025
  - 2532
  - 3038

If unable to comply advise DE-GAULLE Flight Data.

**INITIAL CLimb CLEARANCE FL110**

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

**RWY | INITIAL CLimb | Routing**

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLimb</th>
<th>Routing</th>
</tr>
</thead>
<tbody>
<tr>
<td>09L</td>
<td>089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). <strong>RNAV</strong>: PG092.</td>
<td><strong>RNAV</strong>: PG092.</td>
</tr>
<tr>
<td>09R</td>
<td>Intercept CGN R-086 to D8.5 CGN.</td>
<td><strong>RNAV</strong>: PG092.</td>
</tr>
</tbody>
</table>

**SID | ROUTING**

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LATRA 1G [LATR1G], LATRA 1K [LATR1K]</td>
<td>PG092 - PG095 - PG100 - PG102 - LAPAX - LALUX - LATRA.</td>
</tr>
</tbody>
</table>

**Speed Restriction**

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

**CHANGES**: Speed restriction.
LATRA

RWYS 08L/R RNAV DEPARTURES

LETTER H & L ASSIGNED SID TO SOUTH

JETS ABOVE FL195

FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133

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

2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

- Initial climb clearance FL110
  Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying CGZ, except for safety or control reasons. Do not commence any turn before overflight of CGZ in any case.

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLimb</th>
</tr>
</thead>
<tbody>
<tr>
<td>08L</td>
<td>Intercept PGS R-086 to D5.8 PGS. RNAV: PG082.</td>
</tr>
<tr>
<td>08R</td>
<td>083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). RNAV: PG082.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LATRA 1H [LATRIH], LATRA 1L [LATRIL]</td>
<td>PG082 - PG088 - PG102 - LAPAX - LALUX - LATRA.</td>
</tr>
</tbody>
</table>
AGOPA, ERIXU
RWYS 27L/R RNAV DEPARTURES
LETTER A & D ASSIGNED SIDS TO SOUTHWEST
JETS ABOVE FL195

1. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA 1A [AGOPA1A], AGOPA 1D [AGOPA1D]
ERIXU 1A [ERIXU1A], ERIXU 1D [ERIXU1D]

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

Initial climb clearance FL120
Pilots of turbojet a/cf must follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

Table:

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLimb</th>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>27L</td>
<td>Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-276 to D14 CGN.</td>
<td>AGOPA 1A [AGOPA1A], AGOPA 1D [AGOPA1D]</td>
<td>PG280 - RBT - AGOPA.</td>
</tr>
<tr>
<td>27R</td>
<td>263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south).</td>
<td>ERIXU 1A [ERIXU1A], ERIXU 1D [ERIXU1D]</td>
<td>PG280 - RBT - EDOXA - ERIXU.</td>
</tr>
</tbody>
</table>

Speed restriction:
MAX 250 KT below FL100.
MAX 280 KT at or above FL100 until released by ACC.

If unable to comply advise DE-GAULLE Flight Data.

CHANGES: Speed restriction.
AGOPA, ERIXU
RWYS 26L/R RNAV DEPARTURES
LETTER B & E ASSIGNED SIDS TO SOUTHWEST
JETS ABOVE FL195

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

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

Initial climb clearance FL120

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

1. Simultaneous parallel departures are also minimum noise routings (refer to 20-4C). Pilots must adhere strictly to the published initial climb segments.

2. If unable to comply advise DE-GAULLE Flight Data.

For flights to destinations specified via airways

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

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

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>334' per NM</td>
<td>418</td>
<td>557</td>
<td>835</td>
<td>1114</td>
<td>1392</td>
<td>1671</td>
</tr>
<tr>
<td>608' per NM</td>
<td>760</td>
<td>1013</td>
<td>1519</td>
<td>2025</td>
<td>2532</td>
<td>3038</td>
</tr>
</tbody>
</table>

If unable to comply advise DE-GAULLE Flight Data.

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

These SIDs are also minimum noise routings (refer to 20-4C).

1. RWYS 09L/R RNAV DEPARTURES
   Pilots must adhere strictly to the published initial climb segments.

2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

3. RNAV: PG092 - PG095 - PG100 - PG101 - OL - ABOBO - ADADA - AGOPA.

4. RNAV: PG092 - PG095 - PG100 - PG101 - OL - ABOBO - EDOXA - ERIXU.

5. Intersect CGN R-086 to D8.5 CGN.

6. Flights to destinations specified via airways UL 167, UN 860.

NOT TO SCALE

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

Initial climb clearance FL110
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until overflying RSY, except for safety or control reasons. Do not commence any turn before overflight of RSY in any case.

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLimb</th>
</tr>
</thead>
<tbody>
<tr>
<td>09L</td>
<td>089° track, at CGN 6.4 DME join initial climb rwy 08R (do not overshoot CGN R-086 to south). RNAV: PG092.</td>
</tr>
<tr>
<td>09R</td>
<td>Intercept CGN R-086 to D8.5 CGN. RNAV: PG092.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGOPA 1G [AGOP1G], AGOPA 1K [AGOP1K]</td>
<td>PG092 - PG095 - PG100 - PG101 - OL - ABOBO - ADADA - AGOPA.</td>
</tr>
<tr>
<td>ERIXU 1G [ERIX1G], ERIXU 1K [ERIX1K]</td>
<td>PG092 - PG095 - PG100 - PG101 - OL - ABOBO - EDOXA - ERIXU.</td>
</tr>
</tbody>
</table>
AGOPA, ERIXU

