

General Info

Paris, FRA
 N 49° 00.6' E 02° 32.9' Mag Var: 2.0°W
 Elevation: 392'

Public, Control Tower, IFR, Landing Fee, Customs
 Fuel: Jet A-1, Jet 4
 Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 08L-26R 13829' x 148' concrete
 Runway 08R-26L 8858' x 197' concrete
 Runway 09L-27R 8858' x 197' asphalt
 Runway 09R-27L 13780' x 148' asphalt

Runway 08L (86.0°M) TDZE 338'
 Lights: Edge, ALS, Centerline, REIL, TDZ
 Runway 08R (86.0°M) TDZE 336'
 Lights: Edge, ALS, Centerline, REIL, TDZ
 Runway 09L (86.0°M) TDZE 378'
 Lights: Edge, ALS, Centerline, REIL, TDZ
 Runway 09R (86.0°M) TDZE 370'
 Lights: Edge, ALS, Centerline, REIL, TDZ
 Runway 26L (266.0°M) TDZE 316'
 Lights: Edge, ALS, Centerline, REIL, TDZ
 Runway 26R (266.0°M) TDZE 318'
 Lights: Edge, ALS, Centerline, REIL, TDZ
 Displaced Threshold Distance 1969'
 Runway 27L (266.0°M) TDZE 387'
 Lights: Edge, ALS, Centerline, REIL, TDZ
 Displaced Threshold Distance 1969'
 Runway 27R (266.0°M) TDZE 392'
 Lights: Edge, ALS, Centerline, REIL, TDZ

Communications Info

ATIS **128.225** Non-English
 ATIS **127.125**
 De Gaulle Tower **125.325** At or below 4000' Secondary
 De Gaulle Tower **123.6**
 De Gaulle Tower **120.9**
 De Gaulle Tower **120.65** At or below 4000' Secondary
 De Gaulle Tower **119.25** At or below 4000'
 De Gaulle Tower **118.65** Secondary
 De Gaulle Traffic Ground Control **121.925**
 De Gaulle Traffic Ground Control **121.875**
 De Gaulle Traffic Ground Control **121.675**
 De Gaulle Traffic Ground Control **119.55**
 De Gaulle Traffic Ground Control **118.1**
 De Gaulle Ground Control **121.975**
 De Gaulle Ground Control **121.8**
 De Gaulle Ground Control **121.775**
 De Gaulle Ground Control **121.6**
 De Gaulle Ground Control **119.625**
 De Gaulle De Icing Ramp/Taxi Control **131.75**
 De Gaulle De Icing Ramp/Taxi Control **122.175**
 De Gaulle De Icing Ramp/Taxi Control **122.125**
 De Gaulle De Icing Ramp/Taxi Control **121.675**
 De Gaulle De Icing Ramp/Taxi Control **121.3**
 De Gaulle Pre-Taxi Clearance **126.65**
 De Gaulle Pre-Taxi Clearance **121.725**
 De Gaulle Departure Approach Control **133.375**
 De Gaulle Departure Approach Control **131.2**
 De Gaulle Departure Approach Control **126.575** Secondary
 De Gaulle Departure Approach Control **124.35**
 De Gaulle Approach Control **140.575**
 De Gaulle Approach Control **136.275**
 De Gaulle Approach Control **126.425** At or below 10000'
 De Gaulle Approach Control **125.825**
 De Gaulle Approach Control **121.15**
 De Gaulle Approach Control **119.85**
 De Gaulle Approach Control **118.15** At or below 10000'
 De Gaulle Approach Control **341.62**

Notebook Info

LFPG/CDG JEPPESEN PARIS, FRANCE
CHARLES-DE-GAULLE 24 NOV 06 20-1P AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 127.12
128.22 (French)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUNWAY USAGE

Except for complete or partial closure of RWY 27L, RWY 26R may only be used by ACFT for take-off belonging to chapter 3 which proceed outbound westward or turning LEFT after the initial climb.

1.2.2. NIGHTTIME RESTRICTIONS

In order to reduce noise nuisances in the vicinity of Paris (Charles de Gaulle) APT, following restrictions are decided:

- Take-off between 0000-0459LT off-blocks is prohibited unless subjected to allocation of departure slot within given time segment.
- ACFT 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.
- ACFT 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 ACFT mentioned in article L 110.2 of Civil Aviation Code.

ACFT 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 ACFT from or to Paris APTs outside above mentioned times which have been delayed for purely technical reasons outside the companies' control;
- ACFT substituted at the last moment for purely technical reasons for ACFT 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) APT, French State Authority defined the following ACFT categories:

- 'The most noisy ACFT of Chapter 3' - turbojet ACFT 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 ACFT of Chapter 3' - turbojet ACFT 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;

LFPG/CDG JEPPESEN PARIS, FRANCE
CHARLES-DE-GAULLE 24 NOV 06 20-1P AIRPORT BRIEFING

1. GENERAL

'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 ACFT 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 ACFT 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' ACFT of Chapter 3 are exempted from the above landing and take-off restrictions:

- ACFT operating for ambulance and humanitarian transport missions, life and property protection missions, military and government missions and public service missions;
- ACFT in emergency situations;

1.2.3. DAYTIME RESTRICTIONS

In order to reduce the noise pollution in the vicinity of Paris (Charles-De-Gaulle) APT, 'The most noisy ACFT 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.

Temporarily, the landing and take-off restrictions are not applied to ACFT 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 ACFT' of the appropriate operator:

- value 40 from 01 OCT 2006 - 30 SEP 2007;
- value 20 from 01 OCT 2007 - 30 SEP 2008.

The minister in charge of Civil Aviation may grant permission to exceed maximum number of movements.

Exempted from the above restrictions are:

- ACFT operating for ambulance and humanitarian transport;
- ACFT in emergency situations;
- ACFT mentioned in article L.110.2 of Civil Aviation Code;
- ACFT operating government mission.

1.2.4. RUN-UP TESTS

Engine run-ups may only be carried out at predetermined points and according to procedures as defined by APTs de Paris. These restrictions do not apply to short tests less than 5 min 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 ACFT.

1.3. LOW VISIBILITY PROCEDURES

Low Visibility Procedures become effective when RVR falls to 550m or below and/or ceiling is 200' or below.

LFPG/CDG
CHARLES-DE-GAULLE 2 NOV 07

JEPPESEN
20-1P2

PARIS, FRANCE
AIRPORT BRIEFING

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 1000.

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

Outbound ACFT:

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

1.5. TAXI PROCEDURES

1.5.1. GENERAL

Be alert to RWY allocation and RWY holding instructions before crossing RWY 08L/26R or RWY 09R/27L and RWY crossing clearances.
Blue and orange guidelines on TWYs G, GE1 and GE3 MAX wingspan 113' /34.5m.
ACFT equipped with optional devices (winglets) and exceed wingspan of basic model have to state their ACFT type at the first contact on traffic frequency.
TWYs E NORTH, E South and HPE MAX wingspan 89' /27m.

1.5.2. CAUTION

Extreme caution when cleared for RWY crossing.
Read back of all holding position instructions before RWY crossing required.

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 oversteering technique.

LFPG/CDG
CHARLES-DE-GAULLE 2 NOV 07

JEPPESEN
20-1P3

PARIS, FRANCE
AIRPORT BRIEFING

1. GENERAL

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 S6, S7 and S9. Arrival traffic leaving the South Parallel RWYs via TWYs S6, S7 and S9 have priority over the traffic coming on TWY T.

1.5.3.2. WEST CONFIGURATION

Traffic on TWY T must give priority to arrival traffic leaving the South Parallel RWYs via TWYs S1, S2 and S3. Arrival traffic leaving the South Parallel RWYs via TWYs S1, S2 and S3 have priority over the traffic coming on TWY T.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

RWY 08R/26L grooved on a portion of 131'/40m width, except on first 984'/300m from both THR.

LFPG/CDG **JEPPESEN** PARIS, FRANCE
CHARLES-DE-GAULLE 24 NOV 06 (20-1P4) AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

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.

2.2. CAT II/III OPERATIONS

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

2.3. RWY OPERATIONS

2.3.1. RWY USE

Outer RWYs 08R/26L and 09L/27R preferential used for arrivals.
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 400m, for the need of LVP departures),
- the inner RWY approach lighting system and TDZ are switched off.
Systematic read back of the allocated RWY.

2.3.2. MINIMUM RWY OCCUPANCY TIME

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 Tower, in all cases before crossing the inner RWYs (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.

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.

2.3.3. COMPULSORY RWY LEAVING PROCEDURE

RWY 08L via TWYs W4, W6, W7, W9, W10, W11 only.

RWY 08R via TWYs V5, V6, V7 only.

RWY 09L via TWYs Z5, Z6, Z7 only.

RWY 09R via TWYs Y6, Y8, Y10, Y11 only.

RWY 26L via TWYs V4, V3, V2 only.

RWY 26R via TWYs W5, W3, W2, WB, WA only.

RWY 27L via TWYs Y7, Y5, Y4, Y2, Y1 only.

RWY 27R via TWYs Z4, Z3, Z2 only.

2.4. TAXI PROCEDURES

2.4.1. CAUTION

Due to TWY uphill gradient of 3% arriving ACFT after crossing RWY 08L/26R via TWY S3 or S4 shall not stop to wait for ground clearance - risk of accidentally moving back onto the RWY. If stopping on TWY S3 or S4 take care of slope. Do not move back.

2.4.2. HOLDING POINTS

Some taxi holding points located at 295'/90m 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.

LFPG/CDG **JEPPESEN** PARIS, FRANCE
CHARLES-DE-GAULLE 24 NOV 06 (20-1P5) AIRPORT BRIEFING

2. ARRIVAL

2.5. OTHER INFORMATION

2.5.1. GENERAL

Landing clearance on first radio contact with Tower, except in LVP conditions.

2.5.2. SIMULTANEOUS APPROACHES

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.

RWY allocation will be confirmed when intercepting the ILS.

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.

2.5.3. PROCEDURES TO GUARD AGAINST ACCIDENTAL OVERTHOOTING OF THE RWY CENTERLINE WHEN RADIO CONTACT IS TEMPORARILY IMPOSSIBLE

After being issued a radar vector which intercepts the assigned RWY 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 have previously been instructed to cross RWY centerline by ATC.

2.5.4. REDUCED RADAR SEPARATION ON FINAL APPROACH

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

- 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 or B-757.

2.5.5. 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.

2.5.6. 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.

2.5.7. TRAINING OF CATEGORY III PRECISION APPROACHES AND AUTOMATIC LANDINGS OUTSIDE THE LVP PROTECTION SCOPE

- 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.
- Training is possible and may be requested by crews only within the following time frames:
1300 - 1700 LT, 2100 - 0700 LT.
- Training is possible only when the following meteorological conditions are met:
horizontal visibility 5 km, ceiling 600 ft.

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

LFPG/CDG **JEPPESEN** PARIS, FRANCE
CHARLES-DE-GAULLE 24 NOV 06 (20-1P6) AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

3.1.1. 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 ACFT 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 ACFT on area.

3.1.2. VISUAL AIDS

De-icing area entry

Line of red flush lights for limited operation area:

ILLUMINATED: Access prohibited.

EXTINGUISHED: Access permitted.

ACFT parking on the de-icing area

Information relating to positioning of ACFT 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 ACFT is transferred to Ground frequency. Taxiing is done after control instruction only.

3.1.3. SPECIAL INSTRUCTIONS

'After de-icing' checklist

To expedite the TWY traffic in the THR 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 centerline

Exit: LEFT turn only.

Area 26R

De-icing areas access: Two de-icing holding points on TWY P1, EAST of TWY E5. The de-icing holding point in service is the holding point that is illuminated (Three yellow build in lights). The ACFT going to de-icing area must stop at the illuminated de-icing holding point.

3.2. START-UP & PUSH-BACK PROCEDURES

Call DE GAULLE Flight Data ten minutes prior to estimated start-up time indicating:

- call sign;
- destination;
- parking position;
- 'ready to start in ten minutes'.

Push-back clearance is valid for one minute.

3.3. SPEED RESTRICTIONS

AGOPA, ERIXU, LATRA, OKASI & PILUL RNAV SIDs:

MAX 250 KT below FL100.

MAX 280 KT at or above FL 100.

All other RNAV SIDs:

MAX 250 KT below FL100.

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

Conventional SIDs:

MAX 220 KT.

LFPG/CDG **JEPPESEN** PARIS, FRANCE
CHARLES-DE-GAULLE 24 NOV 06 (20-1P7) AIRPORT BRIEFING

3. DEPARTURE

3.4. NOISE ABATEMENT PROCEDURES

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 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.

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 '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.

3.5. RUNWAY OPERATIONS

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

3.6. OTHER INFORMATION

3.6.1. SIMULTANEOUS PARALLEL DEPARTURE PROCEDURE

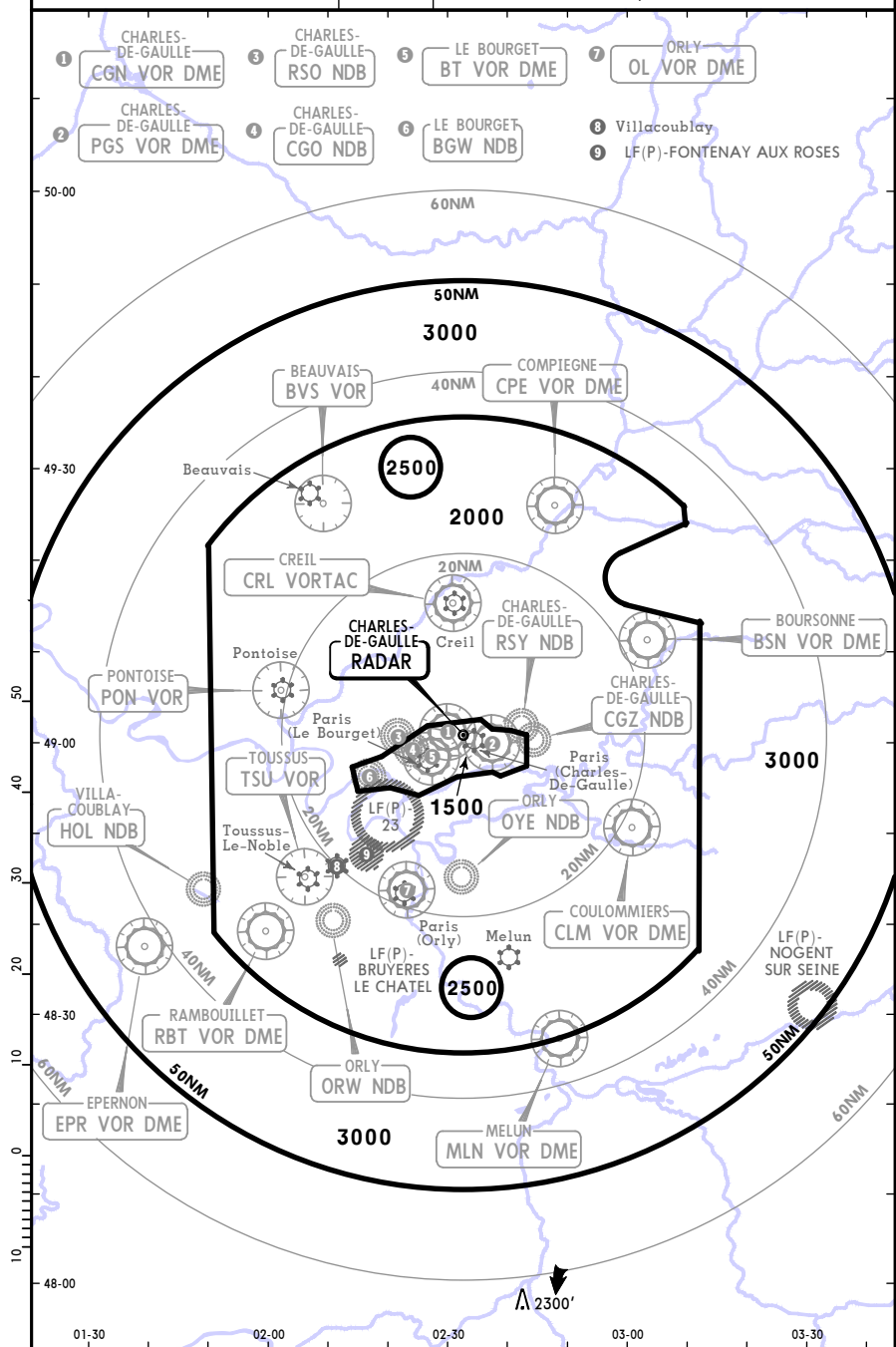
Simultaneous parallel departure procedures are conducted from all RWYs. Pilots must adhere strictly to the published initial climb segments.

They shall be conducted when cross wind less than 25 KT.

RNAV systems used shall be of the FMS or multisensor type.

LFPG/CDG PARIS, FRANCE
 CHARLES-DE-GAULLE 7 DEC 07 (20-1R) Eff 20 Dec RADAR MINIMUM ALTITUDES

DE GAULLE Approach			Apt Elev 392'	Alt Set: hPa Trans level: By ATC Trans alt: 4000' The published minimum altitudes integrate a correction for low temperatures.
118.15	119.85	121.15		
125.82	126.42	136.27		

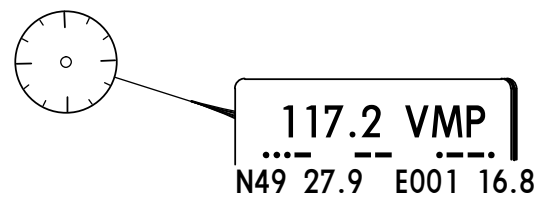


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LFPG/CDG PARIS, FRANCE
 CHARLES-DE-GAULLE 19 OCT 07 (20-02)

**ROUEN VOR REPLACED
 BY A TEMPORARY VOR
 OPERATING AT SAME POSITION
 ON FREQ 117.2, IDENT VMP**

**FOR EFFECTIVE PERIOD
 REFER TO LATEST NOTAMS**



**DURING THIS PERIOD ROU VOR 116.8
 WILL BE OUT OF SERVICE**

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RNAV STAR DESIGNATION

REFER TO CHART

KEPER 4E, 4H, KOVAK 4E, 4H, SABLE 4E, 4H	20-2B
KEPER 4W, KOVAK 4W, SABLE 4W	20-2C
MATIX 4E, MOPIL 4E, 4R	20-2D
MATIX 4H, MOPIL 4H	20-2E
MATIX 4P, MOPIL 4P	20-2E1
MATIX 4W, MOPIL 4J, 4W	20-2E2
DINAN 4E, VEDUS 4E	20-2E3
DINAN 4R, VEDUS 4R	20-2E4
DINAN 4J, VEDUS 4J	20-2E5
DINAN 4W, VEDUS 4W	20-2E6
RENSA 4E, SONUR 4E	20-2F
MMD 4H, RENSA 4H	20-2G
MMD 4P, RENSA 4P	20-2H
RENSA 4W, SONUR 4W	20-2J
CAN 4E, 4H	20-2K
CAN 4P, 4W	20-2L
DVL 4E, 4H	20-2M
DVL 4P, 4W	20-2N
DPE 4E, 4H	20-2P
DPE 4P, 4W	20-2Q
EPL 5E, 5H, RLP 5E, 5H	20-2S
EPL 5P, 5W, RLP 5P, 5W	20-2T
DJL 5E, 5H, TINIL 5E	20-2U
DJL 5P, 5W, TINIL 5W	20-2V
ATN 5E, 5H, MOU 5E, 5H	20-2W
ATN 5P, 5W, MOU 5P, 5W	20-2X
RNAV ARR PROCS FROM BALOD	20-2X1
RNAV ARR PROCS FROM LORTA & VELER	20-2X2
RNAV ARR PROCS FROM MERUE & MOKNO	20-2X3
RNAV ARR PROCS FROM OMAKO	20-2X4

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 FL 115 (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.