RWYS 08L/R RNAV DEPARTURES

LETTER H & L ASSIGNED SIDs TO SOUTHWEST JETS ABOVE FL195

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

<table>
<thead>
<tr>
<th>Speed</th>
<th>Gnd Speed-KT</th>
<th>334' per NM</th>
<th>608' per NM</th>
</tr>
</thead>
<tbody>
<tr>
<td>75</td>
<td>418</td>
<td>1114</td>
<td>760</td>
</tr>
<tr>
<td>100</td>
<td>557</td>
<td>1392</td>
<td>1013</td>
</tr>
<tr>
<td>150</td>
<td>835</td>
<td>1761</td>
<td>1519</td>
</tr>
<tr>
<td>200</td>
<td>1114</td>
<td>1761</td>
<td>2025</td>
</tr>
<tr>
<td>250</td>
<td>1392</td>
<td>2025</td>
<td>2532</td>
</tr>
<tr>
<td>300</td>
<td>1671</td>
<td>2532</td>
<td>3038</td>
</tr>
</tbody>
</table>

If unable to comply advise DE-GAULLE Flight Data.

HIGH PERFORMANCE DEPARTURES

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

CHANGES: Speed restriction.

For flights to destinations specified via airways UL 167, UN 860.
EVREUX, L'AIGLE
RWYS 27L/R RNAV DEPARTURES

1. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

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

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

Initial climb clearance JET: FL110/ PROP: FL60
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, for safety or control reasons.

CHANGES: None.

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Trans level: By ATC
Trans alt: 4000’
1. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

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

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

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

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

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance JET: FL110/PROP: FL60
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching CGN 6.1 DME or FL60, whichever is earlier, except for safety or control reasons.

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

SID ROUTING

EVX 1Y  PG282 - PON - PG284 - EVX.
LGL 1Y  PG282 - PON - PG284 - EVX - LGL.

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

CHANGES: Climb gradient.
Evreux, L'Aigle
RWYS 26L/R RNAV DEPARTURES
LETTER B & E ASSIGNED SIDS TO WEST
JETS & PROPS ABOVE FL115

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

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

Initial climb clearance JET: FL110/ PROP: FL60
Pilots of turbojet acft have to follow the initial climb with the sharpest precision practicable until reaching D11 PGS or FL60, whichever is earlier, except for safety or control reasons.

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

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

For flights to destinations specified via airways 3 UT 300, 0 UN 502.

CHANGES: None.

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

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

If unable to comply advise DE-GAULLE Flight Data.

**Initial climb clearance JET: FL100**

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

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLIMB</th>
</tr>
</thead>
<tbody>
<tr>
<td>09L</td>
<td>089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). <strong>RNAV</strong>: PG092.</td>
</tr>
<tr>
<td>09R</td>
<td>Intercept CGN R-086 to D8.5 CGN. <strong>RNAV</strong>: PG092.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SIDs</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>EVX 1G, 1K</td>
<td>PG092 - CGN - EVX.</td>
</tr>
<tr>
<td>LGL 1G, 1K</td>
<td>PG092 - CGN - EVX - LGL.</td>
</tr>
</tbody>
</table>

**Eyreux, L'Aigle**

**RWYS 09L/R RNAV DEPARTURES**

**LETTER G & K ASSIGNED SIDS TO WEST**

**JETS & PROPS ABOVE FL115**

**HIGH PERFORMANCE DEPARTURES**

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

**SPEED RESTRICTION**

MAX 250 KT below FL100.

At or above FL100 speed may be increased without further ATC clearance.

**CHANGES:** Tracks/radials updated.
**Evreux, L'Aigle**

**RWYS 08L/R RNAV DEPARTURES**

**LETTER H & L ASSIGNED SIDS TO WEST**

**JETS & PROPS ABOVE FL115**

**HIGH PERFORMANCE DEPARTURES**

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

**SPEED RESTRICTION**

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

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

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

If unable to comply advise DE-GAULLE Flight Data.

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

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

**RWY INITIAL CLimb**

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLIMB</th>
</tr>
</thead>
<tbody>
<tr>
<td>08L</td>
<td>Intercept PGS R-086 to D5.8 PGS. RNAV: PG082.</td>
</tr>
<tr>
<td>08R</td>
<td>083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). RNAV: PG082.</td>
</tr>
</tbody>
</table>

**SID ROUTING**

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>EVX 1H, 1L</td>
<td>PG082 - PG088 - KELUD - EVX.</td>
</tr>
<tr>
<td>LGL 1H, 1L</td>
<td>PG082 - PG088 - KELUD - LGL.</td>
</tr>
</tbody>
</table>

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

**CHANGES:** Tracks/radials updated. © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.
1. SIDs are also minimum noise routings (refer to 20-4C). Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

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

Initial climb clearance FL120

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

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLimb</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>27L</td>
<td>Intersect CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329, intercept PON R-103 inbound to D15 CGN. <strong>RNAV:</strong> PG282.</td>
<td>AGOPA 1Y [AGOP1Y] (PG282 - RBT - ADADA - AGOPA).</td>
</tr>
<tr>
<td>27R</td>
<td>263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). <strong>RNAV:</strong> PG282.</td>
<td>ERIXU 1Y [ERIX1Y] (PG282 - RBT - EDOXA - ERIXU).</td>
</tr>
</tbody>
</table>

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

**SPEED RESTRICTION**

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

**HIGH PERFORMANCE DEPARTURES**

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

**NOT TO SCALE**

JETS ABOVE FL195

**Gnd speed-KT**

<table>
<thead>
<tr>
<th></th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>334' per NM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>608' per NM</td>
<td>418</td>
<td>557</td>
<td>835</td>
<td>1114</td>
<td>1392</td>
<td>1671</td>
</tr>
</tbody>
</table>

If unable to comply advise DE-GAULLE Flight Data.

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

Gnd speed-KT

<table>
<thead>
<tr>
<th>Speed (Kt)</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>334' per NM</td>
<td>418</td>
<td>557</td>
<td>835</td>
<td>1114</td>
<td>1392</td>
<td>1671</td>
</tr>
</tbody>
</table>

If unable to comply advise DE-GAULLE Flight Data.

**DORDI**

**RWYS 08L/R DEPARTURES**

**JETS BELOW FL195 & PROPS**

**FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G 40 - G 54 - J 301**

**SPEED: MAX 220 KT**

Initial climb clearance 3000'

**RWY**

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLimb</th>
</tr>
</thead>
<tbody>
<tr>
<td>08L</td>
<td>Intercept PGS R-086, intercept with radar guidance Le Bourget DORDI 1J, 1M SIDs.</td>
</tr>
<tr>
<td>08R</td>
<td>083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north).</td>
</tr>
</tbody>
</table>

**SID**

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING for SIDs Paris Le Bourget</th>
</tr>
</thead>
<tbody>
<tr>
<td>DORDI 1J</td>
<td>Intercept BT R-097 to D13 BT, turn RIGHT, intercept MLN R-003 inbound to MLN, MLN R-184 to DORDI.</td>
</tr>
<tr>
<td>DORDI 1M</td>
<td>Intercept BT R-097 to D13 BT, turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, turn LEFT, OL R-153 to DORDI.</td>
</tr>
</tbody>
</table>

**WARNING**

Arriving traffic at FL110.

**CHANGES:** None.
MONOT
RWYS 08L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY R 161
SPEED MAX 220 KT

INITIAL CLIMB

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

MONOT 1J: Initial climb clearance 3000'
MONOT 1M: Initial climb clearance FL70

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

WARNING
Arriving traffic at FL110.

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

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

If unable to comply advise DE-GAULLE Flight Data.

CHANGES: None.
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1. SIDs are also minimum noise routings (refer to 20-4C). Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

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

**WARNING**
Arriving traffic at FL110.

If unable to comply advise DE-GAULLE Flight Data.

---

**Initial climb clearance**

**3000’**

**RWY** **INITIAL CLIMB**

26L 269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north).

26R Intercept PGS R-266, intercept with radar guidance Le Bourget MONOT 1C, 1F SIDs.

**MONOT 1C:** Initial climb clearance **4000’**

**MONOT 1F:** Initial climb clearance **3000’**
These SIDs require a minimum climb gradient of 334’ per NM (5.5%).

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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance 3000’

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

PTV 1J: Initial climb clearance 3000’
PTV 1M: Initial climb clearance FL70

Changes: None.
Departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

**PITHIVIERS RWYS 26L/R DEPARTURES**

JETS BELOW FL195 & PROPS

FOR FLIGHTS TO DEST SPECIFIED VIA AWY B 31

**SPEED MAX 220 KT**

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

**PTV 1C:** Initial climb clearance 4000’

**PTV 1F:** Initial climb clearance 3000’

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

**WARNING**

Arriving traffic at FL110.

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

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

If unable to comply advise DE-GAULLE Flight Data.

| CHANGES: Climb gradient. | © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED. |
BVS 1A, BVS 1D  
RWYS 27L/R DEPARTURES (POGO)  
BVS 1G, BVS 1K  
RWYS 09L/R DEPARTURES (POGO)  

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

**SPEED: MAX 220 KT**

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

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
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<th>200</th>
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<td>1671</td>
</tr>
</tbody>
</table>

If unable to comply advise DE-GAULLE Flight Data.

**CHANGES:** Tracks/radials updated; D15.3 BT coordinates.
OL 1B

WESTERLY OPERATIONS AT LFPG & LFPO

OL 1E

WESTERLY OPERATION AT LFPG & 
EASTERLY OPERATION AT LFPO

RWYS 26L/R DEPARTURES (POGO)

TO PARIS ONLY

SPEED MAX 220 KT

CHANGES:
Tracks/radials updated; coordinates. © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.
OL 1H
EASTERLY OPERATIONS AT LPFG & LFPO

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

RWYS 08L/R DEPARTURES (POGO)
TO PARIS ONLY

SPEED MAX 220 KT

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

Gnd speed-KT 76 100 150 200 250 300
334' per NM 418 557 835 1114 1392 1671

If unable to comply advise DE-GAULLE Flight Data.

OMNIDIRECTIONAL DEPARTURES
PROP AIRCRAFT ONLY

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

CHANGES: Tracks/radials updated. © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.
**DORDI**

**RWYS 26L/R DEPARTURES**

**JETS BELOW FL195 & PROPS**

FOR FLIGHTS TO DEST SPECIFIED VIA RWYS G 40 - G 54 - J 301

**SPEED MAX 220 KT**

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

2. Warning: Arriving traffic at FL110.

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

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

If unable to comply advise DE-GAULLE Flight Data.

**Initial climb clearance 3000’**

**RWY**

**INITIAL CLimb**

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

**DORDI 1C**: Initial climb clearance **4000’**

**DORDI 1F**: Initial climb clearance **3000’**

**SID**

**ROUTING for SIDs Paris Le Bourget**

- **DORDI 1C (DORD1C)**: Intercept BT R-247 to D12 BT, turn LEFT, intercept OL R-306 inbound to OL, turn RIGHT, OL R-153 to DORDI.

- **DORDI 1F (DORD1F)**: Intercept CLM R-281 inbound to D9.2 CLM, turn RIGHT, intercept MLN R-003 inbound to MLN, MLN R-184 to DORDI.

CHANGES: Climb gradient.