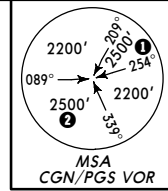
HOLDING INFORMATION

<p>ANARU</p> <table border="1"> <tr> <td> <p>LOW N49 31.8 E003 45.4 FL90/130, inbound 254° CRL R-074 D51/56 MAX 220 KT</p> </td> <td> <p>HIGH N49 31.8 E003 45.4 FL180/240, inbound 254° CRL R-074 D51/59 MAX 240 KT</p> </td> </tr> <tr> <td> <p>ALTERNATE FL90/130, inbound 254° CRL R-074/REM R-322 RIGHT turn MAX 220 KT 1 min</p> </td> <td> <p>ALTERNATE FL180/240, inbound 254° CRL R-074/REM R-322 RIGHT turn MAX 240 KT 1 1/2 min</p> </td> </tr> </table>		<p>LOW N49 31.8 E003 45.4 FL90/130, inbound 254° CRL R-074 D51/56 MAX 220 KT</p>	<p>HIGH N49 31.8 E003 45.4 FL180/240, inbound 254° CRL R-074 D51/59 MAX 240 KT</p>	<p>ALTERNATE FL90/130, inbound 254° CRL R-074/REM R-322 RIGHT turn MAX 220 KT 1 min</p>	<p>ALTERNATE FL180/240, inbound 254° CRL R-074/REM R-322 RIGHT turn MAX 240 KT 1 1/2 min</p>	<p>LUMAN</p> <table border="1"> <tr> <td> <p>LOW N47 56.4 E000 24.8 FL200/240, inbound 037° CHW R-217 D40/50 MAX 240 KT</p> </td> <td> <p>HIGH N47 56.4 E000 24.8 FL250/280, inbound 037° CHW R-217 D40/50 MAX 265 KT</p> </td> </tr> <tr> <td> <p>ALTERNATE FL200/240, inbound 052° EPR R-232/AMB R-321 RIGHT turn MAX 240 KT 1 1/2 min</p> </td> <td> <p>ALTERNATE FL250/280, inbound 052° EPR R-232/AMB R-321 RIGHT turn MAX 265 KT 1 1/2 min</p> </td> </tr> </table>		<p>LOW N47 56.4 E000 24.8 FL200/240, inbound 037° CHW R-217 D40/50 MAX 240 KT</p>	<p>HIGH N47 56.4 E000 24.8 FL250/280, inbound 037° CHW R-217 D40/50 MAX 265 KT</p>	<p>ALTERNATE FL200/240, inbound 052° EPR R-232/AMB R-321 RIGHT turn MAX 240 KT 1 1/2 min</p>	<p>ALTERNATE FL250/280, inbound 052° EPR R-232/AMB R-321 RIGHT turn MAX 265 KT 1 1/2 min</p>	<p>LORTA</p> <p>Not usable with RNAV N49 25.0 E003 13.8 FL60/170, inbound 253° CRL R-073 D30/36 MAX 220 KT</p> <p>ALTERNATE Not usable with RNAV FL60/170, inbound 253° CRL R-073/CTL R-321 RIGHT turn MAX 240 KT 1 1/2 min</p>	
<p>LOW N49 31.8 E003 45.4 FL90/130, inbound 254° CRL R-074 D51/56 MAX 220 KT</p>	<p>HIGH N49 31.8 E003 45.4 FL180/240, inbound 254° CRL R-074 D51/59 MAX 240 KT</p>												
<p>ALTERNATE FL90/130, inbound 254° CRL R-074/REM R-322 RIGHT turn MAX 220 KT 1 min</p>	<p>ALTERNATE FL180/240, inbound 254° CRL R-074/REM R-322 RIGHT turn MAX 240 KT 1 1/2 min</p>												
<p>LOW N47 56.4 E000 24.8 FL200/240, inbound 037° CHW R-217 D40/50 MAX 240 KT</p>	<p>HIGH N47 56.4 E000 24.8 FL250/280, inbound 037° CHW R-217 D40/50 MAX 265 KT</p>												
<p>ALTERNATE FL200/240, inbound 052° EPR R-232/AMB R-321 RIGHT turn MAX 240 KT 1 1/2 min</p>	<p>ALTERNATE FL250/280, inbound 052° EPR R-232/AMB R-321 RIGHT turn MAX 265 KT 1 1/2 min</p>												
<p>BALOD</p> <table border="1"> <tr> <td> <p>LOW Not usable with RNAV N48 34.3 E001 29.9 FL60/140, inbound 063° EPR R-243 D7 MAX 220 KT 1 min</p> </td> <td> <p>HIGH Not usable with RNAV N48 34.3 E001 29.9 FL150/180, inbound 063° EPR R-243 D7 MAX 240 KT 1 1/2min</p> </td> </tr> <tr> <td> <p>ALTERNATE Not usable with RNAV FL60/140, inbound 065° TSU R-245/EVX R-158 RIGHT turn MAX 220 KT 1 min</p> </td> <td> <p>ALTERNATE Not usable with RNAV FL150/180, inbound 065° TSU R-245/EVX R-158 RIGHT turn MAX 240 KT 1 1/2 min</p> </td> </tr> </table>		<p>LOW Not usable with RNAV N48 34.3 E001 29.9 FL60/140, inbound 063° EPR R-243 D7 MAX 220 KT 1 min</p>	<p>HIGH Not usable with RNAV N48 34.3 E001 29.9 FL150/180, inbound 063° EPR R-243 D7 MAX 240 KT 1 1/2min</p>	<p>ALTERNATE Not usable with RNAV FL60/140, inbound 065° TSU R-245/EVX R-158 RIGHT turn MAX 220 KT 1 min</p>	<p>ALTERNATE Not usable with RNAV FL150/180, inbound 065° TSU R-245/EVX R-158 RIGHT turn MAX 240 KT 1 1/2 min</p>	<p>OMAKO</p> <table border="1"> <tr> <td> <p>LOW Not usable with B-RNAV N48 35.7 E003 25.1 FL60/140, inbound 314° CLM R-134 D22 MAX 220 KT 1 min</p> </td> <td> <p>HIGH Not usable with B-RNAV N48 35.7 E003 25.1 FL150/180, inbound 314° CLM R-134 D22 MAX 240 KT 1 1/2min</p> </td> </tr> <tr> <td> <p>ALTERNATE Not usable with B-RNAV FL60/140, inbound 314° TRO R-314/BRY R-023 LEFT turn MAX 220 KT 1 min</p> </td> <td> <p>ALTERNATE Not usable with B-RNAV FL150/180, inbound 314° TRO R-314/BRY R-023 LEFT turn MAX 240 KT 1 1/2 min</p> </td> </tr> </table>		<p>LOW Not usable with B-RNAV N48 35.7 E003 25.1 FL60/140, inbound 314° CLM R-134 D22 MAX 220 KT 1 min</p>	<p>HIGH Not usable with B-RNAV N48 35.7 E003 25.1 FL150/180, inbound 314° CLM R-134 D22 MAX 240 KT 1 1/2min</p>	<p>ALTERNATE Not usable with B-RNAV FL60/140, inbound 314° TRO R-314/BRY R-023 LEFT turn MAX 220 KT 1 min</p>	<p>ALTERNATE Not usable with B-RNAV FL150/180, inbound 314° TRO R-314/BRY R-023 LEFT turn MAX 240 KT 1 1/2 min</p>	<p>DEAUVILLE</p> <p>N49 18.6 E000 18.8 FL200/240, inbound 102° MAX 240 KT 1 1/2 min</p>	
<p>LOW Not usable with RNAV N48 34.3 E001 29.9 FL60/140, inbound 063° EPR R-243 D7 MAX 220 KT 1 min</p>	<p>HIGH Not usable with RNAV N48 34.3 E001 29.9 FL150/180, inbound 063° EPR R-243 D7 MAX 240 KT 1 1/2min</p>												
<p>ALTERNATE Not usable with RNAV FL60/140, inbound 065° TSU R-245/EVX R-158 RIGHT turn MAX 220 KT 1 min</p>	<p>ALTERNATE Not usable with RNAV FL150/180, inbound 065° TSU R-245/EVX R-158 RIGHT turn MAX 240 KT 1 1/2 min</p>												
<p>LOW Not usable with B-RNAV N48 35.7 E003 25.1 FL60/140, inbound 314° CLM R-134 D22 MAX 220 KT 1 min</p>	<p>HIGH Not usable with B-RNAV N48 35.7 E003 25.1 FL150/180, inbound 314° CLM R-134 D22 MAX 240 KT 1 1/2min</p>												
<p>ALTERNATE Not usable with B-RNAV FL60/140, inbound 314° TRO R-314/BRY R-023 LEFT turn MAX 220 KT 1 min</p>	<p>ALTERNATE Not usable with B-RNAV FL150/180, inbound 314° TRO R-314/BRY R-023 LEFT turn MAX 240 KT 1 1/2 min</p>												
<p>DIEPPE</p> <table border="1"> <tr> <td> <p>LOW N49 55.5 E001 10.2 FL70/140, inbound 178° MAX 220 KT 1 1/2 min</p> </td> <td> <p>HIGH N49 55.5 E001 10.2 FL150/240, inbound 178° MAX 240 KT 1 1/2 min</p> </td> </tr> <tr> <td> <p>ALTERNATE FL70/140, inbound 150° PON R-330/ABB R-249 RIGHT turn MAX 220 KT 1 1/2 min</p> </td> <td> <p>ALTERNATE FL150/240, inbound 150° PON R-330/ABB R-249 RIGHT turn MAX 240 KT 1 1/2 min</p> </td> </tr> </table>		<p>LOW N49 55.5 E001 10.2 FL70/140, inbound 178° MAX 220 KT 1 1/2 min</p>	<p>HIGH N49 55.5 E001 10.2 FL150/240, inbound 178° MAX 240 KT 1 1/2 min</p>	<p>ALTERNATE FL70/140, inbound 150° PON R-330/ABB R-249 RIGHT turn MAX 220 KT 1 1/2 min</p>	<p>ALTERNATE FL150/240, inbound 150° PON R-330/ABB R-249 RIGHT turn MAX 240 KT 1 1/2 min</p>	<p>ROMLO</p> <table border="1"> <tr> <td> <p>LOW N48 20.7 E000 50.5 FL60/140, inbound 037° CHW R-217 D10/15 MAX 220 KT</p> </td> <td> <p>HIGH N48 20.7 E000 50.5 FL150/240, inbound 037° CHW R-217 D10/19 MAX 240 KT</p> </td> </tr> <tr> <td> <p>ALTERNATE FL60/140, inbound 064° EPR R-244 D37/42 RIGHT turn MAX 220 KT</p> </td> <td> <p>ALTERNATE FL150/240, inbound 064° EPR R-244 D37/46 RIGHT turn MAX 240 KT</p> </td> </tr> </table>		<p>LOW N48 20.7 E000 50.5 FL60/140, inbound 037° CHW R-217 D10/15 MAX 220 KT</p>	<p>HIGH N48 20.7 E000 50.5 FL150/240, inbound 037° CHW R-217 D10/19 MAX 240 KT</p>	<p>ALTERNATE FL60/140, inbound 064° EPR R-244 D37/42 RIGHT turn MAX 220 KT</p>	<p>ALTERNATE FL150/240, inbound 064° EPR R-244 D37/46 RIGHT turn MAX 240 KT</p>	<p>MERUE</p> <p>N49 18.4 E001 51.5 FL50/140, inbound 098° CRL R-278 D26/31 MAX 220 KT</p> <p>ALTERNATE FL50/140, inbound 098° CRL R-278/PON R-332 LEFT turn MAX 220 KT 1 min</p>	
<p>LOW N49 55.5 E001 10.2 FL70/140, inbound 178° MAX 220 KT 1 1/2 min</p>	<p>HIGH N49 55.5 E001 10.2 FL150/240, inbound 178° MAX 240 KT 1 1/2 min</p>												
<p>ALTERNATE FL70/140, inbound 150° PON R-330/ABB R-249 RIGHT turn MAX 220 KT 1 1/2 min</p>	<p>ALTERNATE FL150/240, inbound 150° PON R-330/ABB R-249 RIGHT turn MAX 240 KT 1 1/2 min</p>												
<p>LOW N48 20.7 E000 50.5 FL60/140, inbound 037° CHW R-217 D10/15 MAX 220 KT</p>	<p>HIGH N48 20.7 E000 50.5 FL150/240, inbound 037° CHW R-217 D10/19 MAX 240 KT</p>												
<p>ALTERNATE FL60/140, inbound 064° EPR R-244 D37/42 RIGHT turn MAX 220 KT</p>	<p>ALTERNATE FL150/240, inbound 064° EPR R-244 D37/46 RIGHT turn MAX 240 KT</p>												
<p>TROYES</p> <table border="1"> <tr> <td> <p>LOW N48 15.1 E003 57.8 FL60/140, inbound 315° MAX 220 KT 1 min</p> </td> <td> <p>HIGH N48 15.1 E003 57.8 above FL145 inbound 315° MAX 240 KT 1 1/2min</p> </td> </tr> </table>		<p>LOW N48 15.1 E003 57.8 FL60/140, inbound 315° MAX 220 KT 1 min</p>	<p>HIGH N48 15.1 E003 57.8 above FL145 inbound 315° MAX 240 KT 1 1/2min</p>	<p>ROUEN</p> <p>N49 27.9 E001 16.8 FL70/140, inbound 178° MAX 220 KT 1 1/2 min</p> <p>ALTERNATE FL70/140, inbound 188° EVX R-008/DVL R-079 LEFT turn MAX 220 KT 1 1/2 min</p>									
<p>LOW N48 15.1 E003 57.8 FL60/140, inbound 315° MAX 220 KT 1 min</p>	<p>HIGH N48 15.1 E003 57.8 above FL145 inbound 315° MAX 240 KT 1 1/2min</p>												
<p>VELER</p> <p>Not usable with RNAV N49 15.0 E003 22.1 FL60/130, inbound 255° BSN R-075 D13/18 MAX 220 KT</p> <p>ALTERNATE Not usable with RNAV FL60/130, inbound 255° BSN R-075/CTL R-311 RIGHT turn MAX 220 KT 1 min</p>													

LFPG/CDG
CHARLES-DE-GAULLE
 9 MAR 07 **(20-2B)** **EFF 15 MAR**
PARIS, FRANCE
RNAV STAR

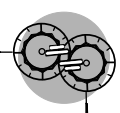
D-ATIS 127.12
 ATIS (French) 128.22)
 Apt Elev 392'
 Alt Set: hPa Trans level: By ATC Trans alt: 4000'
 For additional holding information refer to page 20-2A.

KEPER 4E [KEPE4E], KEPER 4H [KEPE4H]
KOVAK 4E [KOVA4E], KOVAK 4H [KOVA4H]
SABLE 4E [SABL4E], SABLE 4H [SABL4H]
RWYS 08L/R, 09L/R RNAV ARRIVALS
 FROM SOUTHWEST TO BALOD



MSA 2500' all sectors if DME not available
 2200' within 22 NM
 2200' within 11 NM

D 115.35 CGN
 N49 01.2 E002 30.0



D 117.05 PGS
 N49 00.0 E002 37.4

D 115.65 EPR
 N48 37.5 E001 39.4



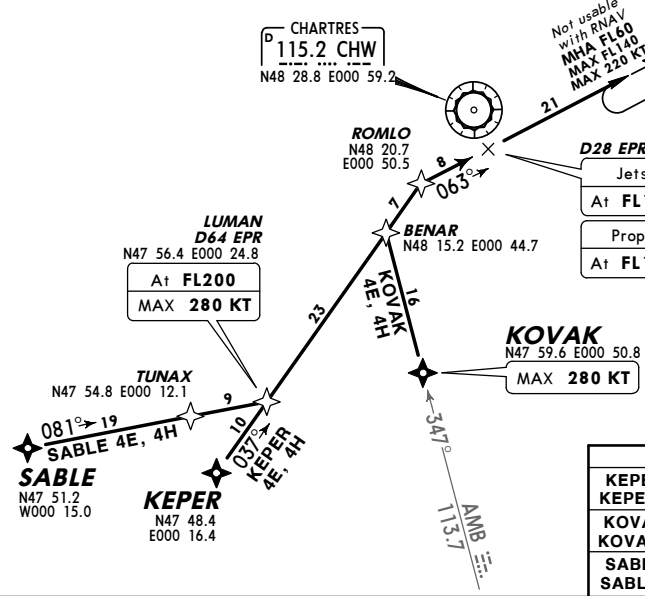
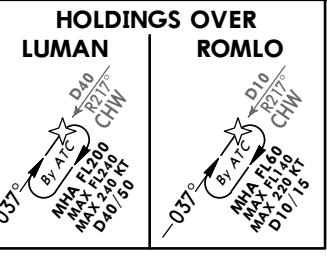
(IAF) BALOD
 N48 34.3 E001 29.9
MAX 250 KT

- Jets
- At **FL100**
- Props
- At **FL90**

- D28 EPR**
- Jets
 - At **FL150**
 - Props
 - At **FL120**

CAUTION
 Actual descent clearance will be given by ATC.

STAR	ROUTING	RESTRICTION
KEPER 4E JET ACFT KEPER 4H PROP ACFT	KEPER - LUMAN - ROMLO - BALOD.	From upper airspace.
KOVAK 4E JET ACFT KOVAK 4H PROP ACFT	KOVAK - BENAR - ROMLO - BALOD.	From lower airspace.
SABLE 4E JET ACFT SABLE 4H PROP ACFT	SABLE - LUMAN - ROMLO - BALOD.	

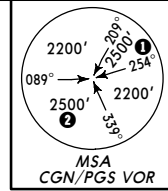


CHANGES: MSA raised.
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LFPG/CDG
CHARLES-DE-GAULLE
 9 MAR 07 **(20-2C)** **EFF 15 MAR**
PARIS, FRANCE
RNAV STAR

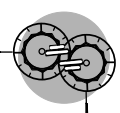
D-ATIS 127.12
 ATIS (French) 128.22)
 Apt Elev 392'
 Alt Set: hPa Trans level: By ATC Trans alt: 4000'
 For additional holding information refer to page 20-2A.

KEPER 4W [KEPE4W], KOVAK 4W [KOVA4W]
SABLE 4W [SABL4W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
 JET & PROP ACFT
 FROM SOUTHWEST TO BALOD



MSA 2500' all sectors if DME not available
 2200' within 22 NM
 2200' within 11 NM

D 115.35 CGN
 N49 01.2 E002 30.0



D 117.05 PGS
 N49 00.0 E002 37.4

D 115.65 EPR
 N48 37.5 E001 39.4

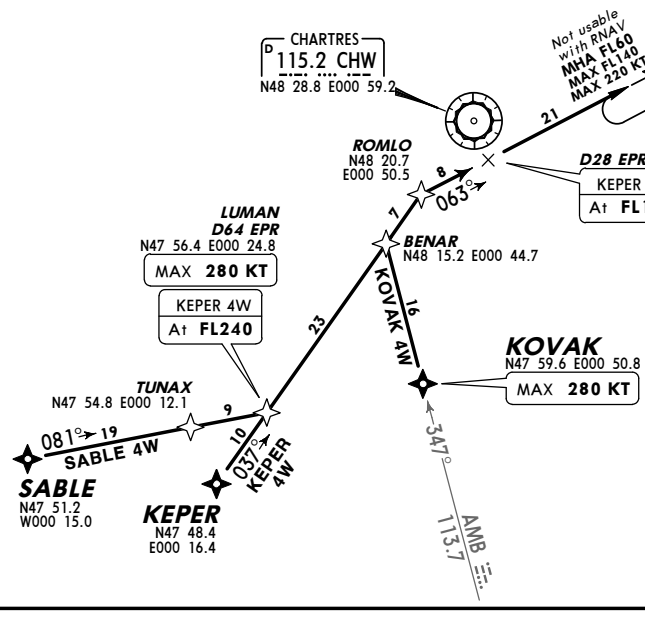
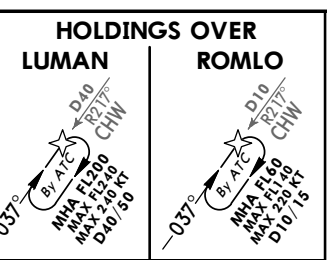


(IAF) BALOD
 N48 34.3 E001 29.9
At FL140
MAX 250 KT

- D28 EPR**
- KEPER 4W
 - At **FL190**

CAUTION
 Actual descent clearance will be given by ATC.

STAR	ROUTING	RESTRICTION
KEPER 4W	KEPER - LUMAN - ROMLO - BALOD.	From upper airspace.
KOVAK 4W	KOVAK - BENAR - ROMLO - BALOD.	From lower airspace.
SABLE 4W	SABLE - LUMAN - ROMLO - BALOD.	



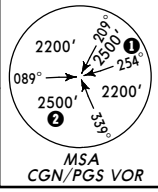
CHANGES: MSA raised.
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LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 7 DEC 07 (20-2D) Eff 20 Dec

PARIS, FRANCE
 RNAV STAR

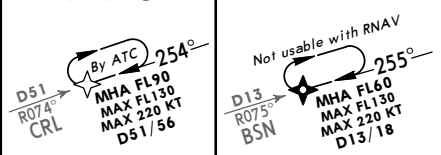
D-ATIS 127.12
 ATIS (French) 128.22
 Apt Elev 392'
 Alt Set: hPa
 Trans level: By ATC Trans alt: 4000'
 For additional holding information refer to page 20-2A.



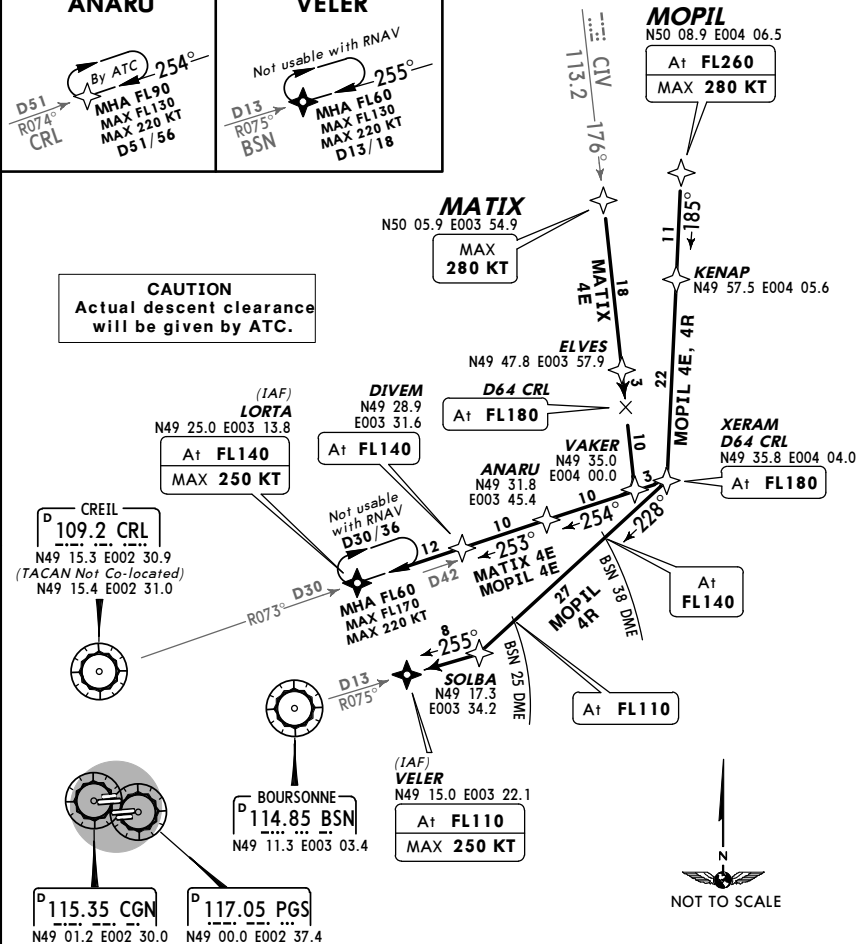
MATIX 4E [MATI4E]
MOPIL 4E [MOPI4E], MOPIL 4R [MOPI4R]
 RWYS 08L/R, 09L/R RNAV ARRIVALS
 JET ACFT
 FROM NORTH TO LORTA & VELER

MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM

HOLDINGS OVER ANARU VELER



CAUTION
 Actual descent clearance will be given by ATC.



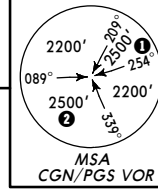
STAR	ROUTING	RESTRICTION
MATIX 4E	MATIX - VAKER - ANARU - DIVEM - LORTA.	From lower airspace.
MOPIL 4E	MOPIL - XERAM - ANARU - DIVEM - LORTA.	From upper airspace.
MOPIL 4R	MOPIL - XERAM - SOLBA - VELER.	From lower airspace.

LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 7 DEC 07 (20-2E) Eff 20 Dec

PARIS, FRANCE
 RNAV STAR

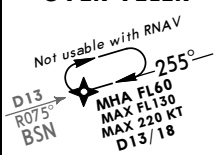
D-ATIS 127.12
 ATIS (French) 128.22
 Apt Elev 392'
 Alt Set: hPa
 Trans level: By ATC Trans alt: 4000'
 For additional holding information refer to page 20-2A.



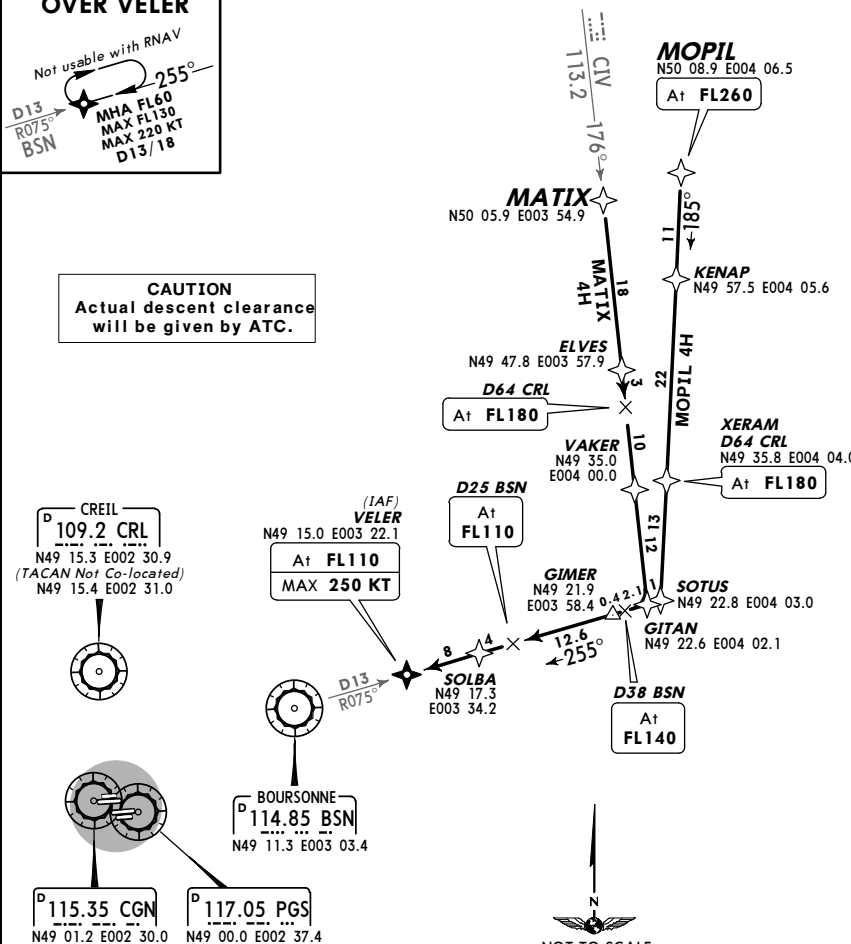
MATIX 4H [MATI4H], MOPIL 4H [MOPI4H]
 RWYS 08L/R, 09L/R RNAV ARRIVALS
 PROP ACFT
 FROM NORTH TO VELER

MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM

HOLDING OVER VELER



CAUTION
 Actual descent clearance will be given by ATC.



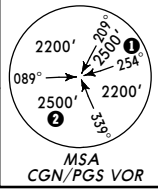
STAR	ROUTING	RESTRICTION
MATIX 4H	MATIX - GITAN - GIMER - SOLBA - VELER.	From lower airspace.
MOPIL 4H	MOPIL - SOTUS - GIMER - SOLBA - VELER.	From upper airspace.

LFPG/CDG
 CHARLES-DE-GAULLE

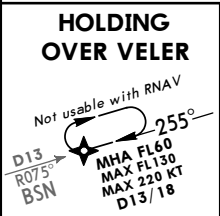
JEPPESEN
 7 DEC 07 (20-2E1) Eff 20 Dec

PARIS, FRANCE
 RNAV STAR

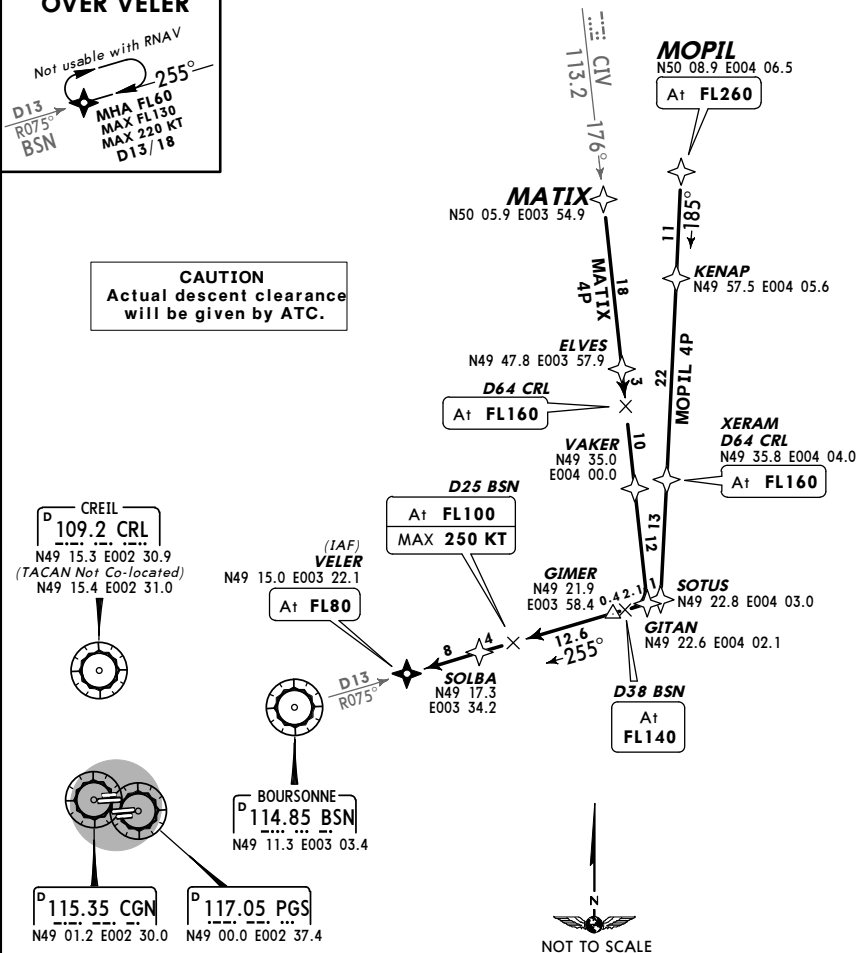
D-ATIS 127.12
 ATIS (French) 128.22
 Apt Elev 392'
 Alt Set: hPa
 Trans level: By ATC
 Trans alt: 4000'
 For additional holding information refer to page 20-2A.



MATIX 4P [MATI4P], MOPIL 4P [MOPI4P]
 RWYS 26L/R, 27L/R RNAV ARRIVALS
 PROP ACFT
 FROM NORTH TO VELER



CAUTION
 Actual descent clearance will be given by ATC.