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RUNWAY USAGE
Within the two configurations for use of the airport (direction East and West) runways 08R/26L and 09L/27R are mainly used for landings, runways 08L/26R and 09R/27L are mainly used for take-offs. Landings are carried out in a simultaneous and independent manner, the same applies to take-offs.
Except for complete or partial closure of runway 27L, runway 26R may only be used by aircraft for take-off belonging to chapter 3 which proceed outbound westward or turning LEFT after the initial climb.

ARRIVAL AND DEPARTURE RECOMMENDATIONS

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

DEPARTURES
Generally the flight must be performed so as to reach 3400' as fast as possible. Pilots of turbo jets must follow initial climb procedures as follows:
- maintain a speed of $V_2 + 10$ KT, or as performance permits, up to 3400' with flaps in take-off configuration,
- maintain take-off power up to 1900', then maximum climb power up to 3400',
- at 3400' return to normal climb power and flap retraction schedules to enroute climb.
Westbound take-offs in line with the runway can only be used by aircraft belonging to chapter 3 and must adopt a minimum climb gradient of 6.5%.

Between 2315-0600LT of departure from parking area
'The noisy and the most noisy aircraft of Chapter 3 and aircraft not initially being certified to a noise level group or those being licensed according to ICAO Annex 16, Volume 1, Chapter 2 re-certified according to Chapter 3 and equipped with jet engines whose by-pass ratio is less than 3 must:
- be indicated as such to ATC during first radio contact;
- follow "$1Y$" SID.
Captains may only derogate from these rules, if considered as absolutely necessary for safety reasons.
In addition, ATC can, for safety reasons, give clearances derogating from above mentioned rules.

NIGHTTIME RESTRICTIONS
In order to reduce noise nuisances in the vicinity of Paris (Charles de Gaulle) airport, following restrictions are decided:
- Take-off between 0000-0459LT off-blocks is prohibited unless subjected to allocation of departure slot within given time segment.
- Aircraft for which the certified noise level at the point called "flying over point", according to ICAO Annex 16, is more than 99 EPNdB are not permitted to take-off between 0000-0459LT off-blocks.
- Aircraft for which the certified noise level at the point called 'approach point', according to ICAO Annex 16, is more than 104.5 EPNdB are not permitted to land between 0030-0529LT of arrival on the parking area.
- The authorization to operate movements during these time slots may be granted by the minister in charge of Civil Aviation, if a reproducible operating method provides an equivalent environmental impact.
These restrictions do not apply to humanitarian, ambulance, government flights or flights in emergency situations due to human or flight safety reasons, or flights of aircraft mentioned in article L 110.2 of Civil Aviation Code.

cont’d
NIGHTTIME RESTRICTIONS (cont’d)

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

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

Derogations can be granted under exceptional circumstances by the minister in charge of Civil Aviation (send the request to DGAC - Direction des Transports Aériens, 50, rue Henry Farman 75720 PARIS Cedex 15).

Captains may only derogate from the above mentioned rules if they consider it absolutely necessary for safety reasons.

In addition, ATC can, for safety reasons, give clearances derogating from above mentioned rules.

In accordance with the provisions of article R 221-3 from Civil Aviation Code and in order to reduce the noise pollution in the vicinity of Paris (Charles de Gaulle) airport, French State Authority defined the following aircraft categories:

- ‘The most noisy aircraft of Chapter 3’ - turbojet aircraft whose noise certification is according to ICAO Annex 16, Volume I, Part II, Chapter 3 and which have an accumulated margin of the certified noise levels, with respect to permissible noise limits defined in this Chapter, being less than 5 EPNdB;
- ‘Noisy aircraft of Chapter 3’ - turbojet aircraft whose noise certification is according to ICAO Annex 16, Volume I, Part II, Chapter 3 and which have an accumulated margin of the certified noise levels, with respect to permissible noise limits defined in this Chapter, being more or equal to 5 EPNdB and less than 8 EPNdB;

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

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

except if the appropriate operator can prove that the respective aircraft has been operated at this aerodrome for less than 5 years before the enforcement date of the above mentioned Ministerial Order.

Dispensations from these provisions may be exceptionally granted by the minister in charge of Civil Aviation.

Exceptionally, following ‘The most noisy’ and ‘noisy’ aircraft of Chapter 3 are exempted from the above landing and take-off restrictions:
- aircraft operating for ambulance and humanitarian transport missions, life and property protection missions, military and government missions and public service missions;
- aircraft in emergency situations;

DAYTIME RESTRICTIONS

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

cont’d
DAYTIME RESTRICTIONS (cont’d)
Temporarily, the landing and take-off restrictions are not applied to aircraft which have been operated at this aerodrome for less than 5 years before the enforcement date of the Ministerial Order, as far as the landing/take-off is not exceeding, during the affected year, the respective maximum value of the night indicator for 'the most noisy aircraft' of the appropriate operator:
- value 60 from 01. OCT 2005 - 30. SEP 2006;
- value 40 from 01. OCT 2006 - 30. SEP 2007;
The minister in charge of Civil Aviation may grant permission to exceed maximum number of movements.
Exempted from the above restrictions are:
- aircraft operating for ambulance and humanitarian transport;
- aircraft in emergency situations;
- aircraft mentioned in article L.110.2 of Civil Aviation Code;
- aircraft operating government mission.

RUN-UP TESTS
Engine run-ups may only be carried out at predetermined points and according to procedures as defined by Airports de Paris. These restrictions do not apply to short tests less than 5 minutes and performed at idling power not exceeding that power used for starting and taxiing sequences.
Between 2200-0600LT run-ups are forbidden. Derogations can be granted between 2200-2300LT and 0500-0600LT under exceptional circumstances for flight safety reasons by the minister in charge of civil aviation, requested by the flight supervisor, owner, technical or commercial operator of the aircraft.
Vertical limits of environment protection airspace:
the lower limit is defined by a climb gradient of 5.5% from runway end; the upper limit is FL60.

Noise monitoring points:
- Goussainville
- Gonesse-Mairie
- Louvres
- Le Mesnil-Aubry
- Nantouillet
- Villiers Le Bel
- Sarcelles
- Deuil-La-Barre
- Juilly Saint-Mard
- Juilly Centre

Noise monitoring point names and locations:
- Goussainville
- Gonesse-Mairie
- Louvres
- Le Mesnil-Aubry
- Nantouillet
- Villiers Le Bel
- Sarcelles
- Deuil-La-Barre
- Juilly Saint-Mard
- Juilly Centre

NOTICE: After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
Circling height based on rwy 08L thresh elev of 338'.
PARIS, FRANCE

CAT II ILS Rwy 08L

DE GAULLE Approach

Missed Apch: Climb Straight Ahead to 4000' and follow R-086 PGS. At D8.0 PGS follow R-220 inbound to BSN VOR, or as directed. Climb to 1200' prior to level acceleration.

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

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

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

Missed Approach: Climb STRAIGHT AHEAD to 4000'. At D8.0 PGS follow R-218 inbound to BSN VOR, or as directed.

Climb to 1200' prior to level acceleration.

<table>
<thead>
<tr>
<th>Gnd speed-Kts</th>
<th>70 90 100 120 140 160</th>
</tr>
</thead>
<tbody>
<tr>
<td>ILS GS 3.00° or LOC Descent Gradient</td>
<td>377 484 538 646 753 861</td>
</tr>
<tr>
<td>MAP at D1.0 DSE</td>
<td>4000'</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>RVR 550m</td>
<td>RVR 1000m</td>
<td>RVR 1400m</td>
</tr>
<tr>
<td>RVR 1000m</td>
<td>RVR 1500m</td>
<td>RVR 2000m</td>
</tr>
<tr>
<td>RVR 1800m</td>
<td>1090'(754') 3000m</td>
<td></td>
</tr>
<tr>
<td>110 130 150 180 205</td>
<td>1140'(804') 3500m</td>
<td></td>
</tr>
<tr>
<td>1240'(904') 4000m</td>
<td>1400m</td>
<td>1800m</td>
</tr>
</tbody>
</table>

Circling height based on rwy 08R thresh elev of 336'.
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PARIS, FRANCE

CAT II ILS DME Rwy 08R

LFPG/CDG
CHARLES-DE-GAULLE

3 FEB 06

DE GAULLE Approach

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

LOC
DSE 119.25
Final Apch Crs
GS 123.6
118.65
121.6
121.77
121.8
121.9

CAT II ILS
RA 103' 336'

DME
RSI 1950' (1614')

GS 108.55

Apt Elev 392'

GS

086°

GS

108.55

Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000'

HIAL-II

 Stadtion

MSA within D22.0 PGS

MSA within D11.0 PGS

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


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

Alt Set: hPa         Rwy Elev: 14 hPa     Trans level: By ATC     Trans alt: 4000'
1. When cleared by RADAR: FAP/FAF at 2000'/D5.0 PNE.
2. Simultaneous approaches with rwys 08L and 08R.
3. For additional important information, especially about simultaneous apch, refer to 21-0.
PARIS, FRANCE

LOC
PNE 109.35
Final
Apch Crs 086°

GS
D5.0 PNE
1990' (1613')

CAT II ILS
RA 104'
DA(H) 477' (100')

Apt Elev 392'

RWY 377'

RSW OR}

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

Arial

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

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

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
MISSED APCH: Climb STRAIGHT AHEAD to 1200', then turn LEFT onto 036 to intercept and follow R-246 inbound BSN VOR climbing to 3000' to BSN VOR. Do not turn before passing MAP, or as directed. Climb to 1200' prior to level acceleration.

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

### Straight-In Landing RWY 09R

- **GS** 1980' (1610')
- **RA** 105'
- **DA(H)** 470' (100')
- **APT Elev** 392'
- **RWY 370'**

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

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

---

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

**JAR-OPS**

**STRAIGHT-IN-LANDING RWY 09R**

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

- **RVR 300m**

---

**PANS OPS 4**

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

MISSAPCH: Climb STRAIGHT AHEAD to 4000'. At D10.0 PGS turn RIGHT onto 008° to intercept and follow R-303 PGS to MERUE, or as directed.

Climb to 1200' prior to level acceleration.
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

1. WARNING: Ignore signals from OM and MM rwy 26R.
2. Special aircrew and act certification required.
3. When cleared by RADAR: FAP at 2000'/D5.2 DSU.
5. For additional important information, especially about simultaneous apch, refer to 21-0.

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

127.12 (French 128.22) 121.15 125.82 119.85 118.85 126.42 118.15 136.27
119.25 123.6 120.9 118.65 121.6 121.77 121.8 121.97

DE GAULLE Approach

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

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

RVR 300m
Climb STRAIGHT AHEAD to 4000' and follow R-266 PGS. At D16.0 PGS turn RIGHT onto 008° to intercept and follow R-303 PGS to MERUE, or as directed. Climb to 1200' prior to level acceleration.

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

1. Special aircrew and acft certification required.
2. When cleared by RADAR: FAP at 2000'/D4.1 PGS.
4. For additional important information, especially about simultaneous apch, refer to 21-0.

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
1. When cleared by RADAR: FAP/FAF at 3000'/D8.0 CGW or 2000'/D5.0 CGW.
2. Simultaneous approaches with rwys 26L and 26R PARIS Charles-De-Gaulle and rwy 27 PARIS Le Bourget.
3. For additional important information, especially about simultaneous apch, refer to 21-0.