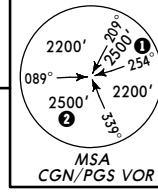
STAR	ROUTING	RESTRICTION
MATIX 4P	MATIX - GITAN - GIMER - SOLBA - VELER.	From lower airspace.
MOPIL 4P	MOPIL - SOTUS - GIMER - SOLBA - VELER.	From upper airspace.

LFPG/CDG
 CHARLES-DE-GAULLE

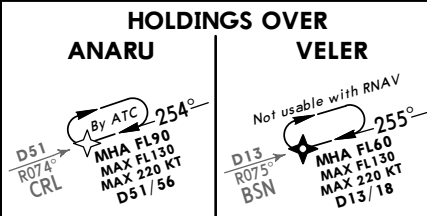
JEPPESEN
 7 DEC 07 (20-2E2) Eff 20 Dec

PARIS, FRANCE
 RNAV STAR

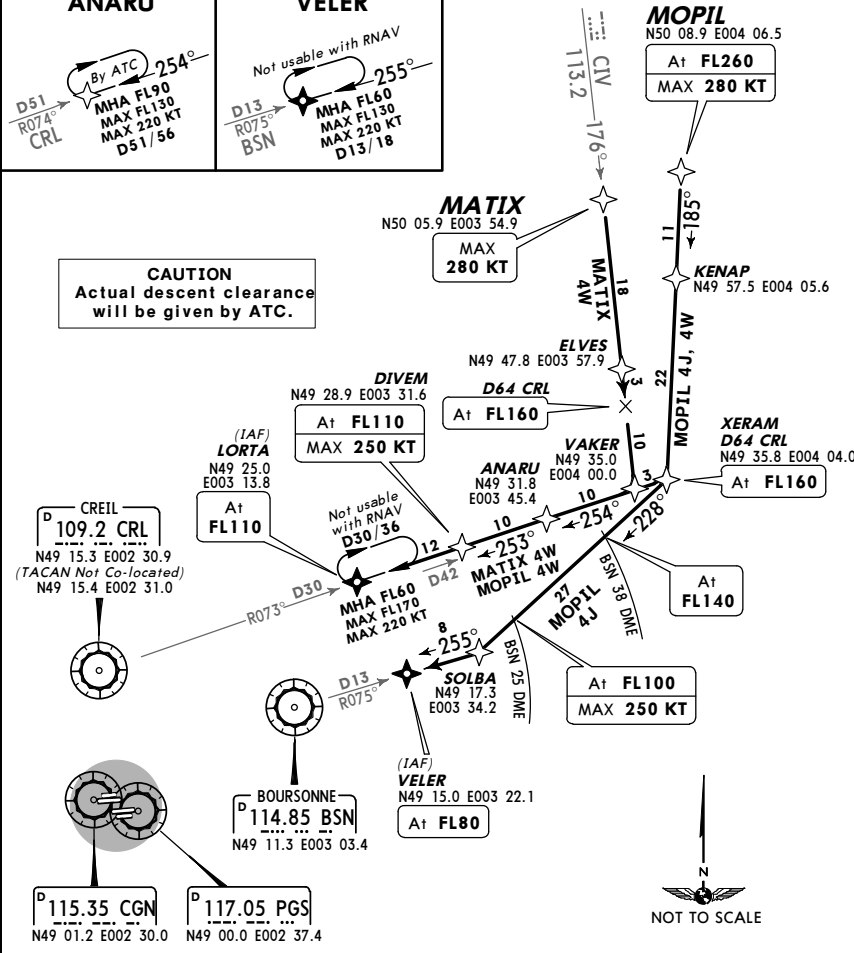
D-ATIS 127.12
 ATIS (French) 128.22
 Apt Elev 392'
 Alt Set: hPa
 Trans level: By ATC
 Trans alt: 4000'
 For additional holding information refer to page 20-2A.



MATIX 4W [MATI4W]
MOPIL 4J [MOPI4J], MOPIL 4W [MOPI4W]
 RWYS 26L/R, 27L/R RNAV ARRIVALS
 JET ACFT
 FROM NORTH TO LORTA & VELER



CAUTION
 Actual descent clearance will be given by ATC.

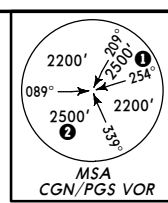


STAR	ROUTING	RESTRICTION
MATIX 4W	MATIX - VAKER - ANARU - DIVEM - LORTA.	From lower airspace.
MOPIL 4J	MOPIL - XERAM - SOLBA - VELER.	
MOPIL 4W	MOPIL - XERAM - ANARU - DIVEM - LORTA.	From upper airspace.

LFPG/CDG
CHARLES-DE-GAULLE
 7 DEC 07 **(20-2E3)** Eff 20 Dec

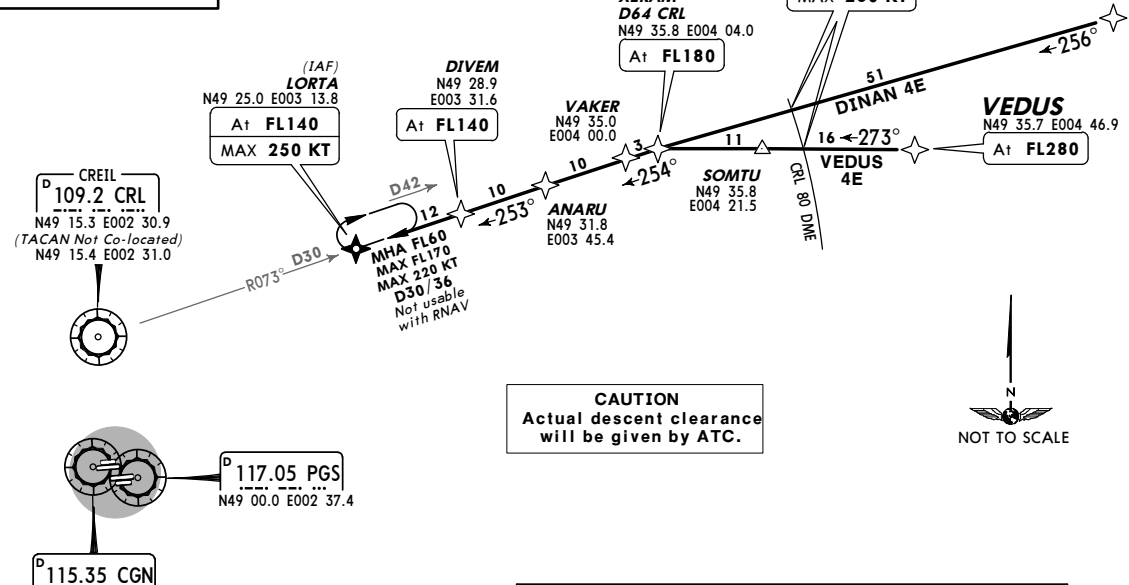
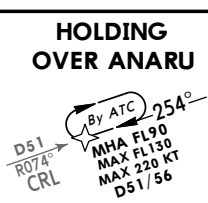
D-ATIS 127.12
 ATIS (French 128.22)
 Apt Elev 392'
 Alt Set: hPa Trans alt: 4000'
 For additional holding information refer to page 20-2A.

JEPPesen
PARIS, FRANCE
RNAV STAR

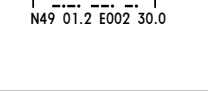


MSA CGN/PGS VOR
 MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM

DINAN 4E [DINA4E], VEDUS 4E [VEDU4E]
RWYS 08L/R, 09L/R RNAV ARRIVALS
 JET ACFT FROM UPPER AIRSPACE FROM NORTHEAST TO LORTA



STAR	ROUTING
DINAN 4E By ATC	DINAN - XERAM - ANARU - DIVEM - LORTA.
VEDUS 4E	VEDUS - XERAM - ANARU - DIVEM - LORTA.



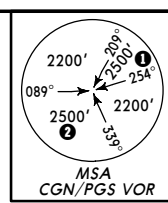
CHANGES: New chart.

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LFPG/CDG
CHARLES-DE-GAULLE
 7 DEC 07 **(20-2E4)** Eff 20 Dec

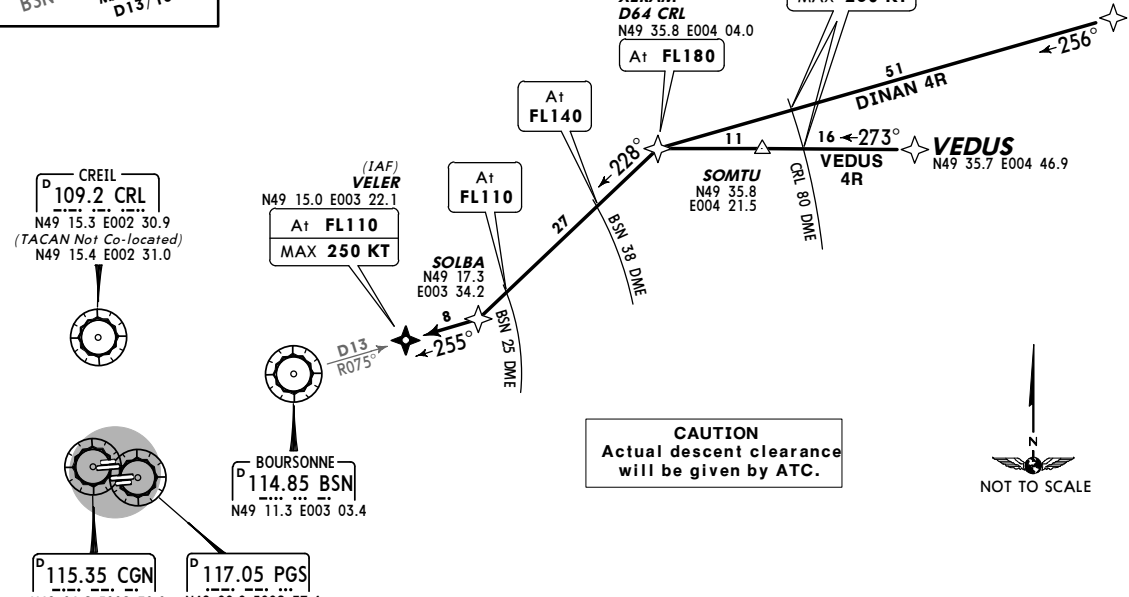
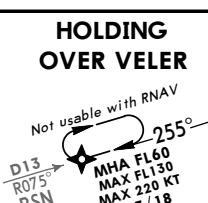
D-ATIS 127.12
 ATIS (French 128.22)
 Apt Elev 392'
 Alt Set: hPa Trans alt: 4000'
 For additional holding information refer to page 20-2A.

JEPPesen
PARIS, FRANCE
RNAV STAR

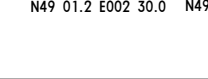


MSA CGN/PGS VOR
 MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM

DINAN 4R [DINA4R], VEDUS 4R [VEDU4R]
RWYS 08L/R, 09L/R RNAV ARRIVALS
 JET ACFT FROM LOWER AIRSPACE FROM NORTHEAST TO VELER



STAR	ROUTING
DINAN 4R	DINAN - XERAM - SOLBA - VELER.
VEDUS 4R	VEDUS - XERAM - SOLBA - VELER.

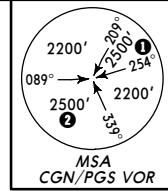


CHANGES: New chart.

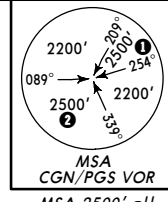
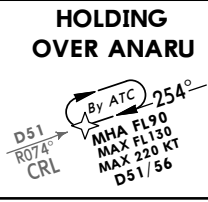
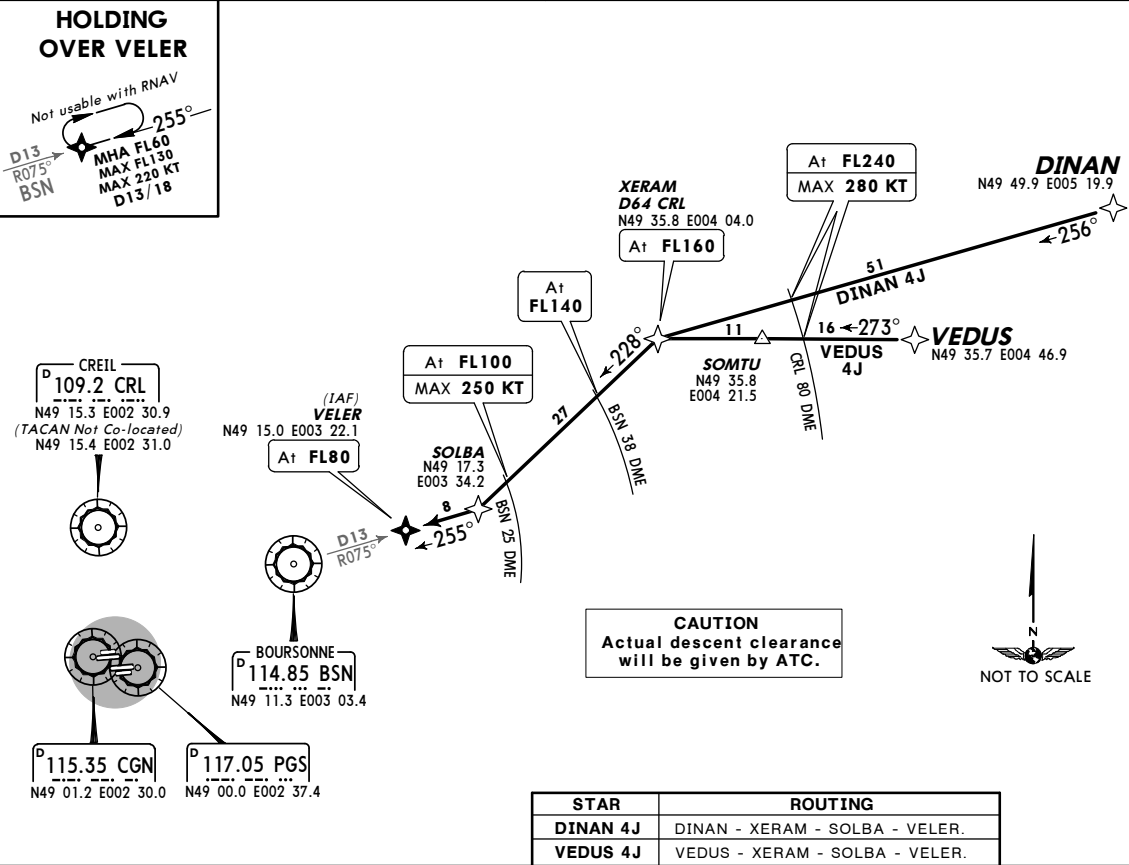
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LFPG/CDG
CHARLES-DE-GAULLE
 D-ATIS 127.12
 ATIS (French) 128.22)
 Apt Elev 392'
 For additional holding information refer to page 20-2A.

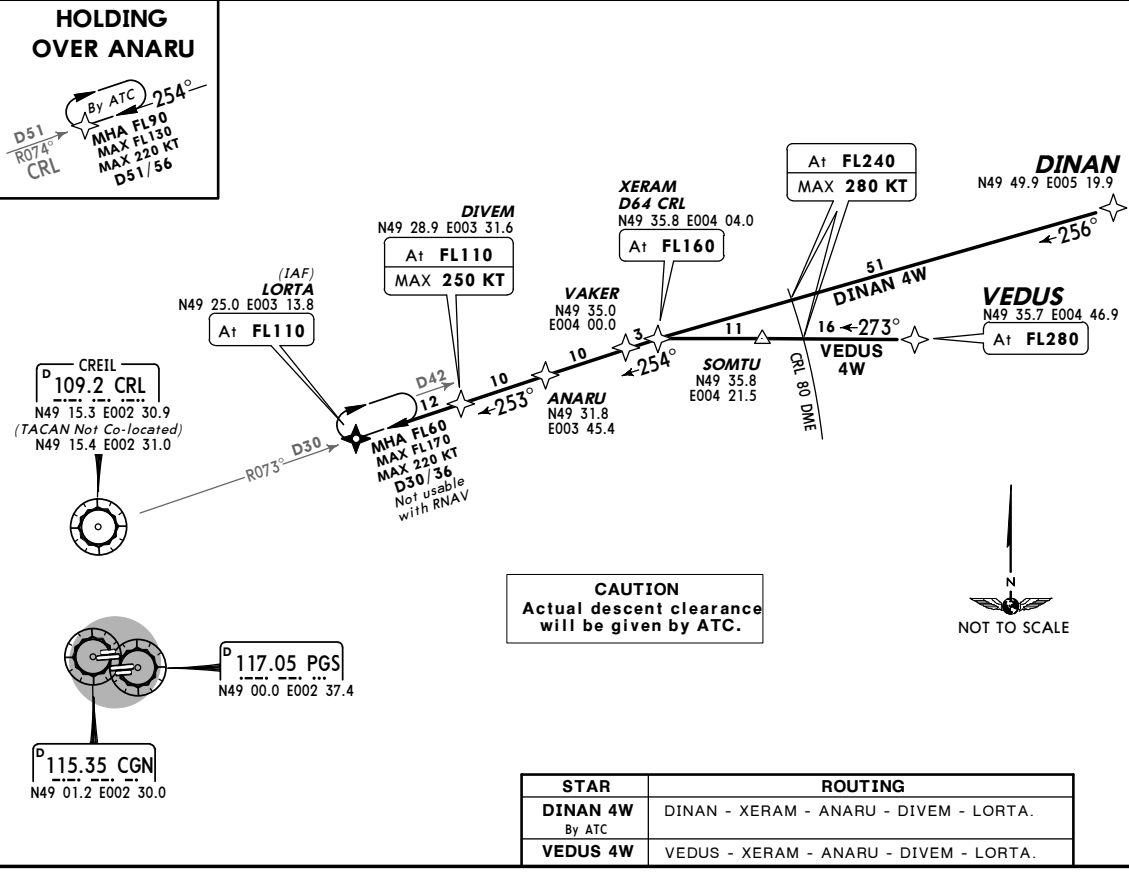
JEPPesen
 7 DEC 07 (20-2E5) Eff 20 Dec
PARIS, FRANCE
RNAV STAR



DINAN 4J [DINA4J], VEDUS 4J [VEDU4J]
RWYS 26L/R, 27L/R RNAV ARRIVALS
 JET ACFT FROM LOWER AIRSPACE
 FROM NORTHEAST TO VELER



DINAN 4W [DINA4W], VEDUS 4W [VEDU4W]
RWYS 26L/R, 27L/R RNAV ARRIVALS
 JET ACFT FROM UPPER AIRSPACE
 FROM NORTHEAST TO LORTA

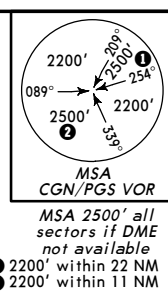


LFPG/CDG
CHARLES-DE-GAULLE
 D-ATIS 127.12
 ATIS (French) 128.22)
 Apt Elev 392'
 For additional holding information refer to page 20-2A.

JEPPesen
 7 DEC 07 (20-2E6) Eff 20 Dec
PARIS, FRANCE
RNAV STAR

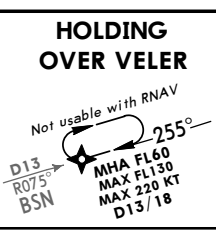
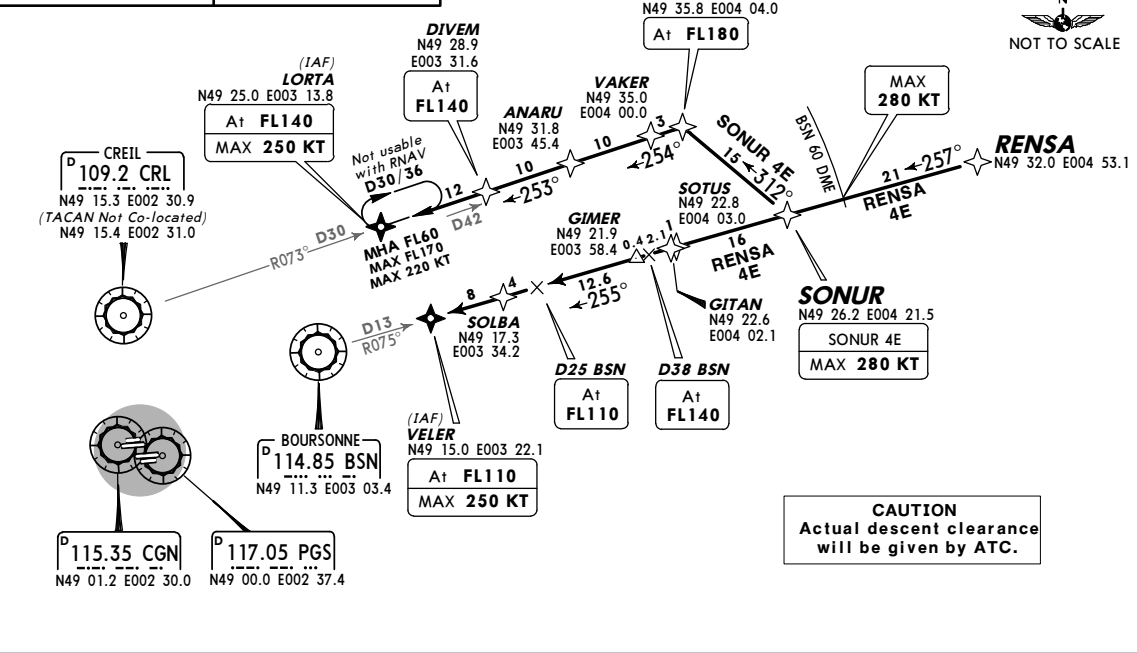
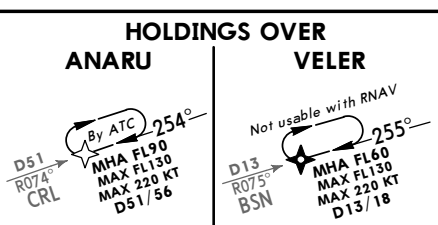
LFPG/CDG
CHARLES-DE-GAULLE
 7 DEC 07 **(20-2F)** Eff 20 Dec
PARIS, FRANCE
RNAV STAR

D-ATIS	127.12	Apt Elev	392'	Alt Set: hPa	Trans level: By ATC	Trans alt: 4000'
ATIS (French)	128.22)	For additional holding information refer to page 20-2A.				



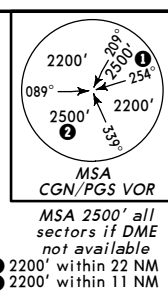
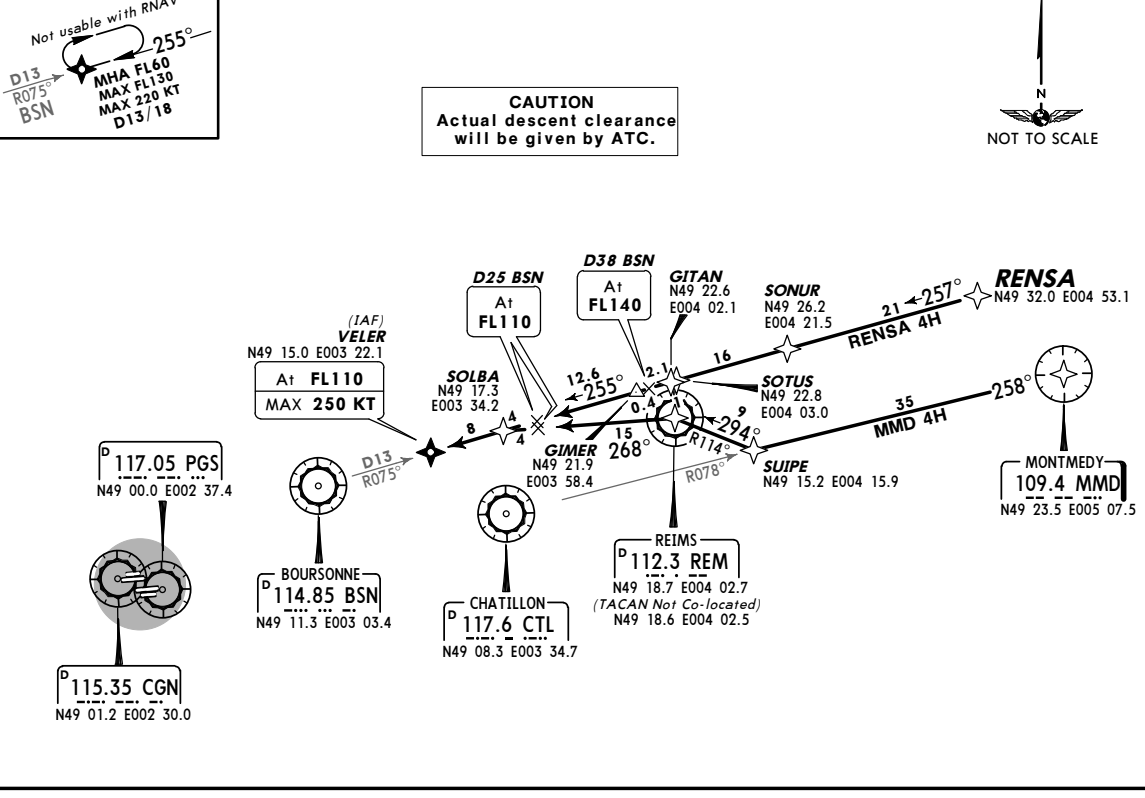
RENSA 4E [RENSA4E]
SONUR 4E [SONUR4E]
RWYS 08L/R, 09L/R RNAV ARRIVALS
 JET ACT FROM LOWER AIRSPACE
 FL160 & FL180 ONLY
 FROM EAST TO LORTIA & VELER

STAR	ROUTING
RENSA 4E By ATC	RENSA - GIMER - SOLBA - VELER.
SONUR 4E	SONUR - XERAM - ANARU - DIVEM - LORTA.