Missed Apch: Climb STRAIGHT AHEAD towards 3000'. After CGN turn RIGHT onto 318° to intercept and follow R-306 CGN to MERUE, or as directed.

Climb to 1200' prior to level acceleration.

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

Circling height based on rwy 27L displ thresh elevation of 387'.
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

Changes: Communications. MSA. Bearings.

**Nuclear power plant PROHIBITED**

**LOW OVERFLYING LF(P)-23**

**BRIEFING STRIP**

**TM**

**21-8**

**PARIS, FRANCE**

**LOC**

**GS**

**ILS**

**DA(H)**

**Apt Elev**

**RWY**

**French (128.22)**

**Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 4000’**

**MISSED APCH:**

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

**Gnd speed-Kts**

<table>
<thead>
<tr>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
</table>

**ILS GS or LOC Descent Gradient 5.2%**

**MAP at D1.0 PNW/D3.3 CGN**

**MHA 3000’ MAX 220 KT**

**ALS out 1000m**

**RVR 900m**

**RVR 1500m**

**RVR 1000m**

**RVR 1800m**

**RVR 2000m**

**RVR 205m**

**RVR 1400m**

**RVR 3000m**

**RVR 3500m**

**RVR 4000m**

**CIRCLE-TO-LAND**

**110’ (608’) 3000m**

**110’ (708’) 3500m**

**1140’ (748’) 4000m**

**CHANGES:** Communications. MSA. Bearings.
PARIS, FRANCE

DE GAULLE Approach

<table>
<thead>
<tr>
<th>Tower</th>
<th>Final</th>
<th>Minimum Alt</th>
<th>MDA(H)</th>
<th>Apt Elev</th>
<th>RWY 338'</th>
</tr>
</thead>
<tbody>
<tr>
<td>DE GAULLE</td>
<td>124.2 PGS</td>
<td>4060' (3662')</td>
<td>800' (462')</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>392'</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>ALT SET: hPa</th>
<th>Rwy Elev: 12 hPa</th>
<th>Trans level: By ATC</th>
<th>Trans alt: 4000'</th>
</tr>
</thead>
<tbody>
<tr>
<td>1020</td>
<td>120</td>
<td>22</td>
<td></td>
</tr>
</tbody>
</table>

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

**PANS OPS 4**

- **ALS out**
  - A: RVR 1000m
  - B: RVR 1200m
  - C: RVR 1600m

- **Max Kts**
  - A: 110
  - B: 135
  - C: 180
  - D: 205

- **MDA(H)**
  - A: 1100' (762') 4000m

**CHANGES:** Communications. MSA. Bearings.
**Misssed Apch:** Climb on R-086 CGN to 1200', then turn LEFT onto 036° to intercept and follow R-246 inbound BSN VOR climbing to 3000' to BSN VOR. Do not turn before passing MAP, or as directed. Climb to 1200' prior to level acceleration.

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

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

---

**VOR DME or VOR Rwy 09R**

**NM**

- **CGN**
- **D5.5 CGN**
- **D10 CGN**
- **R50**
- **CGN VOR**

**Departure Step**

- Ground speed-Kts: 70 90 100 120 140 160
- Descent Gradient: 5.3%
- MAP at CGN VOR: 1200'

**VOR DME**

- CGN DME: 7.0
- Altitude: 2810'

**D7.6 CGN**

- 197° BGW Lctr
- 3000' - 086°
- 2340'
- 860'

**JAR-OPS**

**STRAIGHT-IN LANDING RWY 09R**

- **MDA(H): 730° (360°)**
- **MDA(H): 890° (520°)**

**PANS-OPS 4**

- **MDA(H): 890° (520°)**

**VOR**

- RVR 900m
- RVR 1500m
- RVR 2000m
- RVR 1000m
- RVR 1200m
- RVR 1600m

**CIRCLE-TO-LAND**

- MSA: 3000
- MAX 220 KT

---

**Changes:** Communications. MSA. Bearings.

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**LFPG/CDG PARIS, FRANCE**

**DE GAULLE Approach**

<table>
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<tr>
<th>VOR PGS</th>
<th>Final Apch Crs</th>
<th>Minimum Alt</th>
<th>VOR DME</th>
<th>Acp Elev</th>
<th>Trans level: By ATC</th>
<th>Trans alt: 4000'</th>
</tr>
</thead>
<tbody>
<tr>
<td>117.05</td>
<td>266°</td>
<td>3000°</td>
<td>640°</td>
<td>392°</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

**At Set:** hPa Rwy Elev: 12 hPa When cleared by RADAR: FAF at 2000'/D4.3 PGS.

**Gnd speed-Kts**

- 70
- 90
- 100
- 120
- 140
- 160

**Descent Gradient** 5.3% 70°

**MAP at PGS VOR**

**JAR-OPS**

**VOR DME**

- R267 R7.4 CLM
- R266 R7.4 CLM

**FD ILS**

**PANS OPS**

**CHANGES:** Communications. MSA. Bearings. © JEPPESEN SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED.
Climb to 1200' prior to level acceleration.

When cleared by RADAR: FAF at 3000'/D10.5 CGN or 2000'/D7.4 CGN.

When cleared by RADAR: FAF at 3000'/D10.5 CGN or 2000'/D7.4 CGN.

Circling height based on rwy 27L displ thresh elev of 387'.
Ground service available for area North, Northeast and South of TERMINAL 2.