STAR	ROUTING	RESTRICTION
MMD 4H	MMD - SUIPE - REM - SOLBA - VELER.	Below FL135.
RENSA 4H	RENSA - GIMER - SOLBA - VELER.	Above FL135.

CAUTION
 Actual descent clearance will be given by ATC.

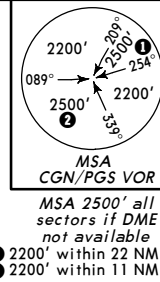


MONTMEDY 4H [MMD 4H]
RENSA 4H [RENSA4H]
RWYS 08L/R, 09L/R RNAV ARRIVALS
 PROP ACT FROM EAST TO VELER

LFPG/CDG
CHARLES-DE-GAULLE
 7 DEC 07 **(20-2G)** Eff 20 Dec
PARIS, FRANCE
RNAV STAR

D-ATIS	127.12	Apt Elev	392'	Alt Set: hPa	Trans level: By ATC	Trans alt: 4000'
ATIS (French)	128.22)	For additional holding information refer to page 20-2A.				

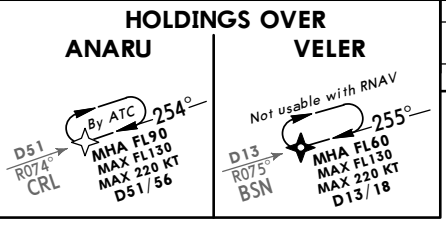
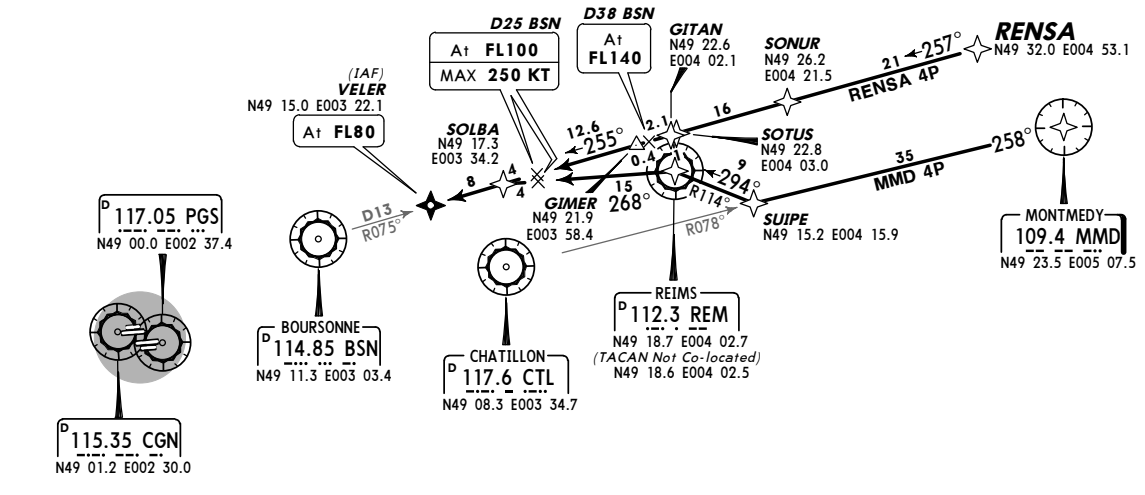
D-ATIS	127.12	Apt Elev	392'
ATIS (French)	128.22)	Alt Set: hPa	Trans alt: 4000'
For additional holding information refer to page 20-2A.			



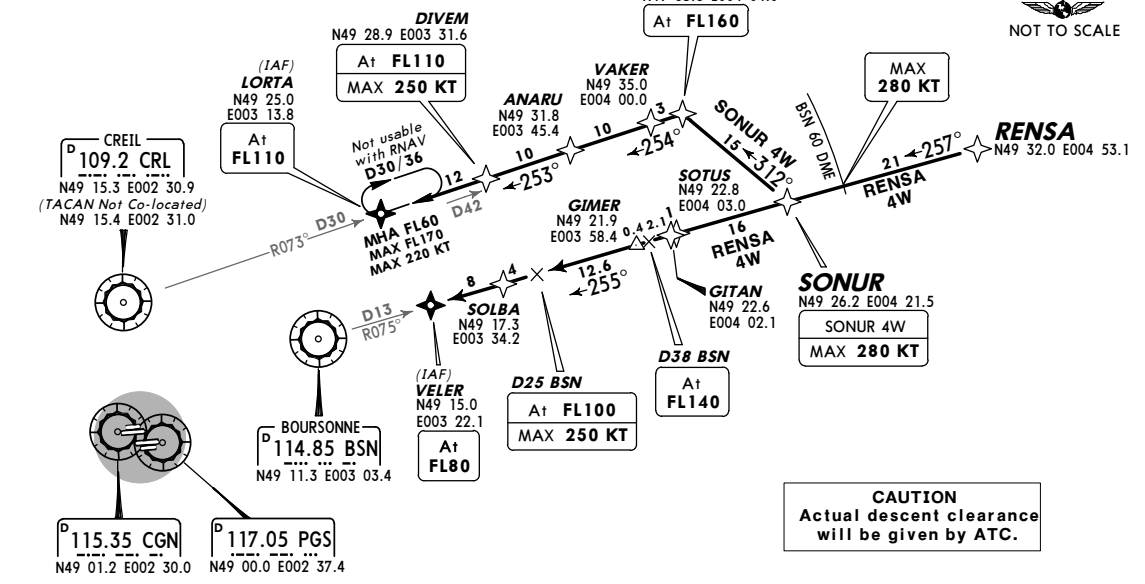
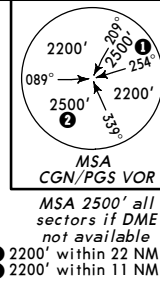
STAR	ROUTING	RESTRICTION
MMD 4P	MMD - SUIPE - REM - SOLBA - VELER.	Below FL135.
RENSA 4P	RENSA - GIMER - SOLBA - VELER.	Above FL135.



CAUTION
 Actual descent clearance will be given by ATC.

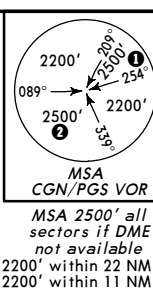


STAR	ROUTING
RENSA 4W	RENSA - GIMER - SOLBA - VELER.
SONUR 4W	SONUR - XERAM - ANARU - DIVEM - LORTA.

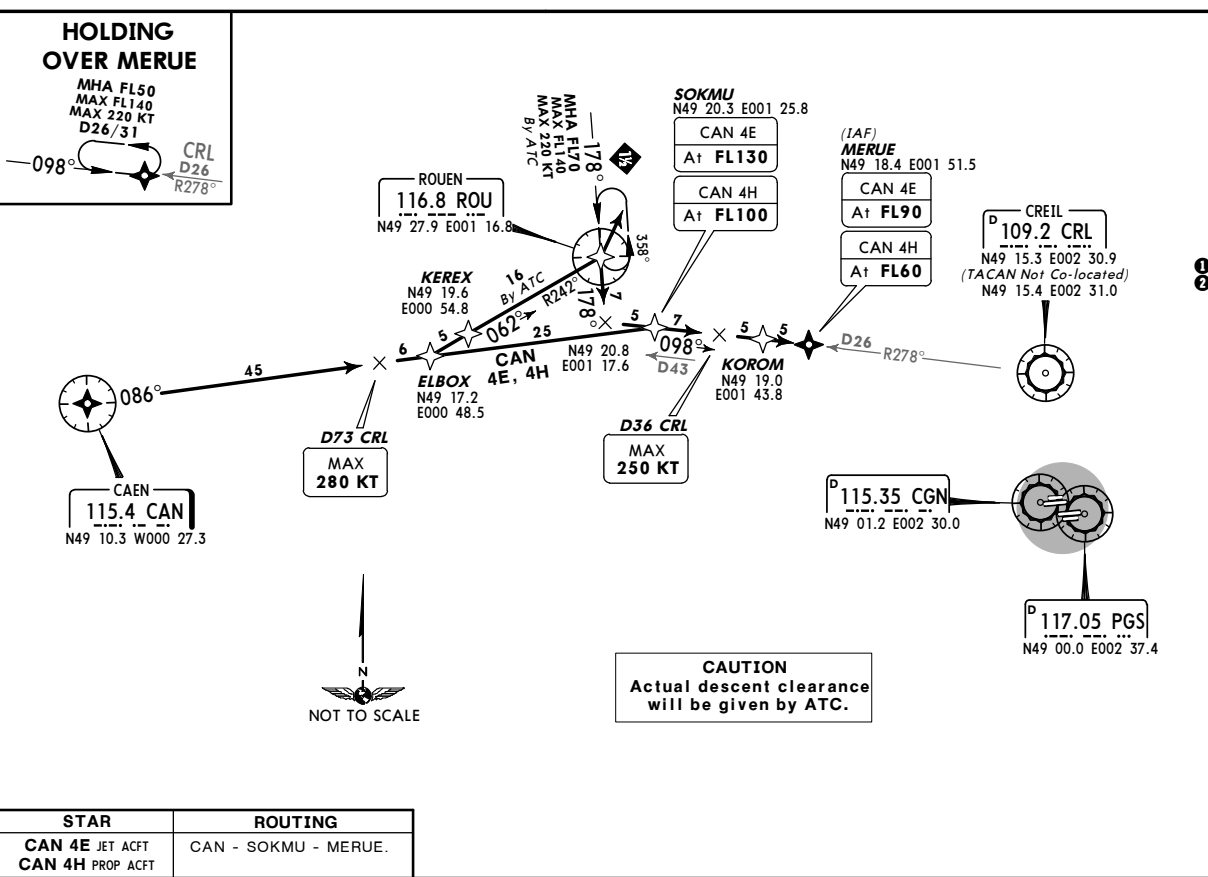


CAUTION
 Actual descent clearance will be given by ATC.

D-ATIS 127.12
ATIS (French) 128.22)
Apt Elev 392'
Alt Set: hPa Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 20-2A.

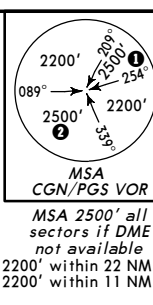


CAEN 4E (CAN 4E), CAEN 4H (CAN 4H)
RWYS 08L/R, 09L/R RNAV ARRIVALS
FROM LOWER AIRSPACE
FROM WEST TO MERUE

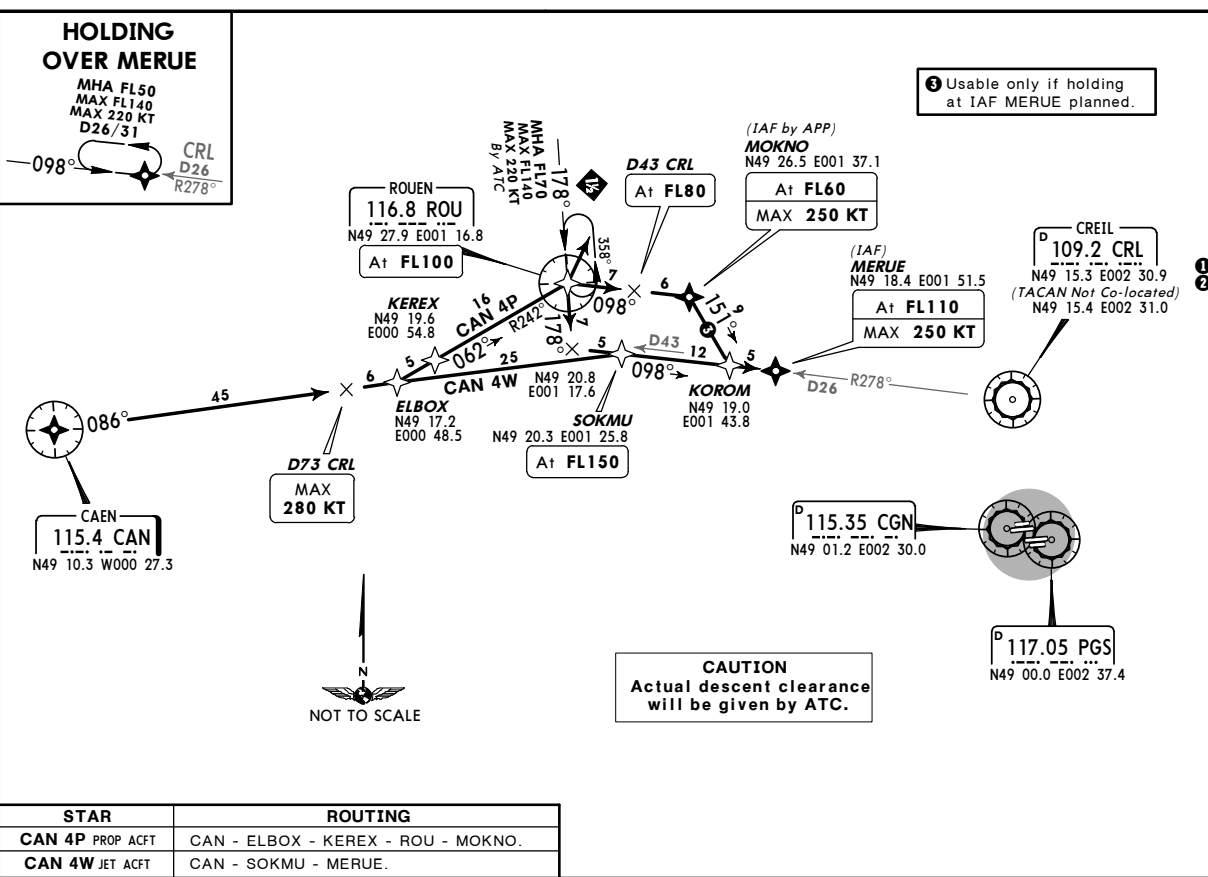


STAR	ROUTING
CAN 4E JET ACFT CAN 4H PROP ACFT	CAN - SOKMU - MERUE.

D-ATIS 127.12
ATIS (French) 128.22)
Apt Elev 392'
Alt Set: hPa Trans level: By ATC Trans alt: 4000'
For additional holding information refer to page 20-2A.



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



STAR	ROUTING
CAN 4P PROP ACFT CAN 4W JET ACFT	CAN - ELBOX - KEREX - ROU - MOKNO.
	CAN - SOKMU - MERUE.

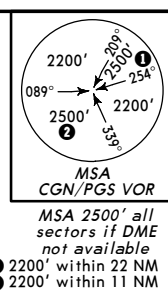
LFPG/CDG
CHARLES-DE-GAULLE

9 MAR 07 **(20-2M)** **EFF 15 MAR**

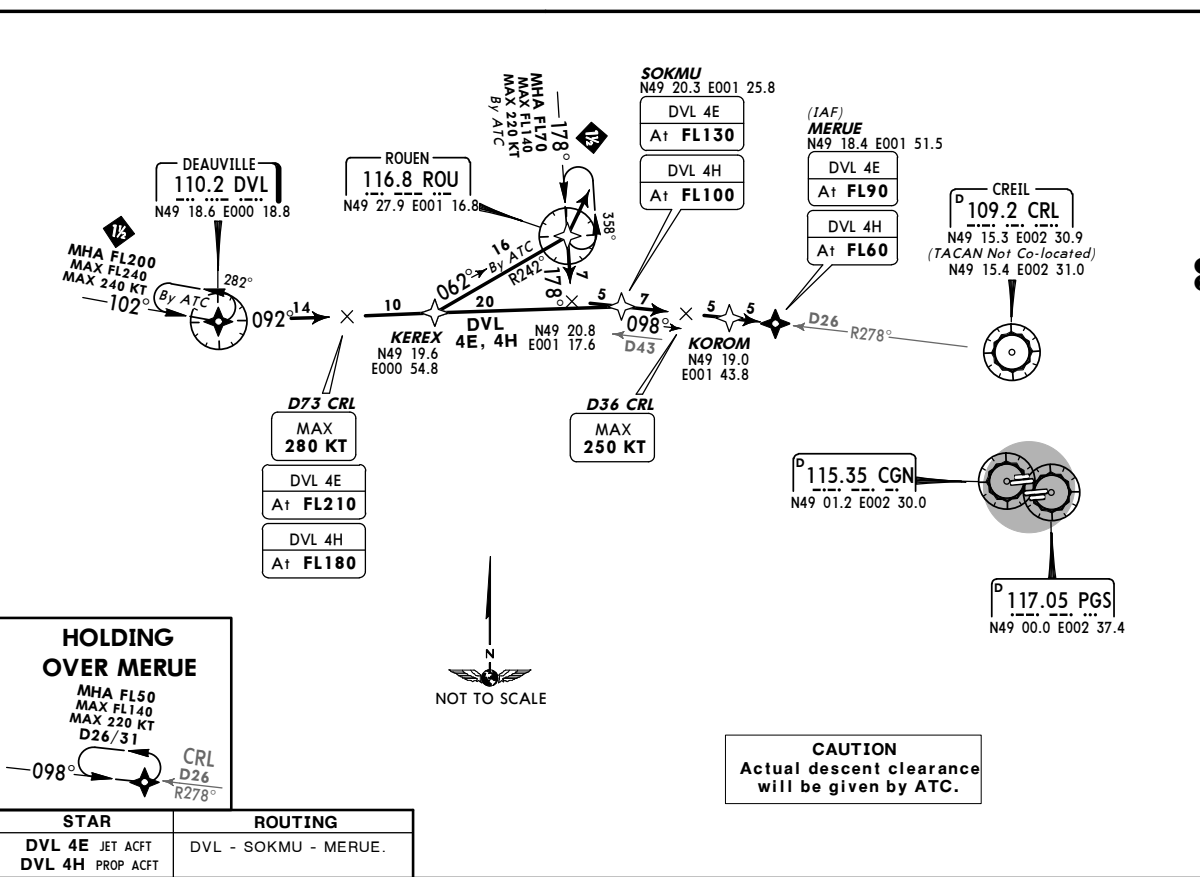
JEPPESSEN
PARIS, FRANCE
RNAV STAR

D-ATIS	127.12	Appl Elev	392'
ATIS (French)	128.22)	Alt Set: hPa	Trans level: By ATC
		Trans alt:	4000'

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



DEAUVILLE 4E (DVL 4E)
DEAUVILLE 4H (DVL 4H)
RWYS 08L/R, 09L/R RNAV ARRIVALS
 FROM UPPER AIRSPACE
 FROM NORTHWEST TO MERUE



STAR	ROUTING
DVL 4E JET ACFT	DVL - SOKMU - MERUE.
DVL 4H PROP ACFT	

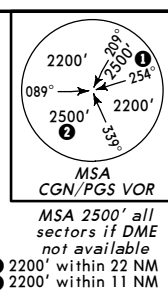
LFPG/CDG
CHARLES-DE-GAULLE

9 MAR 07 **(20-2N)** **EFF 15 MAR**

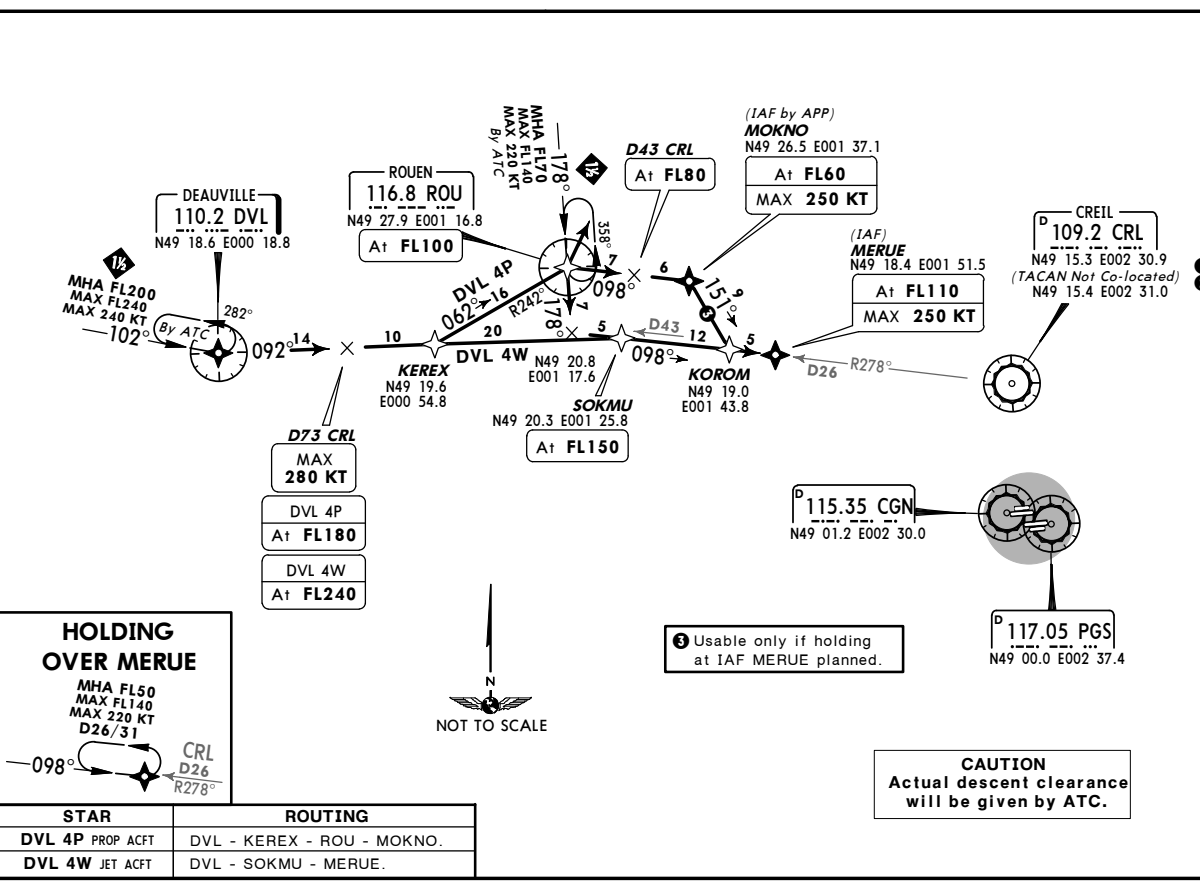
JEPPESSEN
PARIS, FRANCE
RNAV STAR

D-ATIS	127.12	Appl Elev	392'
ATIS (French)	128.22)	Alt Set: hPa	Trans level: By ATC
		Trans alt:	4000'

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



DEAUVILLE 4P (DVL 4P)
DEAUVILLE 4W (DVL 4W)
RWYS 26L/R, 27L/R RNAV ARRIVALS
 FROM UPPER AIRSPACE
 FROM NORTHWEST TO MERUE & MOKNO



STAR	ROUTING
DVL 4P PROP ACFT	DVL - KEREX - ROU - MOKNO.
DVL 4W JET ACFT	DVL - SOKMU - MERUE.

LFPG/CDG
 CHARLES-DE-GAULLE

JEPPesen
 9 MAR 07 (20-2P) Eff 15 Mar

PARIS, FRANCE
 RNAV STAR

LFPG/CDG
 CHARLES-DE-GAULLE

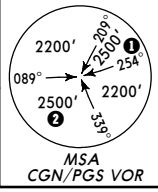
JEPPesen
 9 MAR 07 (20-2Q) Eff 15 Mar

PARIS, FRANCE
 RNAV STAR

D-ATIS 127.12
 ATIS (French) 128.22

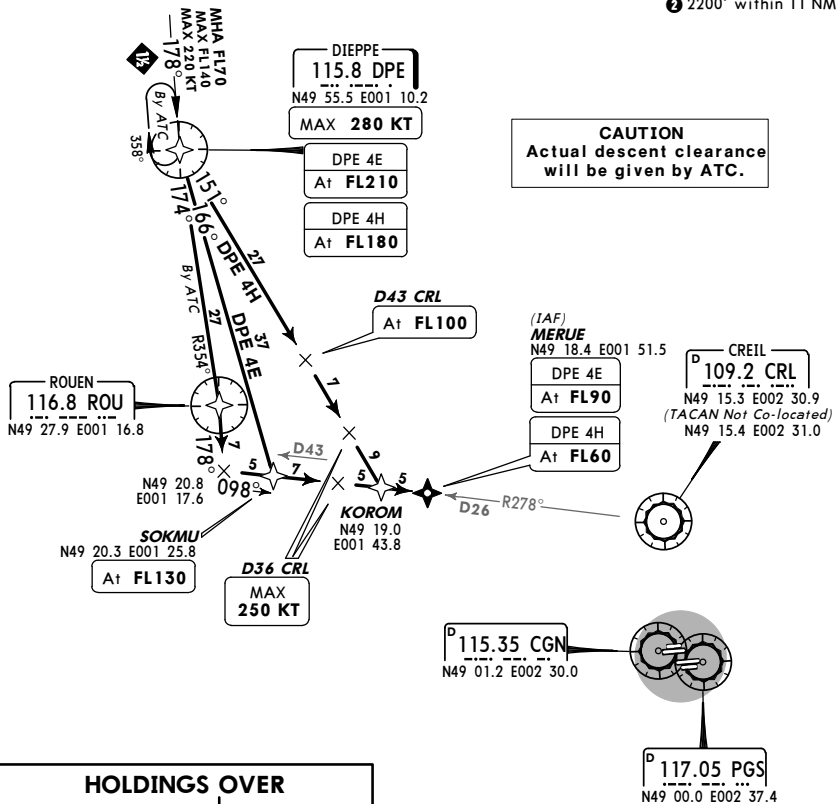
Apt Elev 392'

Alt Set: hPa
 Trans level: By ATC Trans alt: 4000'
 For additional holding information refer to page 20-2A.

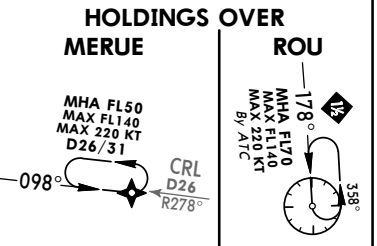


MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM

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.

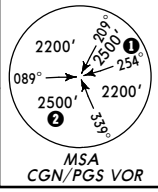


STAR	ROUTING
DPE 4E JET ACFT	DPE - SOKMU - KOROM - MERUE.
DPE 4H PROP ACFT	DPE - KOROM - MERUE.

D-ATIS 127.12
 ATIS (French) 128.22

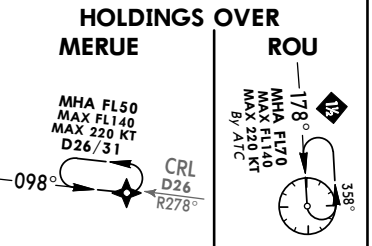
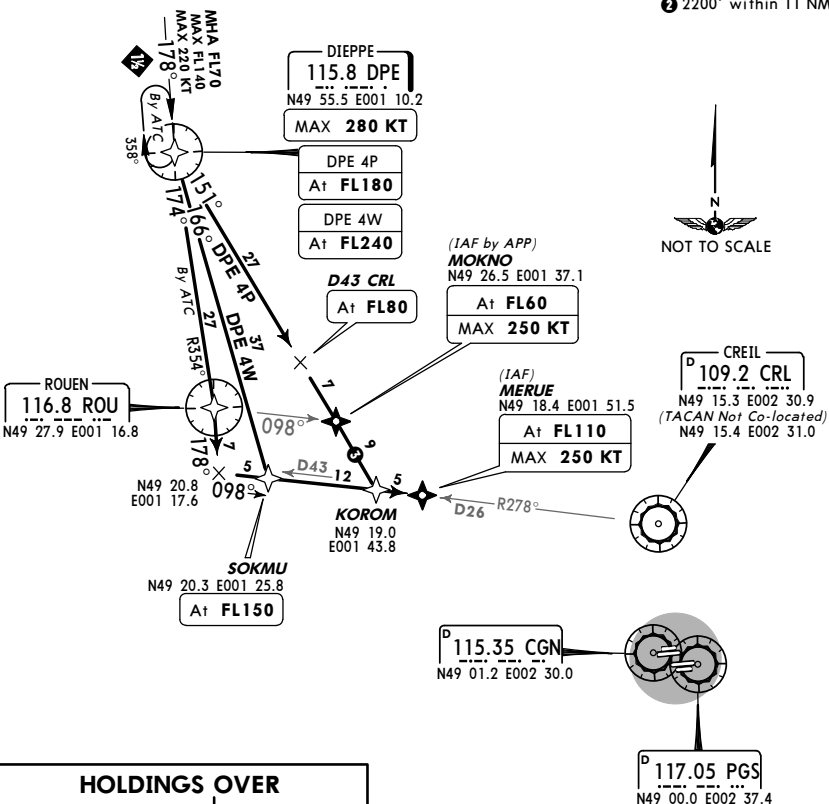
Apt Elev 392'

Alt Set: hPa
 Trans level: By ATC Trans alt: 4000'
 For additional holding information refer to page 20-2A.



MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM

DIEPPE 4P (DPE 4P), DIEPPE 4W (DPE 4W)
RWYS 26L/R, 27L/R RNAV ARRIVALS
 FROM NORTH TO MERUE & MOKNO



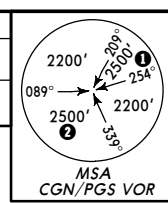
CAUTION
 Actual descent clearance will be given by ATC.

3 Usable only if holding at IAF MERUE planned.

STAR	ROUTING
DPE 4P PROP ACFT	DPE - MOKNO.
DPE 4W JET ACFT	DPE - SOKMU - KOROM - MERUE.

LFPG/CDG
CHARLES-DE-GAULLE
 9 MAR 07 **(20-2S)** **EFF 15 MAR**
JEPPESSEN
PARIS, FRANCE
RNAV STAR

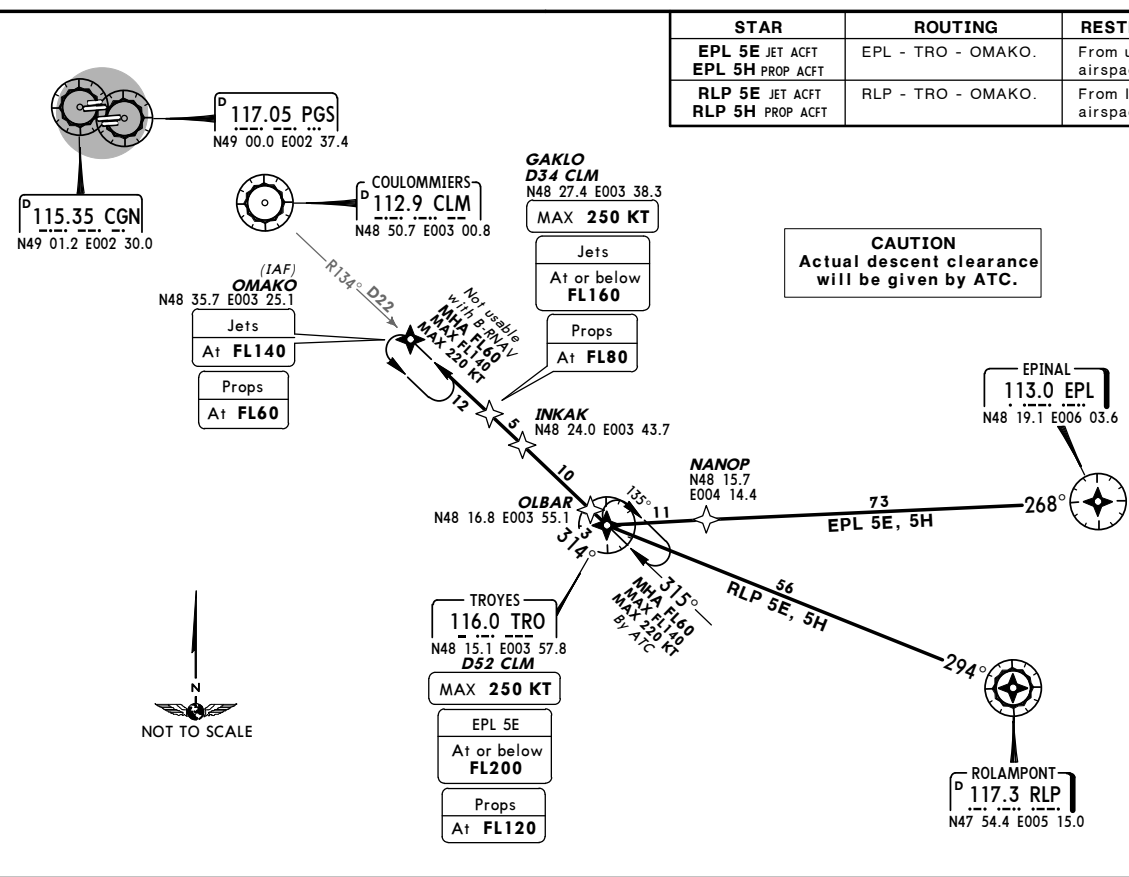
D-ATIS 127.12
 ATIS (French) 128.22)
 Apt Elev 392'
 Alt Set: hPa Trans level: By ATC Trans alt: 4000'
 For additional holding information refer to page 20-2A.



EPINAL 5E (EPL 5E), EPINAL 5H (EPL 5H)
ROLAMPONT 5E (RPL 5E)
ROLAMPONT 5H (RPL 5H)
RWYS 08L/R, 09L/R RNAV ARRIVALS
 FROM EAST TO OMAKO

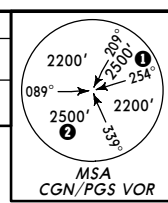
STAR	ROUTING	RESTRICTION
EPL 5E JET ACFT EPL 5H PROP ACFT	EPL - TRO - OMAKO.	From upper airspace.
RPL 5E JET ACFT RPL 5H PROP ACFT	RPL - TRO - OMAKO.	From lower airspace.

CAUTION
 Actual descent clearance will be given by ATC.



LFPG/CDG
CHARLES-DE-GAULLE
 9 MAR 07 **(20-2T)** **EFF 15 MAR**
JEPPESSEN
PARIS, FRANCE
RNAV STAR

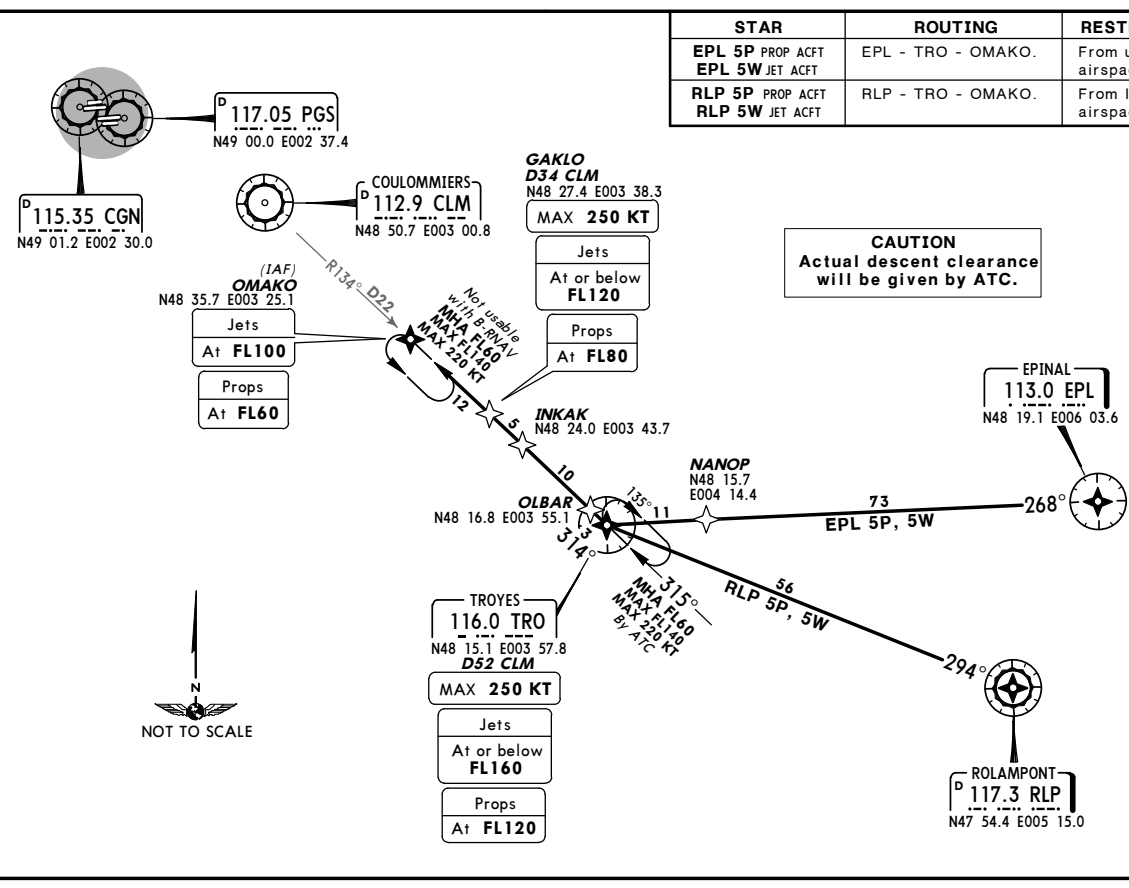
D-ATIS 127.12
 ATIS (French) 128.22)
 Apt Elev 392'
 Alt Set: hPa Trans level: By ATC Trans alt: 4000'
 For additional holding information refer to page 20-2A.



EPINAL 5P (EPL 5P), EPINAL 5W (EPL 5W)
ROLAMPONT 5P (RPL 5P)
ROLAMPONT 5W (RPL 5W)
RWYS 26L/R, 27L/R RNAV ARRIVALS
 FROM EAST TO OMAKO

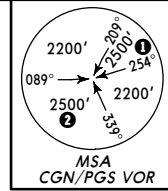
STAR	ROUTING	RESTRICTION
EPL 5P PROP ACFT EPL 5W JET ACFT	EPL - TRO - OMAKO.	From upper airspace.
RPL 5P PROP ACFT RPL 5W JET ACFT	RPL - TRO - OMAKO.	From lower airspace.

CAUTION
 Actual descent clearance will be given by ATC.



LEPG/CDG
CHARLES-DE-GAULLE
 D-ATIS 127.12
 ATIS (French) 128.22)
 Apr Elev 392'
 Alt Set: hPa Trans level: By ATC Trans alt: 4000'
 For additional holding information refer to page 20-2A.

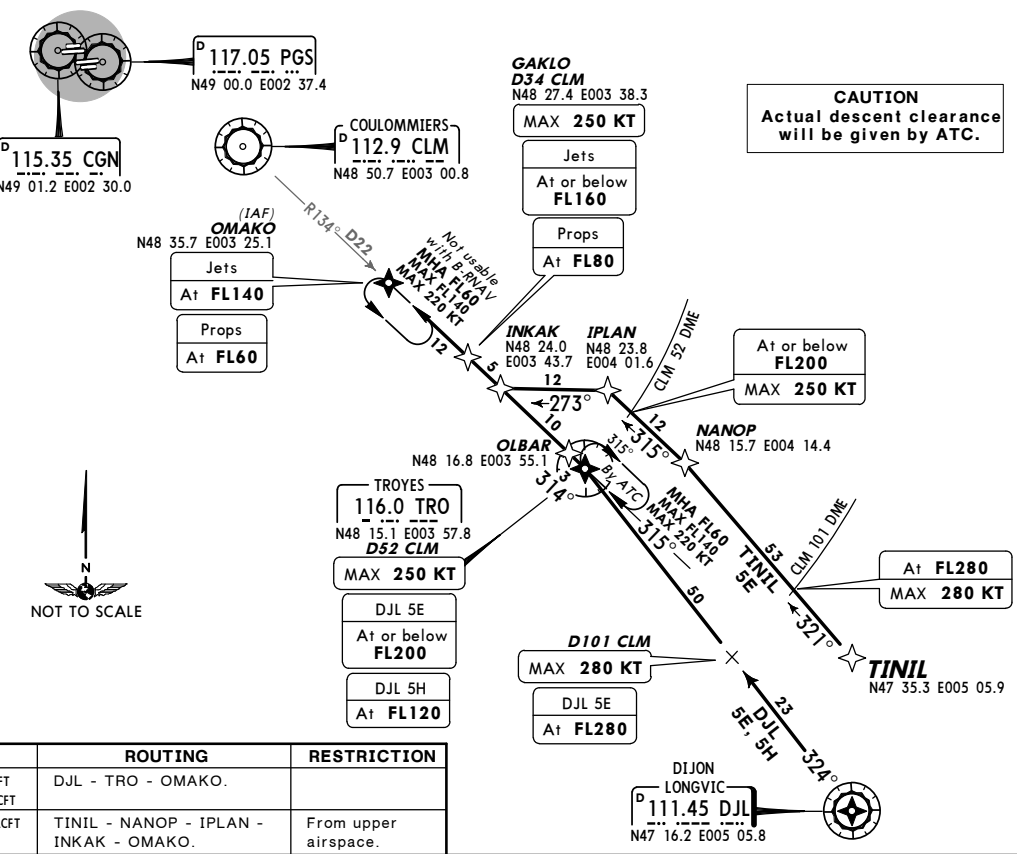
JEPPESSEN
 9 MAR 07 (20-2U) Eff 15 Mar
PARIS, FRANCE
RNAV STAR



MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM

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

CAUTION
 Actual descent clearance will be given by ATC.

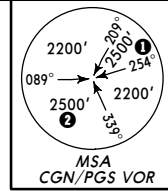


STAR	ROUTING	RESTRICTION
DJL 5E JET ACFT DJL 5H PROP ACFT	DJL - TRO - OMAKO.	
TINIL 5E JET ACFT	TINIL - NANOP - IPLAN - INKAK - OMAKO.	From upper airspace.

CHANGES: MSA raised.
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LEPG/CDG
CHARLES-DE-GAULLE
 D-ATIS 127.12
 ATIS (French) 128.22)
 Apr Elev 392'
 Alt Set: hPa Trans level: By ATC Trans alt: 4000'
 For additional holding information refer to page 20-2A.

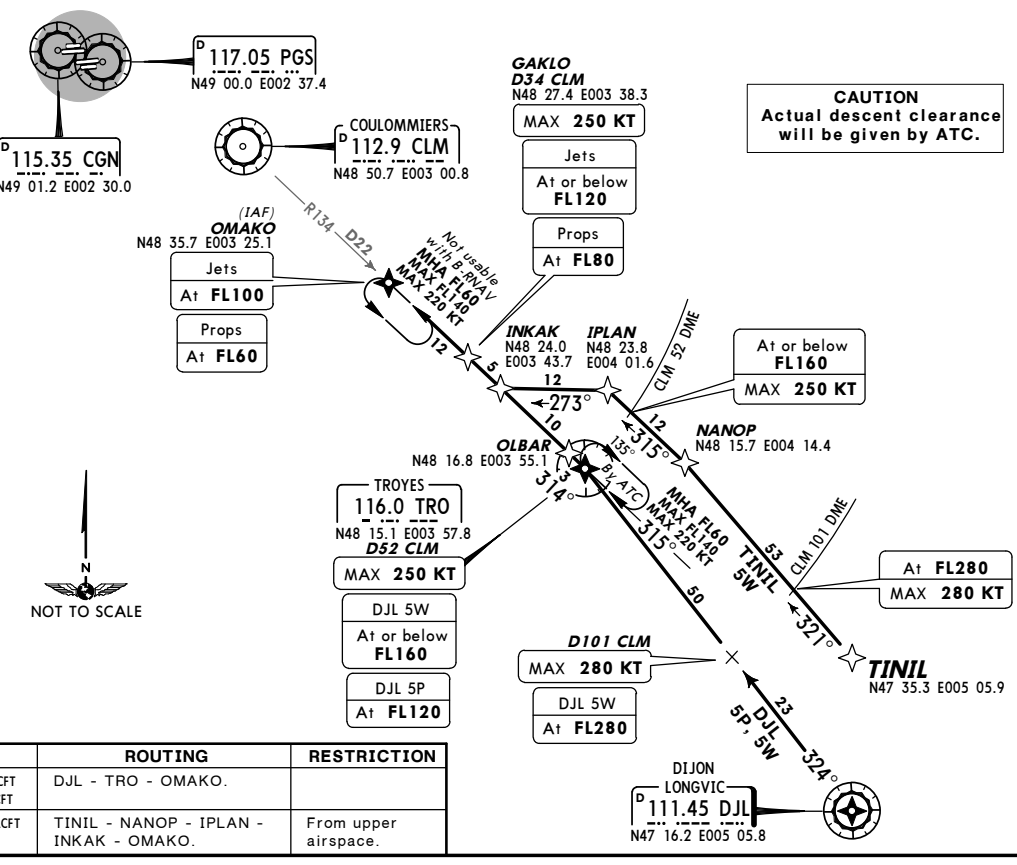
JEPPESSEN
 9 MAR 07 (20-2V) Eff 15 Mar
PARIS, FRANCE
RNAV STAR



MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM

DIJON 5P (DJL 5P), DIJON 5W (DJL 5W)
TINIL 5W [TINISW]
RWYS 26L/R, 27L/R RNAV ARRIVALS
 FROM SOUTHEAST TO OMAKO

CAUTION
 Actual descent clearance will be given by ATC.



STAR	ROUTING	RESTRICTION
DJL 5P PROP ACFT DJL 5W JET ACFT	DJL - TRO - OMAKO.	
TINIL 5W JET ACFT	TINIL - NANOP - IPLAN - INKAK - OMAKO.	From upper airspace.

CHANGES: MSA raised.
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LFPG/CDG
 CHARLES-DE-GAULLE

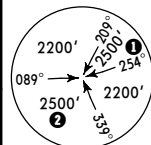
JEPPESEN
 9 MAR 07 (20-2W) Eff 15 Mar

PARIS, FRANCE
 RNAV STAR

D-ATIS 127.12
 ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa
 Trans level: By ATC Trans alt: 4000'
 For additional holding information refer to page 20-2A.

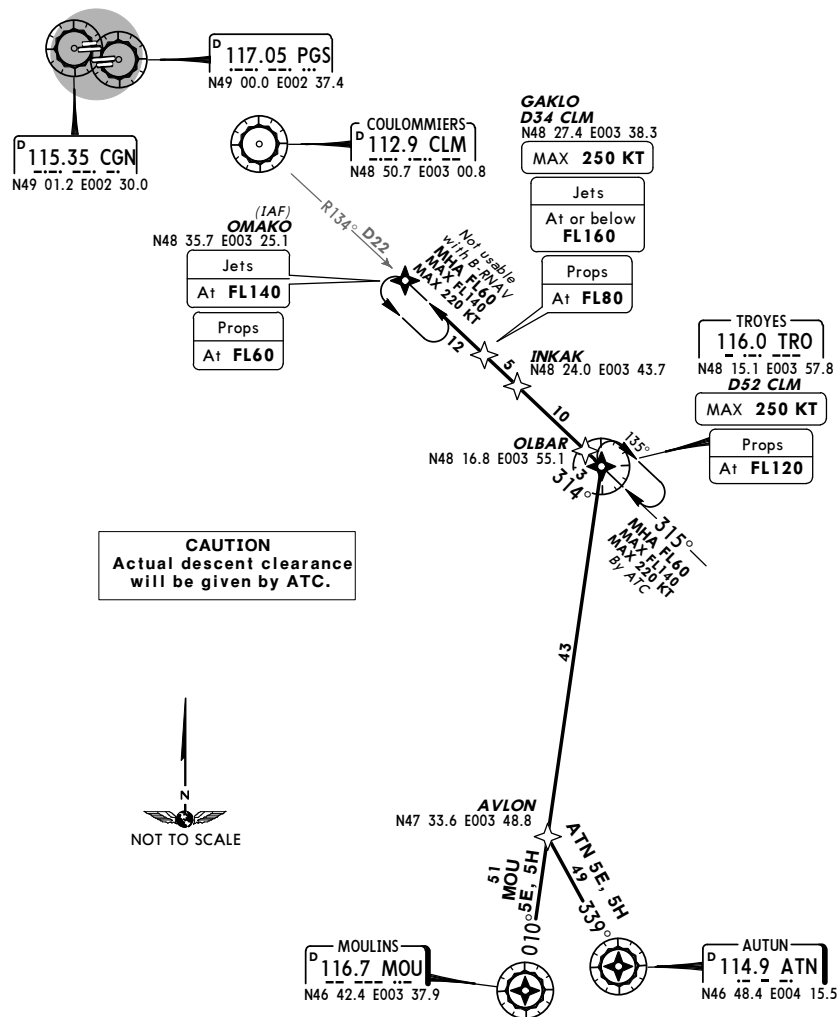


MSA CGN/PGS VOR

MSA 2500' all sectors if DME not available

- 1 2200' within 22 NM
- 2 2200' within 11 NM

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.



STAR	ROUTING
ATN 5E JET ACFT ATN 5H PROP ACFT	ATN - AVLON - TRO - OMAKO.
MOU 5E JET ACFT MOU 5H PROP ACFT	MOU - TRO - OMAKO.

LFPG/CDG
 CHARLES-DE-GAULLE

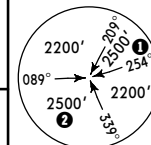
JEPPESEN
 9 MAR 07 (20-2X) Eff 15 Mar

PARIS, FRANCE
 RNAV STAR

D-ATIS 127.12
 ATIS (French 128.22)

Apt Elev 392'

Alt Set: hPa
 Trans level: By ATC Trans alt: 4000'
 For additional holding information refer to page 20-2A.

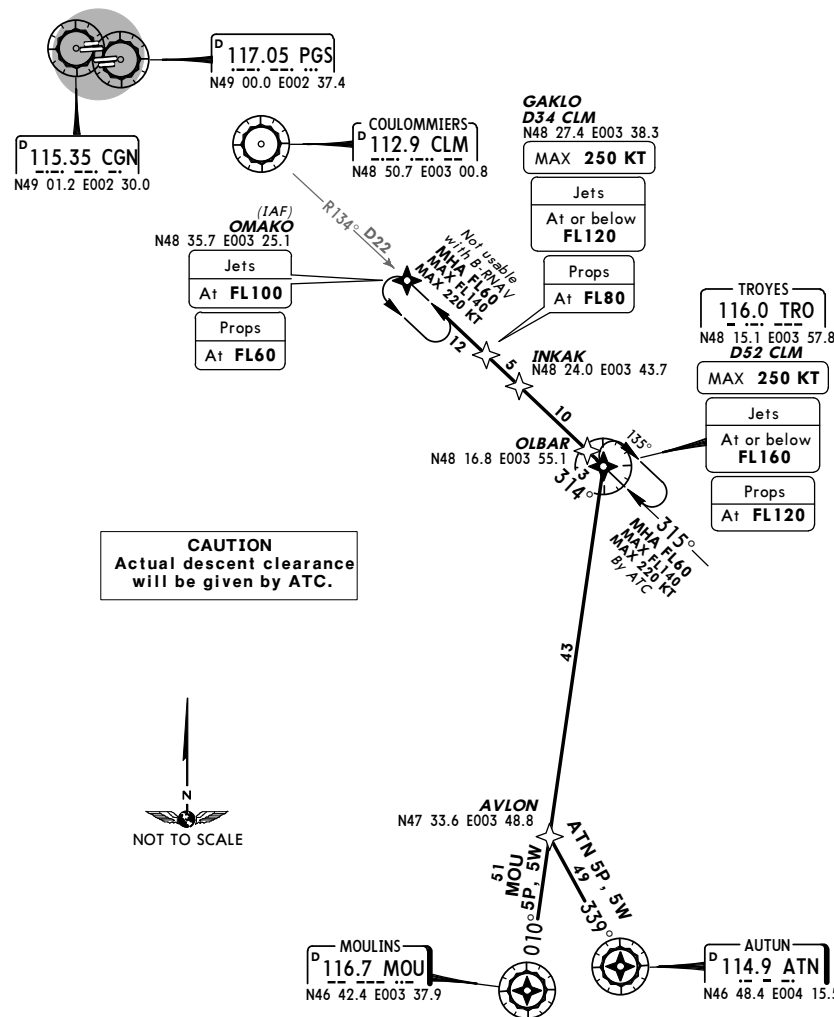


MSA CGN/PGS VOR

MSA 2500' all sectors if DME not available

- 1 2200' within 22 NM
- 2 2200' within 11 NM

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



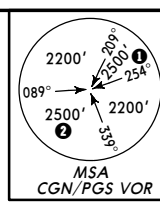
CAUTION
 Actual descent clearance will be given by ATC.