CAUTION:

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

Extreme caution when cleared for rwy crossing. Read back of all holding position instructions before rwy crossing required.
<table>
<thead>
<tr>
<th>RWY</th>
<th>USABLE LENGTHS</th>
<th>OPERATOR REQUIREMENTS</th>
<th>APPROVED PROCEDURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>08R</td>
<td>13,780' (4200m)</td>
<td>Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.</td>
<td>All Rwys approved for CAT II/III operations, special aircrew and aircraft certification required.</td>
</tr>
<tr>
<td>09R</td>
<td>13,780' (4200m)</td>
<td>Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.</td>
<td>All Rwys approved for CAT II/III operations, special aircrew and aircraft certification required.</td>
</tr>
<tr>
<td>26L</td>
<td>13,829' (4215m)</td>
<td>Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.</td>
<td>All Rwys approved for CAT II/III operations, special aircrew and aircraft certification required.</td>
</tr>
<tr>
<td>27L</td>
<td>13,829' (4215m)</td>
<td>Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.</td>
<td>All Rwys approved for CAT II/III operations, special aircrew and aircraft certification required.</td>
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</table>

**LOW VISIBILITY PROCEDURES**

1. Simultaneous parallel departure procedures are conducted from all Rwys. Pilots must adhere strictly to the published initial climb segments.
2. They shall be conducted under following condition:
   - cross wind less than 25 KT.
   - ground visibility is 5000 ft or below.

Low visibility procedures become effective when RVR falls to 1500m or below.

**START-UP PROCEDURE**

- Pre-start checks must be performed ten minutes prior to estimated start-up time indicating:
- push-back clearance is valid for 1 minute.
- initial call sign; position; destination; call sign; parking position; start-up time indicating:
- aircraft clearance is valid for 1 minute.

**NOTICE**

After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
Due to the uphill gradient of 3% arriving aircraft after crossing runway 08L/26R via taxiways S3 or S4 shall not stop to wait for ground clearance - risk of accidentally moving back onto the runway. If stopping on taxiways S3 or S4 take care of the slope. Do not move back.

**Positions of the airport, runway incursions have taken place.**

**Arrival West configuration**
- Traffic on taxiway T must give priority to arrival traffic leaving the South Doublet runways via taxiways S5, S6, S7, and S9.
- Arrival traffic leaving the South Doublet runways via taxiways S5, S6, S7, and S9 have priority over the traffic coming on taxiway T.

**Arrival East configuration**
- Traffic on taxiway T must give priority to arrival traffic leaving the South Doublet runways via taxiways S1, S2, S3, and S4.
- Arrival traffic leaving the South Doublet runways via taxiways S1, S2, S3, and S4 have priority over the traffic coming on taxiway T.

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

**Twy ENORTH, ESOUTH and HPE MAX**
- Wingspan 89'/27.1m.

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

**Runway Incursion "Hot Spots"**
- Positions on the airport surface where runway/taxiway incursions have taken place.

**Legend**
- Taxiway
- PB
- Parking area: RT1
- SE1
- De-icing area: GE11
- GE12
- E5

**Twys ENORTH, ESOUTH**
- Arrivals West configuration
- Arrivals East configuration
- Departures West configuration
- Departures East configuration

**Rwy bearings. Holding positions.**

**Changes:**
- After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
It is recommended to the A340-600 and B777-300 pilot to taxi with caution especially in the curve. It is recommended to B777-300 to use the over steering technique.
DE-ICING PROCEDURES

DE-ICING AREAS
NW1 THRU NW4

DE-ICING AREAS
SW1 & SW2

DE-ICING AREAS
NE3 & NE4

DE-ICING AREAS
SE1 THRU SE4

CHANGES: Rwy bearings.
ACCESS TO DE-ICING AREAS

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

VISUAL AIDS

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

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

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

SPECIAL INSTRUCTIONS

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

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

Area 26R
De-icing areas access: 2 de-icing holding points on Twy P1, eastern of Twy E5. The de-icing holding point in service is the holding point that lighting is illuminated (3 yellow build in lights). The aircraft going to de-icing area must stop at the illuminated de-icing holding point.

CHANGES: None.
**PHASE 1**

Twy E1 partly and Twy RP6 closed.

Stand E99 closed.

**PHASE 2**

Stand E81 closed.

Stands E23 thru E28 added.

Twy E0 SOUTH added.

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**Notice:** After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
WORK IN PROGRESS IN THE SOUTH-EAST PART OF THE AIRPORT
REFER ALSO TO LATEST NOTAMS

PHASE 3
Twy HPE between E/NORTH and E/SOUTH closed.
Stand E90, E95 and E98 closed.
Blue and orange guidance lines on runways GE5, GE6 and GE8 are usable by aircraft with wingspan up to 113' (34.5m).

Aircraft equipped with optional devices (winglets) and exceed wingspan of basic model have to state their aircraft type at the first contact on traffic frequency.

Arrival West configuration
Arrival East configuration
Departure West configuration
Departure East configuration

Parking position
Holding position

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Notice: After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
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PARTICULAR INSTRUCTIONS FOR APPROACH PROCEDURES

1. RWY USE
   1.1 In order to optimize arrival and departure rates, rwys are operated as follows:
      - outer rwy (08R/26L and 09L/27R) preferential use for arrivals.
      - inner rwy (08L/26R and 09R/27L) preferential use for departures.
   1.2 Readback
      Be alert to rwy allocation and rwy holding instructions before crossing rwy 08L/26R
      or rwy 09R/27L and rwy crossing clearances.
   1.3 Specific measures for the use close parallel runways
      To minimize the risk of confusion between runways during final approach:
      - the inner runway ILS is "off" most of the time (except when RVR less than 400m,
        for the need of LVP departures),
      - the inner runway approach lighting system and TDZ are switched off.