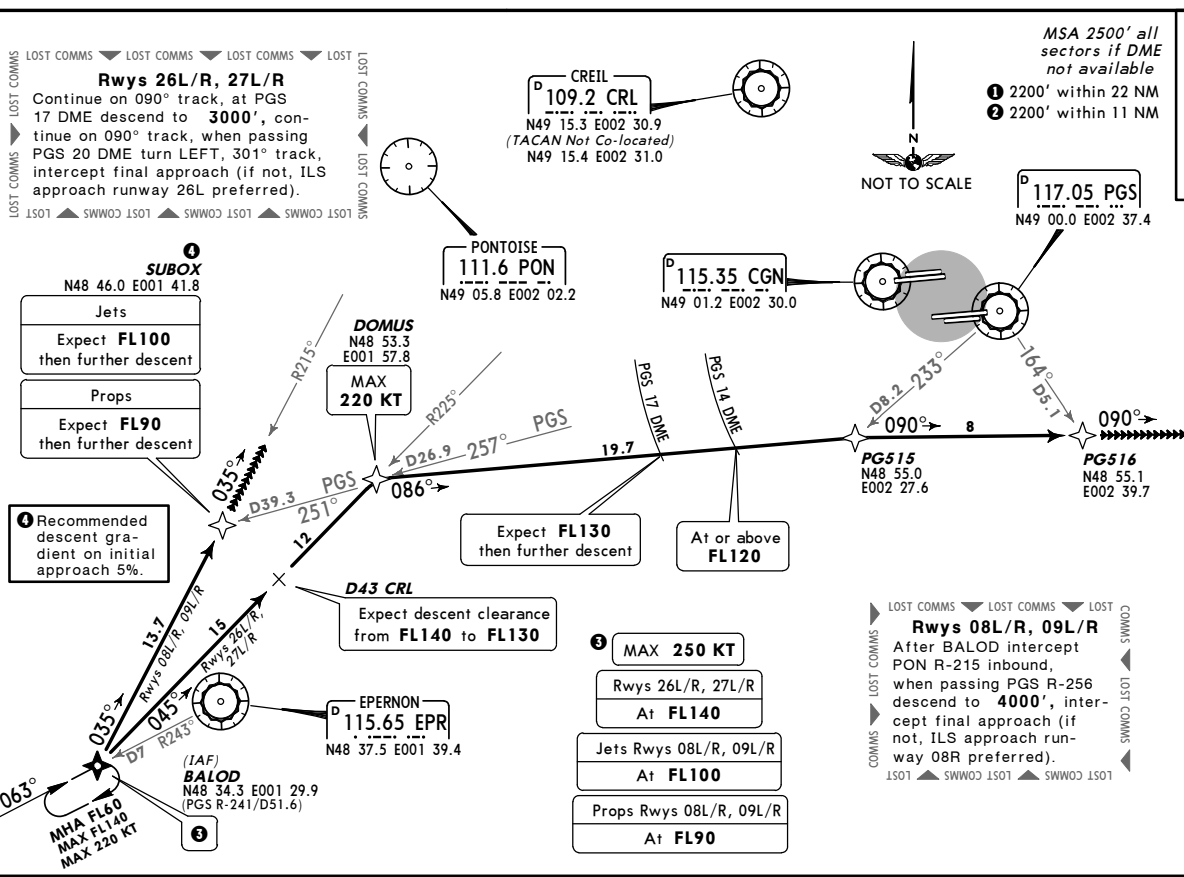
STAR	ROUTING
ATN 5P PROP ACFT ATN 5W JET ACFT	ATN - AVLON - TRO - OMAKO.
MOU 5P PROP ACFT MOU 5W JET ACFT	MOU - TRO - OMAKO.

LFPG/CDG
CHARLES-DE-GAULLE
 9 MAR 07 **(20-2X1)** **EFF 15 Mar**
JEPPesen
PARIS, FRANCE
RNAV ARRIVAL

D-ATIS	127.12	DE GAULLE Approach	Apt Elev	392'	Alt Set: hPa
ATIS (French)	128.22)	121.15 125.82 119.85	Trans level: By ATC		
		126.42 118.15 136.27	Trans alt: 4000'		

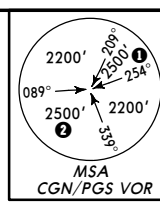


RWYS 08L/R, 09L/R, 26L/R, 27L/R
RNAV ARRIVAL PROCEDURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS)
 FROM BALOD

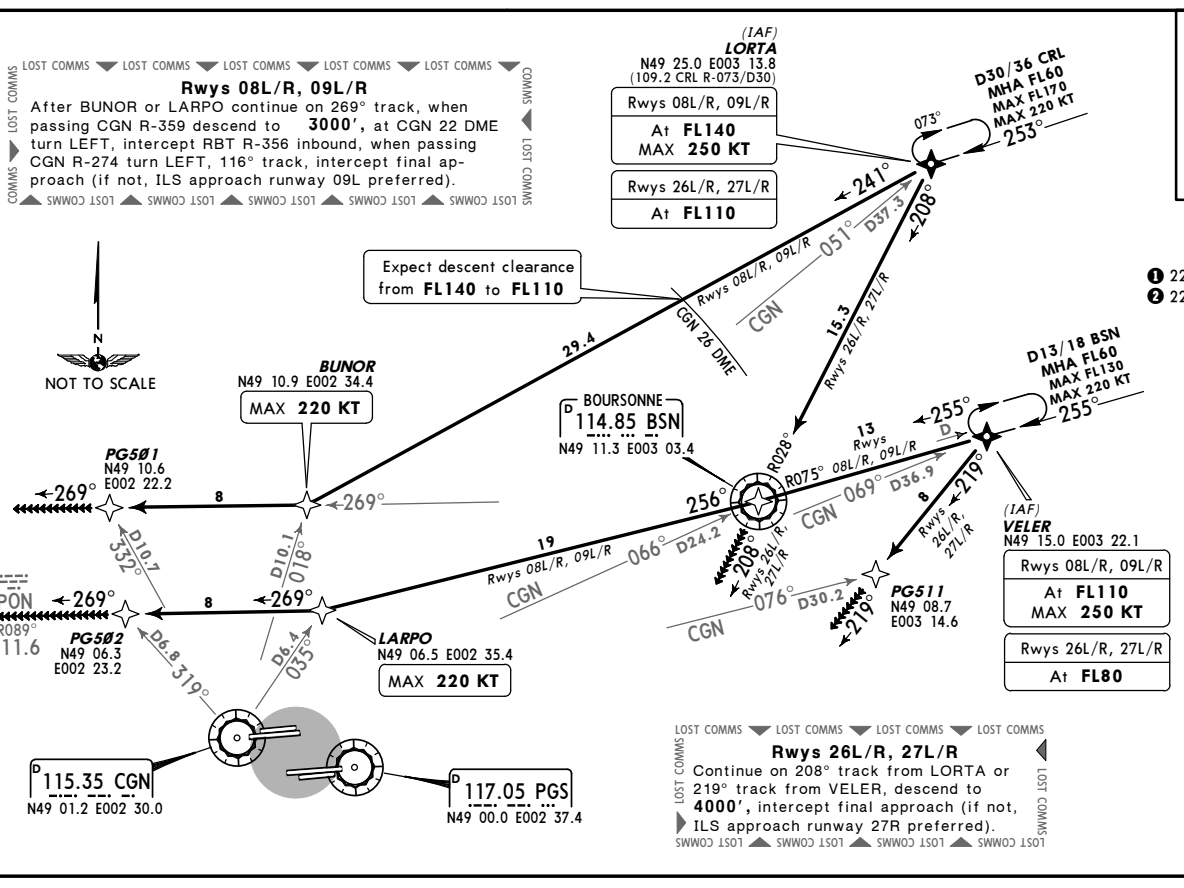


LFPG/CDG
CHARLES-DE-GAULLE
 9 MAR 07 **(20-2X2)** **EFF 15 Mar**
JEPPesen
PARIS, FRANCE
RNAV ARRIVAL

D-ATIS	127.12	DE GAULLE Approach	Apt Elev	392'	Alt Set: hPa
ATIS (French)	128.22)	121.15 125.82 119.85	Trans level: By ATC		
		126.42 118.15 136.27	Trans alt: 4000'		

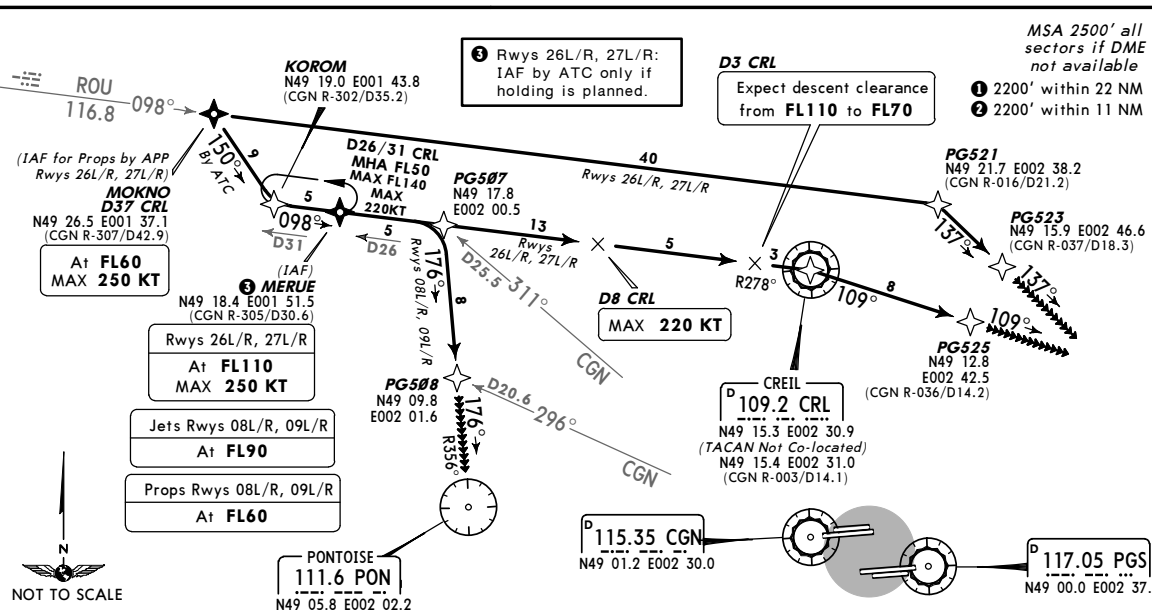
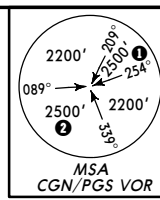


RWYS 08L/R, 09L/R, 26L/R, 27L/R
RNAV ARRIVAL PROCEDURES
 RNAV (GNSS OR DME/DME OR VOR/DME CGN)
 FROM LORTA & VELER

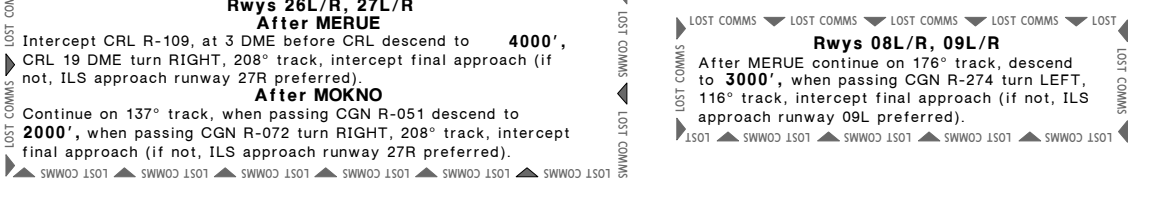
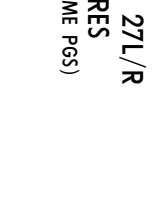


IFPG/CDG
CHARLES-DE-GAULLE
 DE GAULLE Approach
 22 JUN 07 (20-2X3)
JEPPIESSEN
PARIS, FRANCE
RNAV ARRIVAL

D-ATIS 127.12	Apt Elev 392'	Alt Set: hpa
ATIS (French) 128.22	Trans level: By ATC	Trans alt: 4000
126.42	118.15	136.27



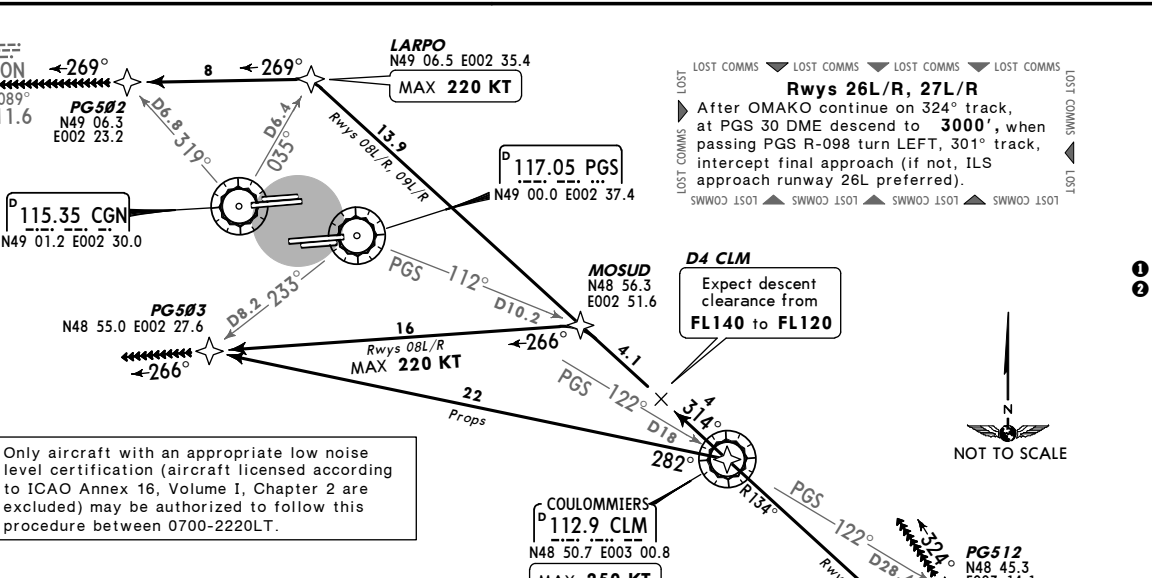
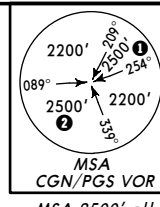
CHANGES: None



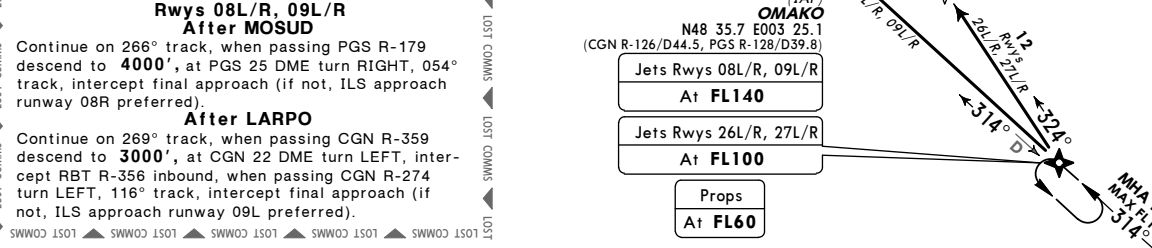
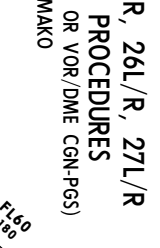
CHANGES: None

IFPG/CDG
CHARLES-DE-GAULLE
 DE GAULLE Approach
 22 JUN 07 (20-2X4)
JEPPIESSEN
PARIS, FRANCE
RNAV ARRIVAL

D-ATIS 127.12	Apt Elev 392'	Alt Set: hpa
ATIS (French) 128.22	Trans level: By ATC	Trans alt: 4000
126.42	118.15	136.27



CHANGES: Lost comm after LARPO.



CHANGES: Lost comm after LARPO.

LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 7 DEC 07 (20-3) Eff 20 Dec

PARIS, FRANCE
 SID

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 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 west sector: radar guidance to proceed EVX or LGL.

Only south sector is provided with conventional SIDs.

- PROP aircraft destination UIR via SIDs MONOT or PTV 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.

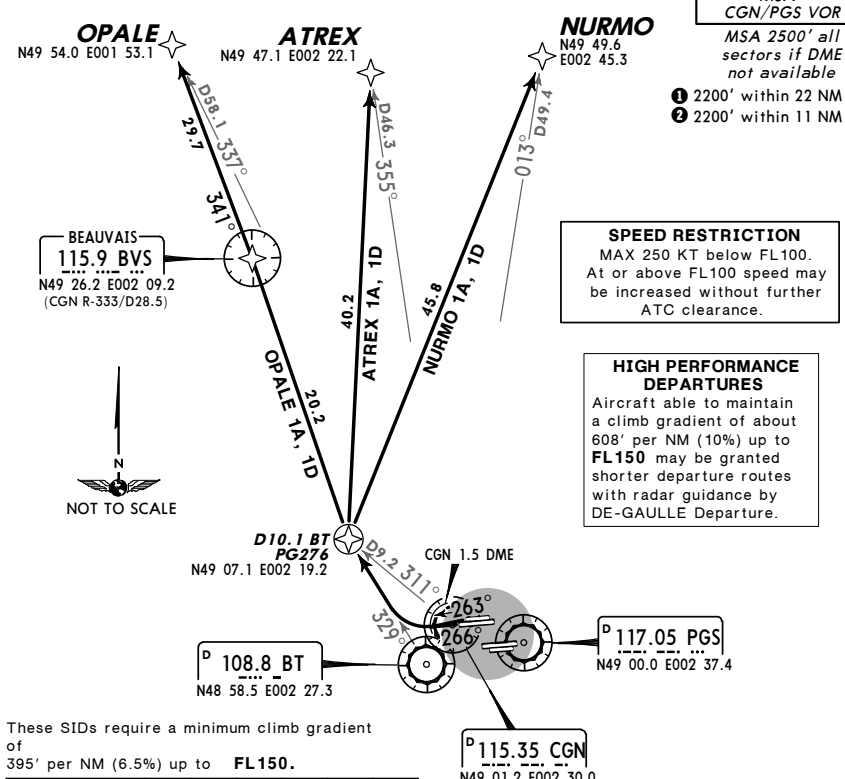
LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 7 DEC 07 (20-3A) Eff 20 Dec

PARIS, FRANCE
 RNAV SID

DE GAULLE Departure 124.35 Apt Elev 392'
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE RWYS 27L/R RNAV DEPARTURES RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN) LETTER A & D ASSIGNED SIDS TO NORTH JETS & PROPS ABOVE FL115



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.

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

Pilots of turbojet act 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 to D10.1 BT. RNAV: PG276.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). RNAV: PG276.

SID	ROUTING
ATREX 1A [ATRE1A], ATREX 1D [ATRE1D] ④	PG276 - ATREX.
NURMO 1A [NURM1A], NURMO 1D [NURM1D] ④	PG276 - NURMO.
OPALE 1A [OPAL1A], OPALE 1D [OPAL1D] ④	PG276 - BVS - OPALE.

For flights to destinations specified via airways ④ UT 225, ④ UN 874, ④ UT 425.

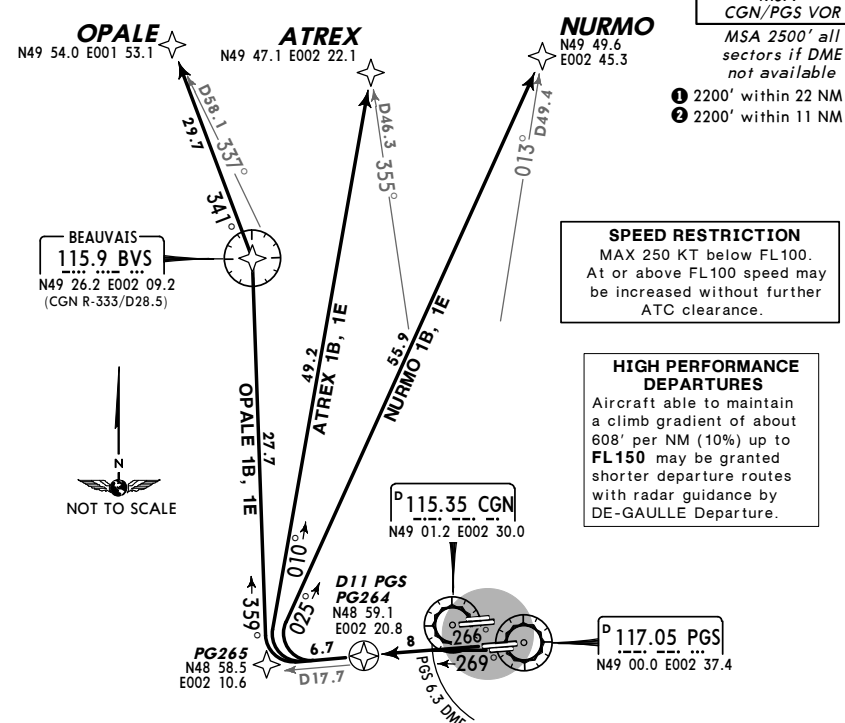
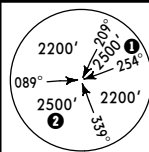
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
7 DEC 07 (20-3A) Eff 20 Dec

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.35 Apt Elev 392'
Trans level: By ATC Trans alt: 4000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE
RWYS 26L/R RNAV DEPARTURES
RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
LETTER B & E ASSIGNED SIDS TO NORTH
JETS & PROPS ABOVE FL115



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.

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 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
ATREX 1B [ATRE1B], ATREX 1E [ATRE1E] ⑤	PG264 - PG265 - ATREX.
NURMO 1B [NURM1B], NURMO 1E [NURM1E] ④	PG264 - PG265 - NURMO.
OPALE 1B [OPAL1B], OPALE 1E [OPAL1E] ⑤	PG264 - PG265 - BVS - OPALE.

For flights to destinations specified via airways ③ UT 225, ④ UN 874, ⑤ UT 425.

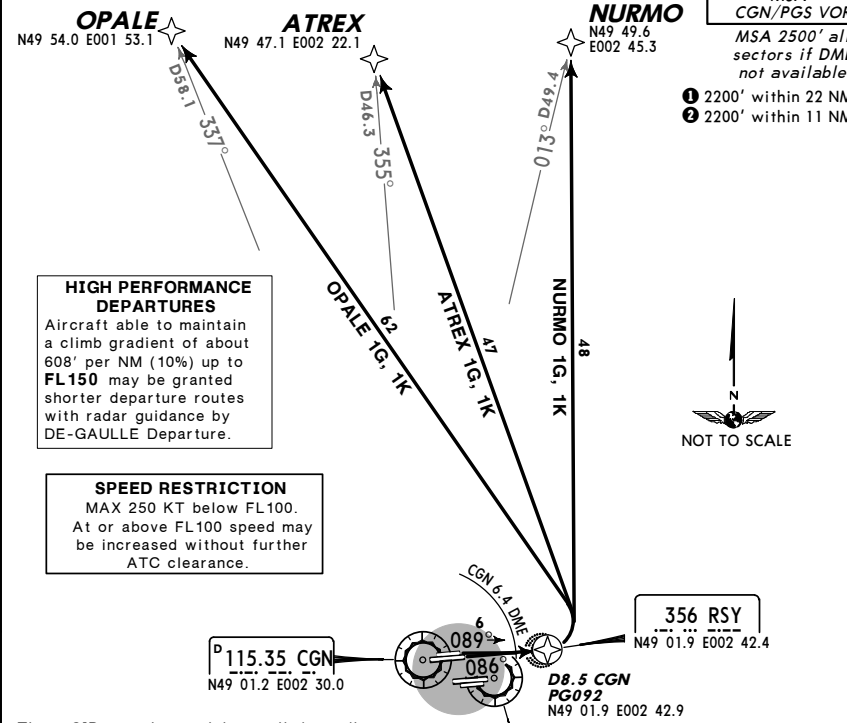
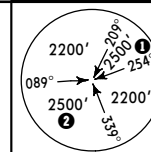
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
9 MAR 07 (20-3B) Eff 15 Mar

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 124.35 Apt Elev 392'
Trans level: By ATC Trans alt: 4000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE
RWYS 09L/R RNAV DEPARTURES
RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
LETTER G & K ASSIGNED SIDS TO NORTH
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: 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.

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
ATREX 1G [ATRE1G], ATREX 1K [ATRE1K] ⑤	PG092 - ATREX.
NURMO 1G [NURM1G], NURMO 1K [NURM1K] ④	PG092 - NURMO.
OPALE 1G [OPAL1G], OPALE 1K [OPAL1K] ⑤	PG092 - OPALE.

For flights to destinations specified via airways ③ UT 225, ④ UN 874, ⑤ UT 425.