2. SIMULTANEOUS APPROACHES
   2.1 Simultaneous parallel approaches to rwys 26L, 26R, 27L and 27R of Paris-Charles de
       Gaulle and rwy 27 of Paris-Le Bourget or rwys 08L, 08R, 09L and 09R of Paris-
       Charles de Gaulle take place in all weather conditions. According to the arrival or
       departure traffic from Paris-Charles de Gaulle and Paris-Le Bourget and in the event
       of missed approaches on rwys 08L, 08R, 09L, 09R, 26L, 26R, 27L and 27R, ATC may
       issue non standard missed approach instructions in order to turn at or above 800'
       and climb to 1500' minimum initially.
       From 800' onwards all ATC instructions are radar controlled.
   2.2 Information to be provided
      Runway allocation will be confirmed when intercepting the ILS.
   2.3 Any excessive deviation from localizer centerline and/or malfunction of localizer or
      decision to initiate a missed approach must be relayed immediately to Approach
      Control.

3. PROCEDURES TO GUARD AGAINST ACCIDENTAL OVERSHEADING OF THE
   RUNWAY CENTERLINE WHEN RADIO CONTACT IS TEMPORARILY IMPOSSIBLE
   After being issued a radar vector which intercepts the assigned runway centerline at an
   angle of less than 70°, pilots will take the initiative to intercept the ILS localizer or
   any replacement approach aid unless they previously received a request from ATC to
   cross runway centerline.

4. REDUCED RADAR SEPARATION ON FINAL APPROACH
   The minimum radar separation on final approach can be reduced to 2.5 NM under the
   following conditions:
   a) The leading aircraft's weight category according to the wake turbulence
      classification is the same or less than the category of the acft following it.
   b) Reduced separation does not apply, when following heavy acft or B-757.

5. VISUAL APPROACH
   A visual approach may be proposed by ATC with following MET conditions:
   VIS greater and equal 5 km
   Ceiling greater and equal 2000 ft

6. USE OF TAXI HOLDING POINTS LOCATED AT 90 M FROM THE RWY AXIS
   Some taxi holding points located at 90m from rwy axis are marked on way in and
   crossing taxiways. Except in LVP conditions, pilots shall taxi up to the 90m holding
   point without any request on ATC frequencies.
7. RWY OCCUPANCY AND CROSSING
   a) Crew co-operation
      Landing clearance on first radio contact with the TWR controller, except in LVP
      conditions.
      Systematic read back of the allocated rwy.
   b) Pilots are requested to vacate the rwys 08R/26L or 09L/27R in the shortest possible
      time, vacating rwy after landing is only auth on turn off having an angle of less than 45° to
      the centerline of rwy, except in LVP conditions, by using the earliest high speed turn
      off available, in compliance with safety. They should remain on the crossing twy
      allocated by the TWR, in all cases before crossing the inner rwy (08L/26R or 09R/27L).
      It is essential that arriving acft waiting to cross the inner rwy should remain on the TWR
      frequency.
      Systematic read back of the clearance to maintain before crossing the inner rwy.
   c) Acft vacating rwy 08R/26L or 09L/27R after landing must NEVER cross rwys 08L/26R or
      09R/27L without ATC clearance.
      Once clear to do so, pilots should cross rapidly, perpendicular to the inner rwy.
      Contact the ground frequency only after the inner rwy has been vacated.

8. TAXI PROCEDURES WITH MODE S TRANSPONDER
   When moving onto the movement area:
   Check the aircraft Mode S transponder for correct operation.
   h) For outbound taxiing aircraft, before requesting the push-back or taxiing clearance from
      an aircraft stand:
      - Enter the flight identification as specified in item 7 of the ICAO flight plan
        (ex.: BAW123, AFR456, SAS945) or
      - enter in the absence of flight identification, the aircraft registration.
      - Select AUTO mode if the function is available.
      - Do not select the OFF or STANDBY functions.
      - Set the Mode A code assigned by the controller.
   b) For inbound taxiing aircraft, after landing until stopping at the aircraft stand:
      - Select AUTO mode if the function is available.
      - Do not select the OFF and STANDBY functions.
      - Maintain the Mode A code assigned by the controller.
   c) Other cases of aircraft moving onto the movement area:
      - Select AUTO mode if the function is available.
      - Do not select the OFF and STANDBY functions.
      - Set Mode A code to 1000.
   Aircraft without or Mode S transponder unserviceable
   - For outbound taxiing aircraft: Maintain the Mode A and C transponder to OFF until lining
     up.
   - For inbound taxiing aircraft: Set the Mode A and C transponder to OFF as soon as the
     runway is vacated.
   - Other cases of aircraft moving onto the movement area: Maintain the Mode A and C
     transponder to OFF for all the duration of the displacement.

9. CIRCLING ON CLOSE PARALLEL RUNWAYS
   The published circling minimums are to be considered only for axis changes between close
   parallel runways (08R to 08L or 08L to 08R or 09R to 09L or 09L to 09R or 26L to 26R or 26R
   to 26L or 27L to 27R or 27R to 27L). Do not overshoot landing rwy.

10. TRAINING OF CATEGORY III PRECISION APPROACHES AND AUTOMATIC LANDINGS
      OUTSIDE THE LVP PROTECTION SCOPE
     a) This training is authorized at Paris-Charles de Gaulle airport.
     b) The pilot must mandatorily observe the requested procedure within the defined time
        frames and weather conditions; within these time frames, if so required by certain
        circumstances (safety, traffic...), ATC may however reject such request or interrupt the
        current procedure.
     c) Training is possible and may be requested by crews only within the following time
        frames:
        - 1300 - 1700 LT,
        - 2100 - 0700 LT.
     d) Training is possible only when the following meteorological conditions are met:
        - horizontal visibility greater and equal 5 km,
        - ceiling greater and equal 600 ft.
     Note: The pilot must check that meteorological conditions allow him to return to aircraft
     handling at any time.