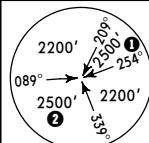
LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (20-3C) Eff 15 Mar

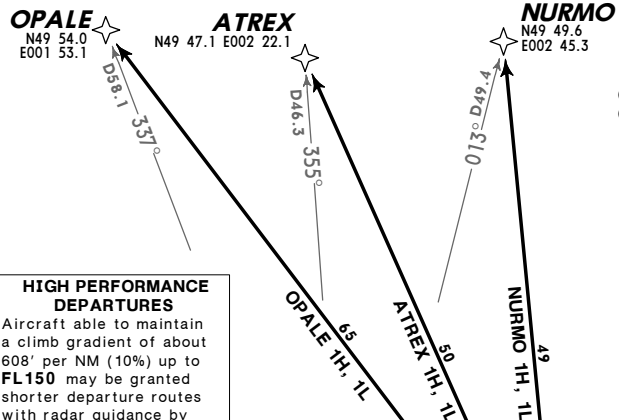
PARIS, FRANCE
 RNAV SID

DE GAULLE Departure 124.35 Apt Elev 392'
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

ATREX, NURMO, OPALE
 RWYS 08L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 LETTER H & L ASSIGNED SIDS TO NORTH
 JETS & PROPS ABOVE FL115

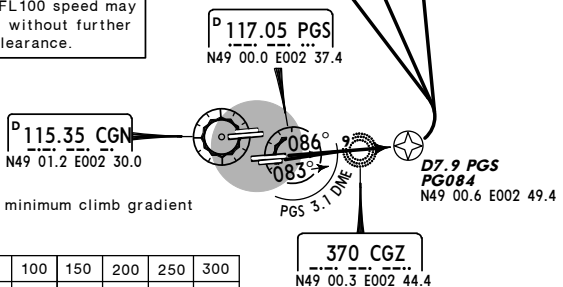


MSA CGN/PGS VOR
 MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM



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.

RWY	INITIAL CLIMB
08L	Intercept PGS R-086 to D7.9 PGS. RNAV: PG084.
08R	083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). RNAV: PG084.

SID	ROUTING
ATREX 1H [ATRE1H], ATREX 1L [ATRE1L] ④	PG084 - ATREX.
NURMO 1H [NURM1H], NURMO 1L [NURM1L] ④	PG084 - NURMO.
OPALE 1H [OPAL1H], OPALE 1L [OPAL1L] ④	PG084 - OPALE.

For flights to destinations specified via airways ③ UT 225, ④ UN 874, ⑤ UT 425.

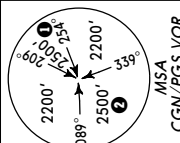
LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (20-3D) Eff 15 Mar

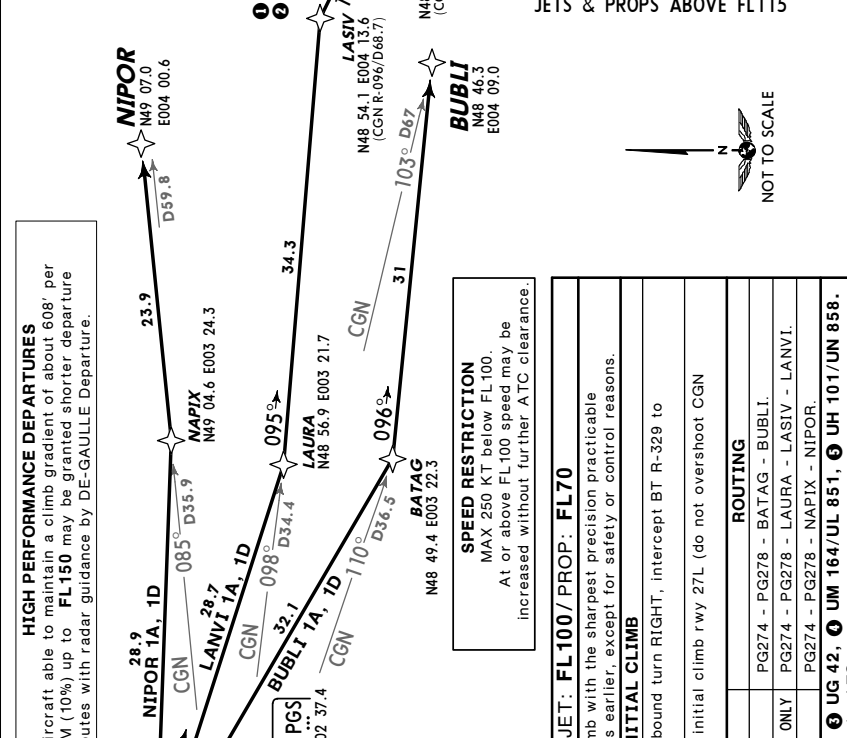
PARIS, FRANCE
 RNAV SID

DE GAULLE Departure 131.2 Apt Elev 392'
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

BUBLI, LANVI, NIPOR
 RWYS 27L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 LETTER A & D ASSIGNED SIDS TO EAST
 JETS & PROPS ABOVE FL115

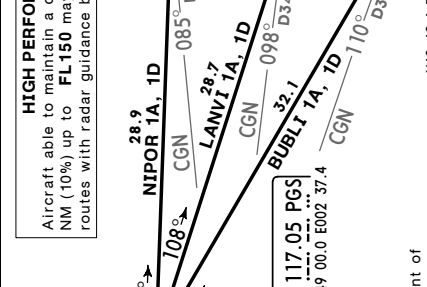


MSA CGN/PGS VOR
 MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM



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 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.

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

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.

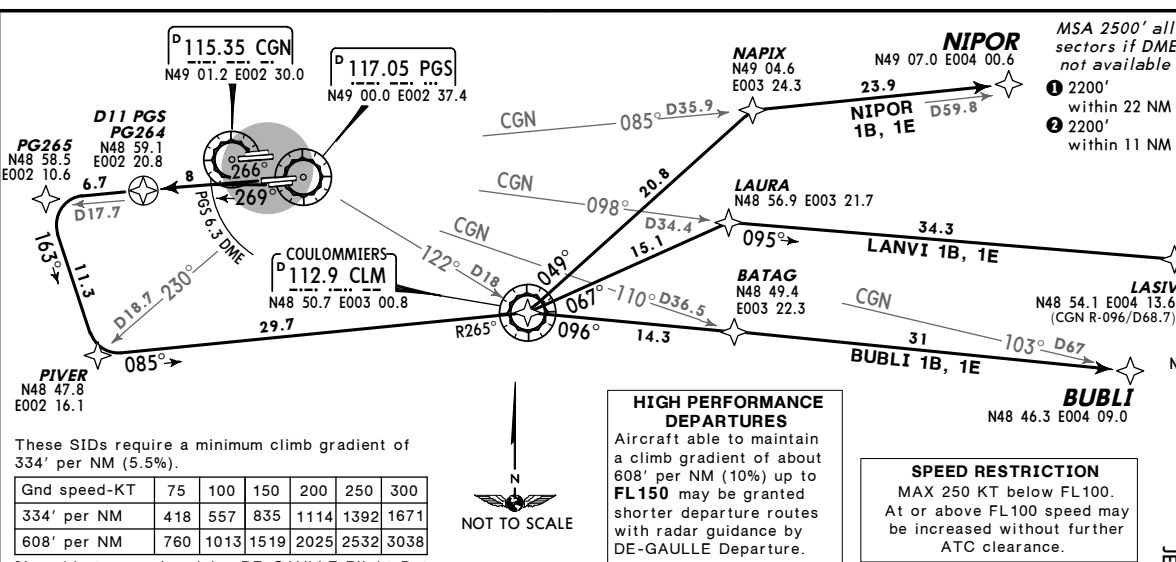
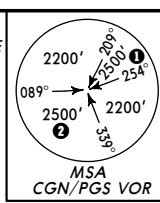
RWY	INITIAL CLIMB
27L	Intercept CGN R-266, at CGN 1.5 DME outbound turn RIGHT, intercept BT R-329 to D8.5 BT. RNAV: PG274.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). RNAV: PG274.

SID	ROUTING
BUBLI 1A [BUBL1A], BUBLI 1D [BUBL1D] ⑤	PG274 - BUBLI - BUBLI.
LANVI 1A [LANV1A], LANVI 1D [LANV1D] ⑤ JET ONLY	PG274 - LAURA - LASIV - LANVI.
NIPOR 1A [NIPOR1A], NIPOR 1D [NIPOR1D] ⑤	PG274 - NAPIX - NIPOR.

For flights to destinations specified via airways ⑤ UG 42, ⑥ UM 164/UL 851, ⑦ UH 101/UN 858.
 ⑥ Usable during weekends and at night. Other times by ATC.

IFPG/CDG
CHARLES-DE-GAULLE
 9 MAR 07 **(20-3E)** **EFF 15 MAR**
JEPPesen
PARIS, FRANCE
RNAV SID

DE GAULLE
 Departure
 131.2
 392'
 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%).

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

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.

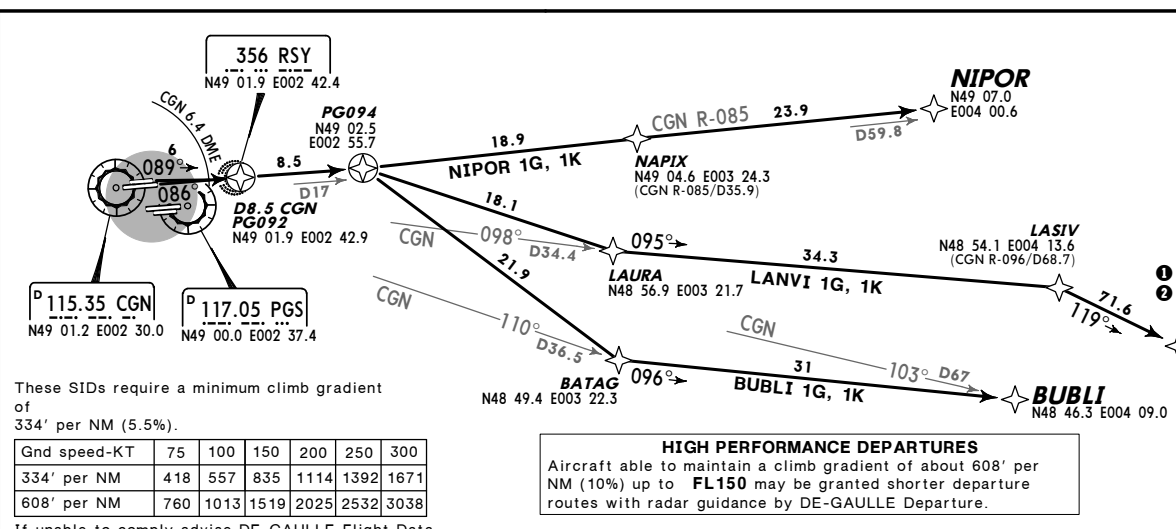
BUBLI, LANVI, NIPOR
RWYS 26L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
LETTER B & E ASSIGNED SIDS TO EAST
JETS & PROPS ABOVE FL115

Initial climb clearance JET: **FL100/ PROP: FL90**

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	ROUTING
26L	269° track, at PGS 6.3 DME join initial climb rwy 26R (do not overshoot PGS R-266 to north). RNAV: PG264.	PG264 - PG265 - PIVER - CLM - BATAG - BUBLI.
26R	Intercept PGS R-266 to D11 PGS. RNAV: PG264.	PG264 - PG265 - PIVER - CLM - LAURA - LASIV - LANVI.
	SID	ROUTING
	BUBLI 1B [BUBL1B], BUBLI 1E [BUBL1E] ⑥	PG264 - PG265 - PIVER - CLM - BATAG - BUBLI.
	LANVI 1B [LANV1B], LANVI 1E [LANV1E] ④⑥ JET ONLY	PG264 - PG265 - PIVER - CLM - LAURA - LASIV - LANVI.
	NIPOR 1B [NIPO1B], NIPOR 1E [NIPO1E] ⑤	PG264 - PG265 - PIVER - CLM - NAPIX - NIPOR.

For flights to destinations specified via airways ④ **UG 42**, ⑤ **UM 164/UL 851**, ⑥ **UH 101/UN 858**.
 ⑥ Usable during weekends and at night. Other times by ATC.

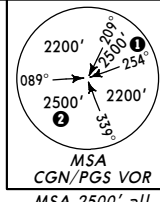


These SIDs require a minimum climb gradient of 334' per NM (5.5%).

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

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.



BUBLI, LANVI, NIPOR
RWYS 09L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
LETTER G & K ASSIGNED SIDS TO EAST
JETS & PROPS ABOVE FL115

Letter G designated SIDs: Initial climb clearance JET: **FL110/ PROP: FL60**
 Letter K designated SIDs: Initial climb clearance JET: **FL70/ PROP: FL60**

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
09L	089° track, at CGN 6.4 DME join initial climb rwy 09R (do not overshoot CGN R-086 to south). RNAV: PG092.	PG092 - PG094 - BATAG - BUBLI.
09R	Intercept CGN R-086 to D8.5 CGN. RNAV: PG092.	PG092 - PG094 - LAURA - LASIV - LANVI.
	SID	ROUTING
	BUBLI 1G [BUBL1G], BUBLI 1K [BUBL1K] ⑥	PG092 - PG094 - BATAG - BUBLI.
	LANVI 1G [LANV1G], LANVI 1K [LANV1K] ④⑥ JET ONLY	PG092 - PG094 - LAURA - LASIV - LANVI.
	NIPOR 1G [NIPO1G], NIPOR 1K [NIPO1K] ⑤	PG092 - PG094 - NAPIX - NIPOR.

For flights to destinations specified via airways ④ **UG 42**, ⑤ **UM 164/UL 851**, ⑥ **UH 101/UN 858**.
 ⑥ Usable during weekends and at night. Other times by ATC.



IFPG/CDG
CHARLES-DE-GAULLE
 9 MAR 07 **(20-3E)** **EFF 15 MAR**
JEPPesen
PARIS, FRANCE
RNAV SID

DE GAULLE
 Departure
 131.2
 392'
 09L/R. Pilots must adhere strictly to the published initial climb segments.

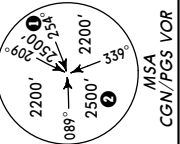
LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (20-3G) Eff 15 Mar

PARIS, FRANCE
 RNAV SID

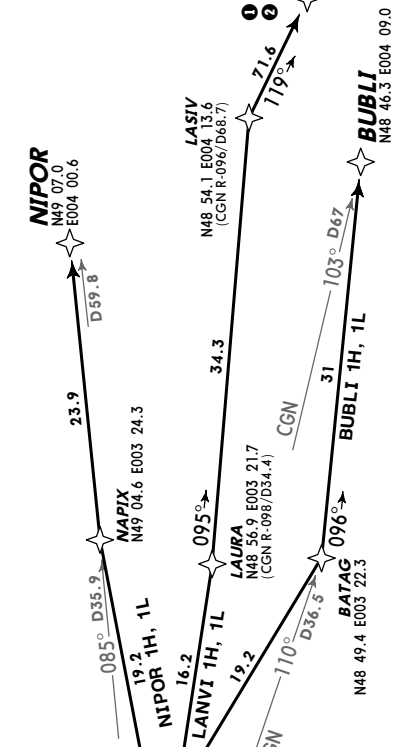
DE GAULLE
 Departure
 131.2
 Apt Elev
 392'

Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.



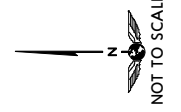
CGN/PGS VOR
 MSA 2500' all sectors if DME not available
 2200' within 22 NM
 2200' within 11 NM
LANVI
 N48 18.7 E005 47.8
 (CGN R-107/D137.4)

BUBLI, LANVI, NIPOR
 RWYS 08L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 LETTER **H & L** ASSIGNED SID TO EAST
 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.



Letter H designated SIDs: Initial climb clearance JET: **FL110/ PROP: FL60**
 Letter L designated SIDs: Initial climb clearance JET: **FL70/ PROP: FL60**

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

RWY	334'	370 CGZ	608' per NM	1013	1519	2025	2532	3038
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.

Letter H designated SIDs: Initial climb clearance JET: **FL110/ PROP: FL60**
Letter L designated SIDs: Initial climb clearance JET: **FL70/ PROP: FL60**

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

RWY	INITIAL CLIMB	ROUTING
08L	Intercept PGS R-086 to D5.8 PGS. 083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). RNAV: PG082.	BUBLI 1H [BUBL1H], BUBLI 1L [LANVIL] ① LANVI 1H [LANV1H], LANVI 1L [LANVIL] ① JET ONLY NIPOR 1H [NIP01H], NIPOR 1L [NIP01L] ①
08R	Intercept PGS R-086 to D5.8 PGS. 083° track, at PGS 3.1 DME join initial climb rwy 08L (do not overshoot PGS R-086 to north). RNAV: PG082.	BUBLI 1H [BUBL1H], BUBLI 1L [LANVIL] ① LANVI 1H [LANV1H], LANVI 1L [LANVIL] ① JET ONLY NIPOR 1H [NIP01H], NIPOR 1L [NIP01L] ①

For flights to destinations specified via airways: ① UG 42, ② UM 164/UL 851, ③ UH 101/UN 858.
 ④ Usable during weekends and at night. Other times by ATC.

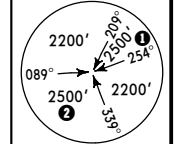
LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (20-3H) Eff 15 Mar

PARIS, FRANCE
 RNAV SID

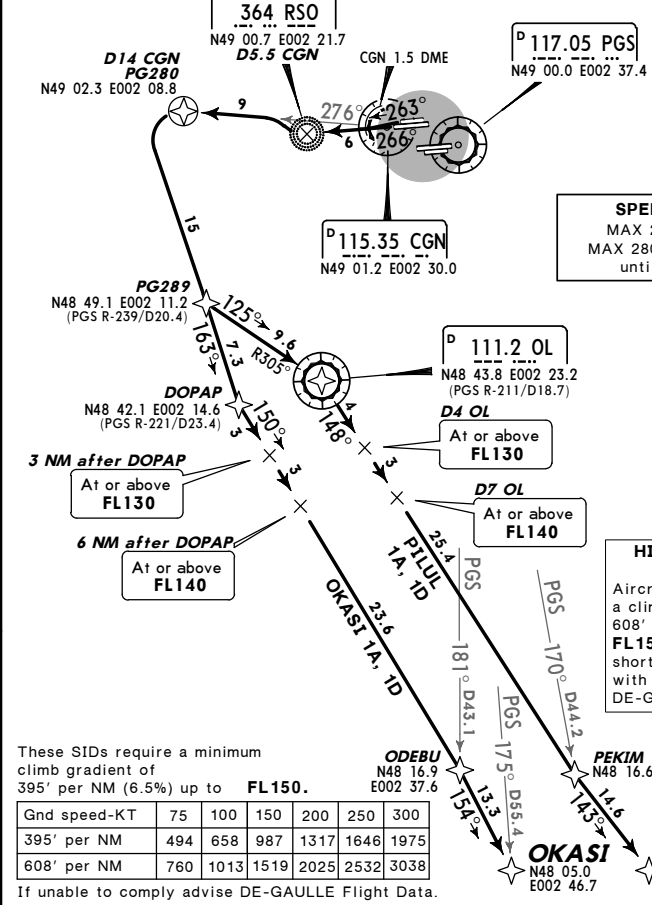
DE GAULLE
 Departure
 133.37
 Apt Elev
 392'

Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.



CGN/PGS VOR
 MSA 2500' all sectors if DME not available
 2200' within 22 NM
 2200' within 11 NM

OKASI, PILUL
 RWYS 27L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 LETTER **A & D** ASSIGNED SID TO SOUTHEAST
 JETS ABOVE FL195



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.

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.

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 to D5.5 CGN, turn RIGHT, intercept CGN R-276 to D14 CGN. RNAV: PG280.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). RNAV: PG280.

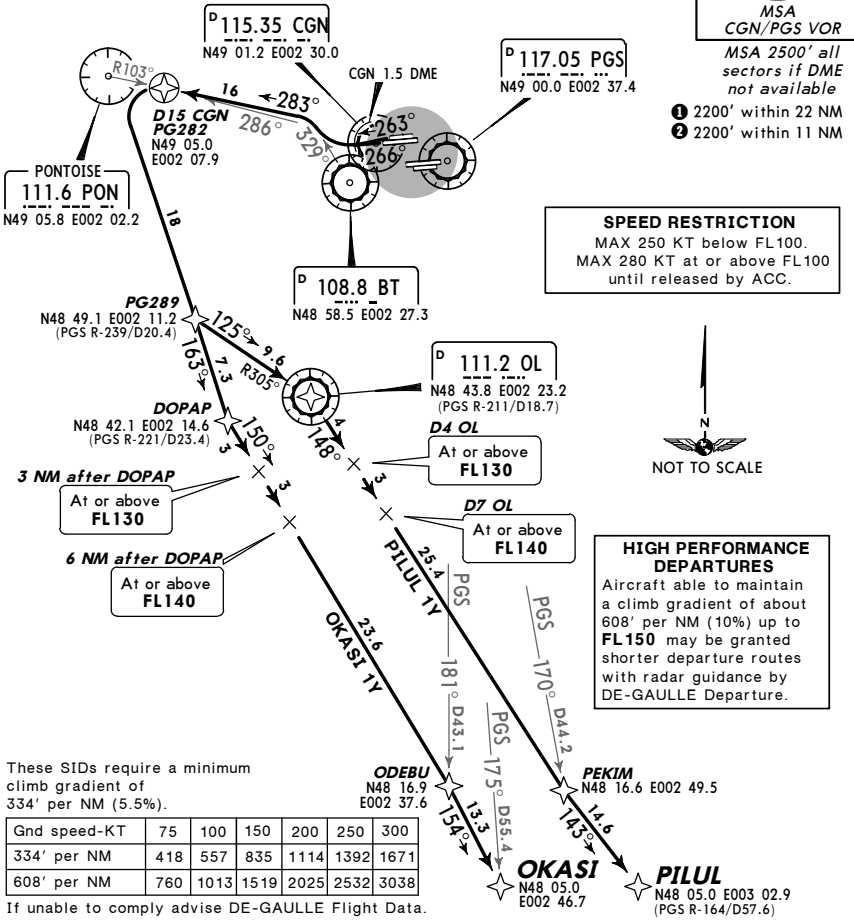
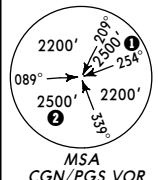
SID	ROUTING
OKASI 1A [OKAS1A], OKASI 1D [OKAS1D] ①	PG280 - PG289 - DOPAP - ODEBU - OKASI.
PILUL 1A [PILU1A], PILUL 1D [PILU1D] ①	PG280 - PG289 - OL - PEKIM - PILUL.

For flights to destinations specified via airways: ① UG 612, ② UM 975.

LFPG/CDG CHARLES-DE-GAULLE 9 MAR 07 (20-3J) Eff 15 Mar **PARIS, FRANCE** RNAV SID

DE GAULLE Departure 133.37 Apt Elev 392'
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 27L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 LETTER **Y** ASSIGNED SIDS TO SOUTHEAST
 JETS ABOVE FL195



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. 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.

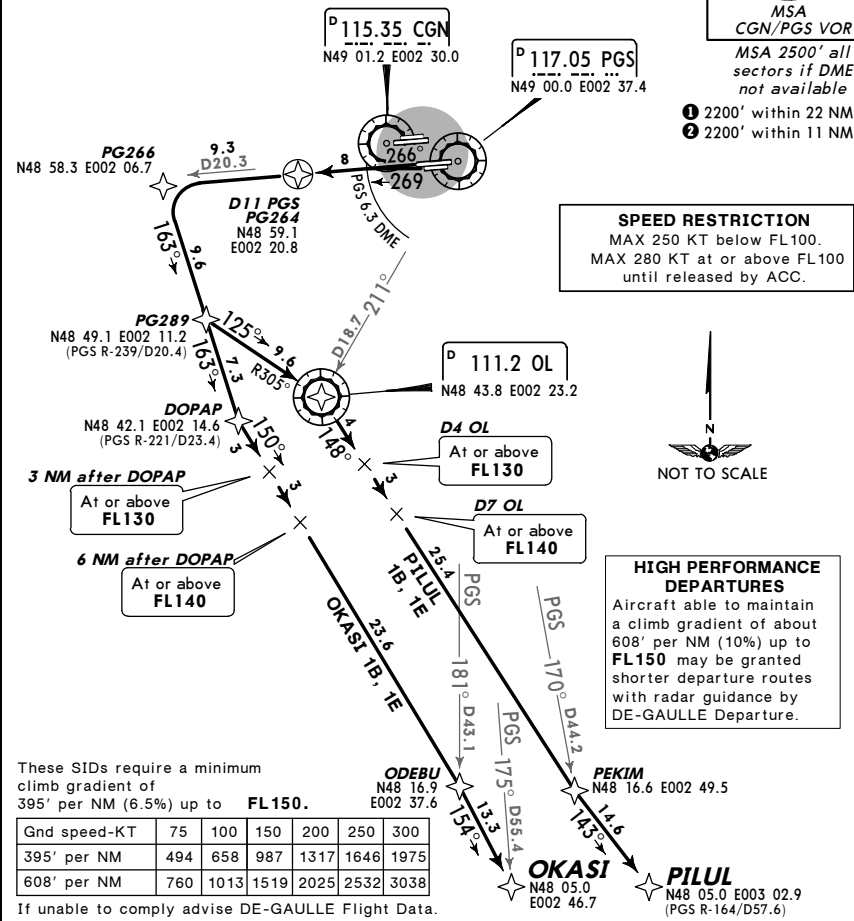
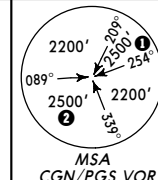
SID	ROUTING
OKASI 1Y [OKASI1Y] ③	PG282 - PG289 - DOPAP - ODEBU - OKASI.
PILUL 1Y [PILUL1Y] ④	PG282 - PG289 - OL - PEKIM - PILUL.

For flights to destinations specified via airways ③ UL 612, ④ UM 975.

LFPG/CDG CHARLES-DE-GAULLE 9 MAR 07 (20-3K) Eff 15 Mar **PARIS, FRANCE** RNAV SID

DE GAULLE Departure 133.37 Apt Elev 392'
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

OKASI, PILUL
RWYS 26L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 LETTER **B & E** ASSIGNED SIDS TO SOUTHEAST
 JETS ABOVE FL195



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	ROUTING
OKASI 1B [OKASI1B], OKASI 1E [OKASI1E] ③	PG264 - PG266 - PG289 - DOPAP - ODEBU - OKASI.
PILUL 1B [PILUL1B], PILUL 1E [PILUL1E] ④	PG264 - PG266 - PG289 - OL - PEKIM - PILUL.

For flights to destinations specified via airways ③ UL 612, ④ UM 975.

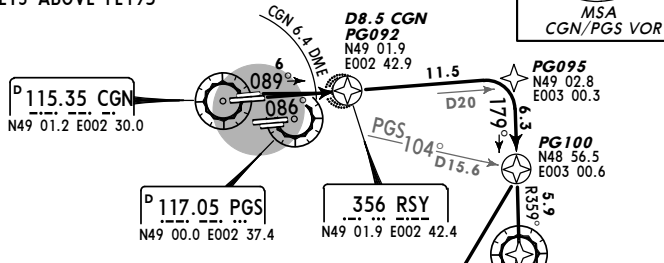
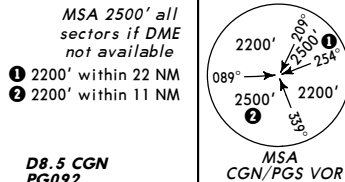
LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN PARIS, FRANCE
 9 MAR 07 (20-3L) Eff 15 Mar

RNAV SID

DE GAULLE Departure 133.37 Apt Elev 392'
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 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 09L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 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 overflight 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] ③	PG092 - PG095 - PG100 - OSTIP - ODEBU - OKASI.
PILUL 1G [PILU1G], PILUL 1K [PILU1K] ④	PG092 - PG095 - CLM - MLN - PEKIM - PILUL.

For flights to destinations specified via airways ③ UL 612, ④ UM 975.
 CHANGES: ODAKI renamed OSTIP; MSA raised. © JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

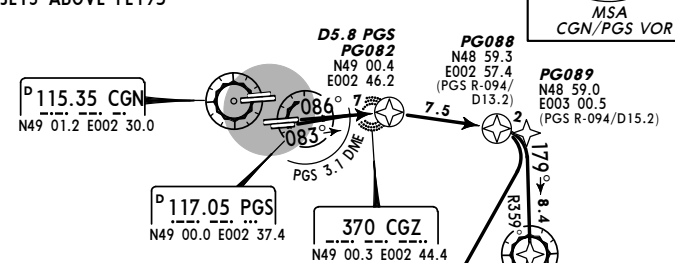
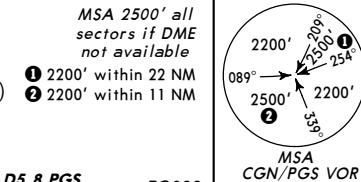
LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN PARIS, FRANCE
 9 MAR 07 (20-3M) Eff 15 Mar

RNAV SID

DE GAULLE Departure 133.37 Apt Elev 392'
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 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
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 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%).

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 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 [OKAS1H], OKASI 1L [OKAS1L] ⑤	PG082 - PG088 - OSTIP - ODEBU - OKASI.
PILUL 1H [PILU1H], PILUL 1L [PILU1L] ⑥	PG082 - PG089 - CLM - MLN - PEKIM - PILUL.

For flights to destinations specified via airways ⑤ UL 612, ⑥ UM 975.
 CHANGES: ODAKI renamed OSTIP; MSA raised. © JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

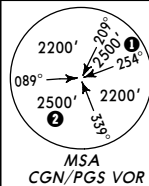
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
9 MAR 07 (20-3N) Eff 15 Mar

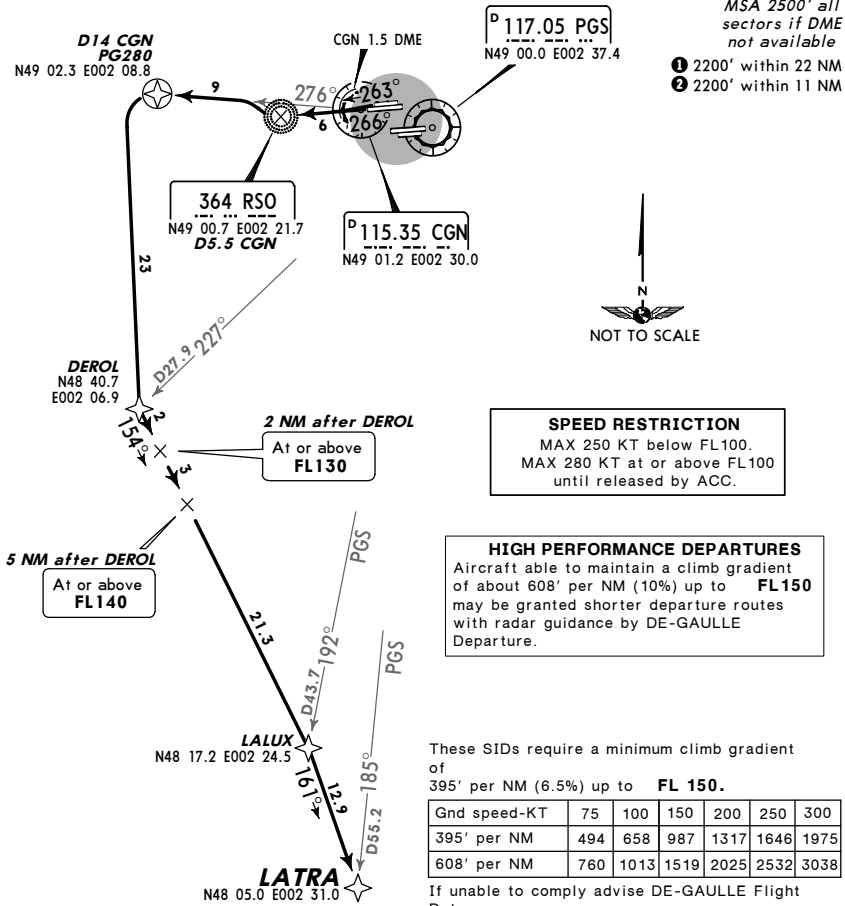
PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.37 Apt Elev 392'
Trans level: By ATC Trans alt: 4000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 27L/R RNAV DEPARTURES
RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
LETTER A & D ASSIGNED SIDS TO SOUTH
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133



MSA CGN/PGS VOR
MSA 2500' all sectors if DME not available
1 2200' within 22 NM
2 2200' within 11 NM



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.

These SIDs require a minimum climb gradient of 395' per NM (6.5%) up to **FL 150**.

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**
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 to D5.5 CGN, turn RIGHT, intercept CGN R-276 to D14 CGN. RNAV: PG280.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). RNAV: PG280.

SID	ROUTING
LATRA 1A [LATRIA], LATRA 1D [LATRID]	PG280 - DEROL - LALUX - LATRA.

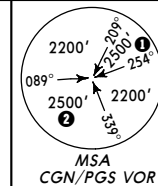
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
9 MAR 07 (20-3P) Eff 15 Mar

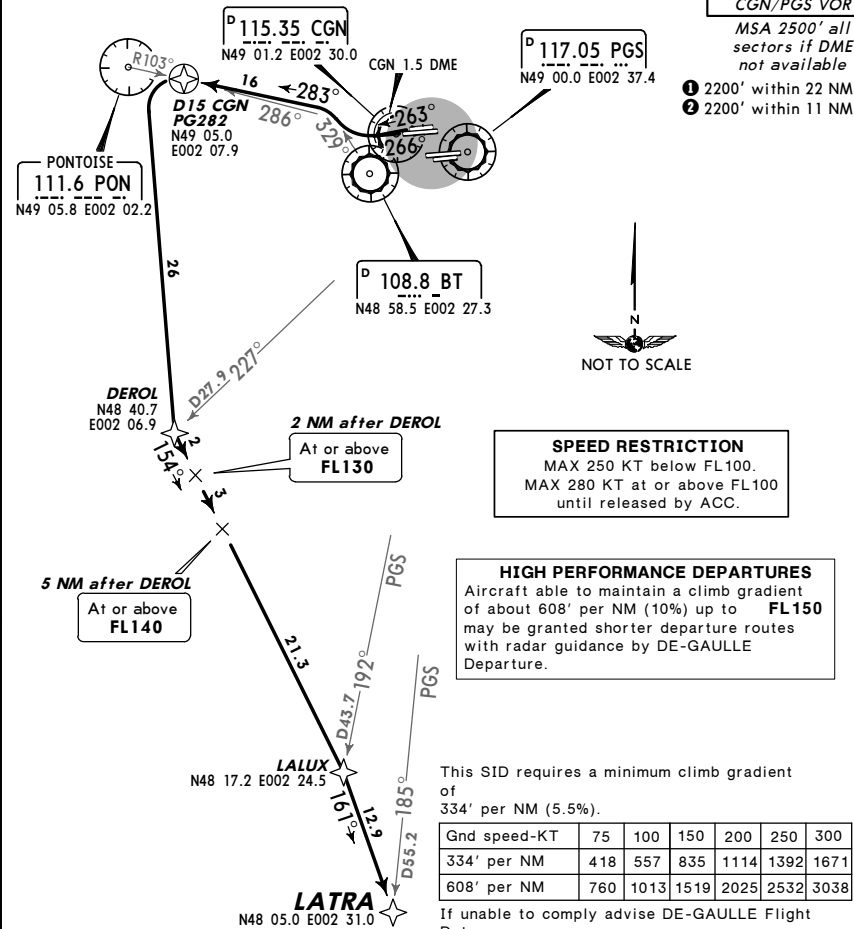
PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.37 Apt Elev 392'
Trans level: By ATC Trans alt: 4000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 27L/R RNAV DEPARTURE
RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
LETTER Y ASSIGNED SID TO SOUTH
JETS ABOVE FL195
FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133



MSA CGN/PGS VOR
MSA 2500' all sectors if DME not available
1 2200' within 22 NM
2 2200' within 11 NM



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 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

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. 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
LATRA 1Y [LATRIY]	PG282 - DEROL - LALUX - LATRA.

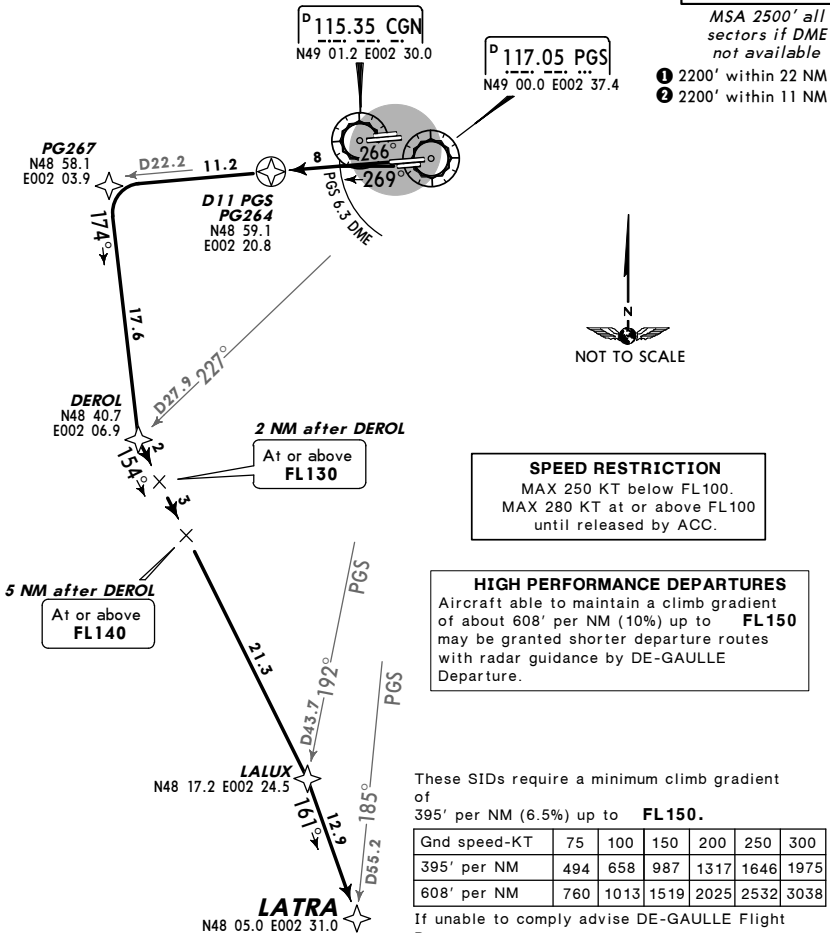
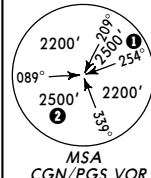
LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (20-3Q) Eff 15 Mar

PARIS, FRANCE
 RNAV SID

DE GAULLE Departure 133.37 Apt Elev 392'
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 26L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 LETTER **B & E** ASSIGNED SIDS TO SOUTH
 JETS ABOVE FL195
 FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133



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.

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

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	ROUTING
LATRA 1B [LATR1B], LATRA 1E [LATR1E]	PG264 - PG267 - DEROL - LALUX - LATRA.

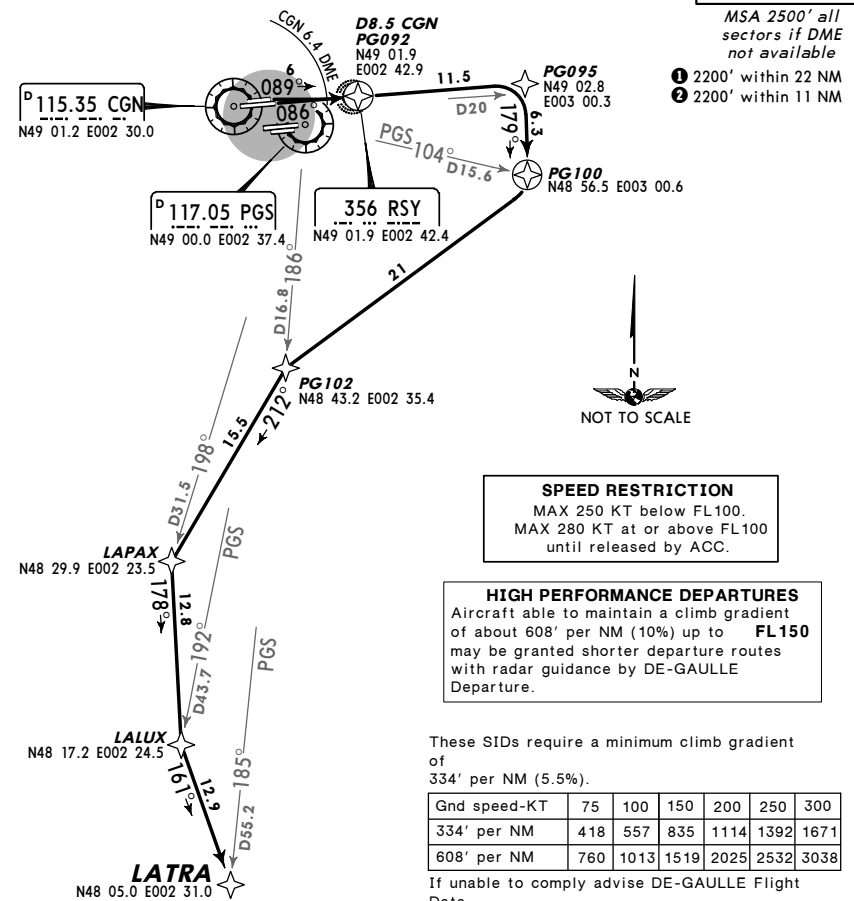
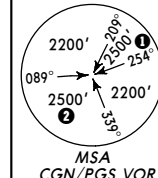
LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (20-3S) Eff 15 Mar

PARIS, FRANCE
 RNAV SID

DE GAULLE Departure 133.37 Apt Elev 392'
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
RWYS 09L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 LETTER **G & K** ASSIGNED SIDS TO SOUTH
 JETS ABOVE FL195
 FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133



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.

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

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
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
LATRA 1G [LATR1G], LATRA 1K [LATR1K]	PG092 - PG095 - PG100 - PG102 - LAPAX - LALUX - LATRA.

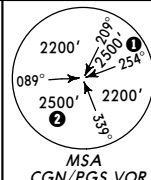
LFPG/CDG
 CHARLES-DE-GAULLE

JEYPESEN
 9 MAR 07 (20-3T) Eff 15 Mar

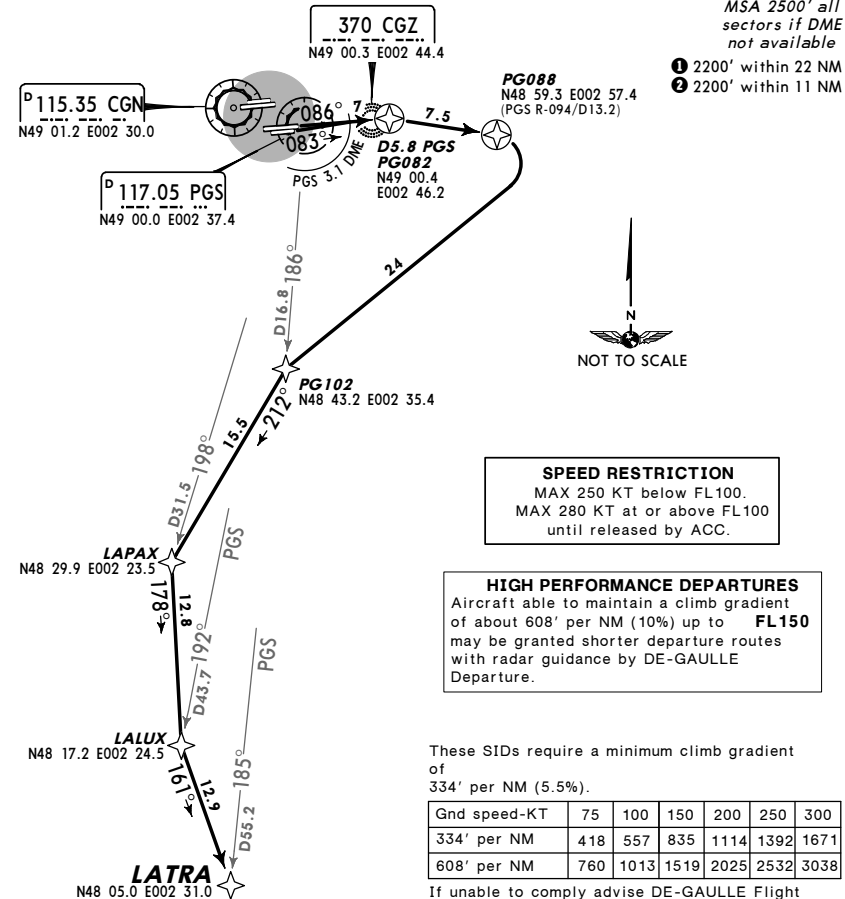
PARIS, FRANCE
 RNAV SID

DE GAULLE Departure 133.37 Apt Elev 392'
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

LATRA
 RWYS 08L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 LETTER H & L ASSIGNED SIDS TO SOUTH
 JETS ABOVE FL195
 FOR FLIGHTS TO DESTINATIONS SPECIFIED VIA AIRWAY UM 133



MSA CGN/PGS VOR
 MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM



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.

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 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
LATRA 1H [LATR1H], LATRA 1L [LATR1L]	PG082 - PG088 - PG102 - LAPAX - LALUX - LATRA.	

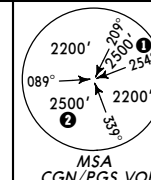
LFPG/CDG
 CHARLES-DE-GAULLE

JEYPESEN
 9 MAR 07 (20-3T) Eff 15 Mar

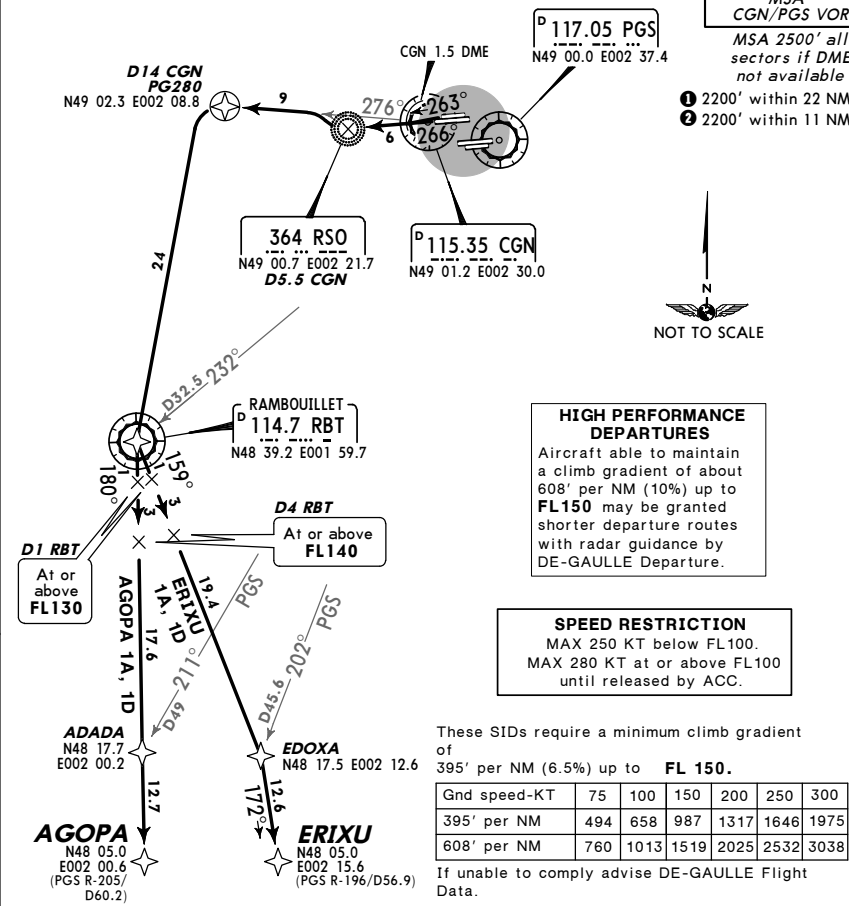
PARIS, FRANCE
 RNAV SID

DE GAULLE Departure 133.37 Apt Elev 392'
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
 RWYS 27L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 LETTER A & D ASSIGNED SIDS TO SOUTHWEST
 JETS ABOVE FL195



MSA CGN/PGS VOR
 MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM



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 395' per NM (6.5%) up to FL 150.

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.

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 to D5.5 CGN, turn RIGHT, intercept CGN R-276 to D14 CGN.	RNAV: PG280.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south).	RNAV: PG280.
SID		ROUTING
AGOPA 1A [AGOP1A], AGOPA 1D [AGOP1D]	PG280 - RBT - ADADA - AGOPA.	
ERIXU 1A [ERIX1A], ERIXU 1D [ERIX1D]	PG280 - RBT - EDOXA - ERIXU.	

For flights to destinations specified via airways ⑥ UL 167, ⑦ UN 860.

LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (20-3T2) Eff 15 Mar

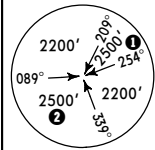
PARIS, FRANCE
 RNAV SID

DE GAULLE
 Departure
 133.37

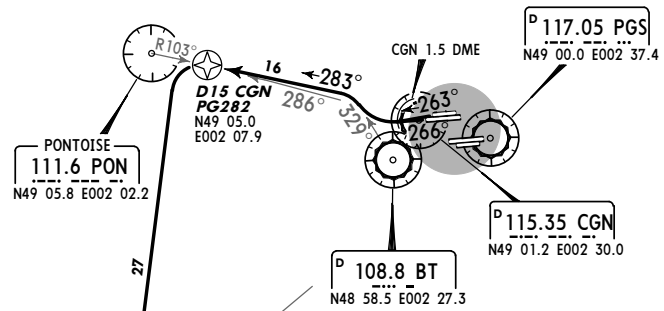
Apt Elev
 392'

Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
 RWYS 27L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 LETTER Y ASSIGNED SIDS TO SOUTHWEST
 JETS ABOVE FL195



MSA CGN/PGS VOR
 MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM



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 **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 PONT 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
AGOPA 1Y [AGOP1Y] ①	PG282 - RBT - ADADA - AGOPA.
ERIXU 1Y [ERIX1Y] ①	PG282 - RBT - EDOXA - ERIXU.

For flights to destinations specified via airways ③ UL 167, ④ UN 860.

LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (20-3T3) Eff 15 Mar

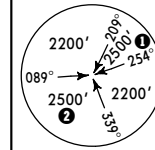
PARIS, FRANCE
 RNAV SID

DE GAULLE
 Departure
 133.37

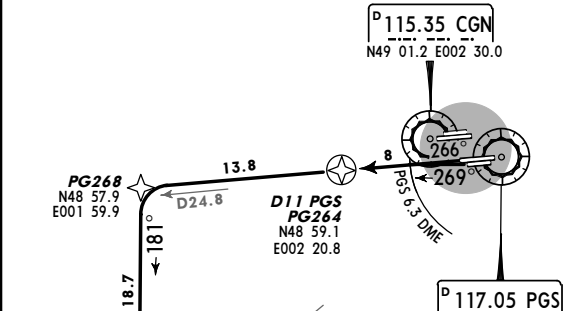
Apt Elev
 392'

Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
 RWYS 26L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 LETTER B & E ASSIGNED SIDS TO SOUTHWEST
 JETS ABOVE FL195



MSA CGN/PGS VOR
 MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM



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 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.

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	ROUTING
AGOPA 1B [AGOP1B], AGOPA 1E [AGOP1E] ①	PG264 - PG268 - RBT - ADADA - AGOPA.
ERIXU 1B [ERIX1B], ERIXU 1E [ERIX1E] ①	PG264 - PG268 - RBT - EDOXA - ERIXU.

For flights to destinations specified via airways ③ UL 167, ④ UN 860.

LFPG/CDG
CHARLES-DE-GAULLE

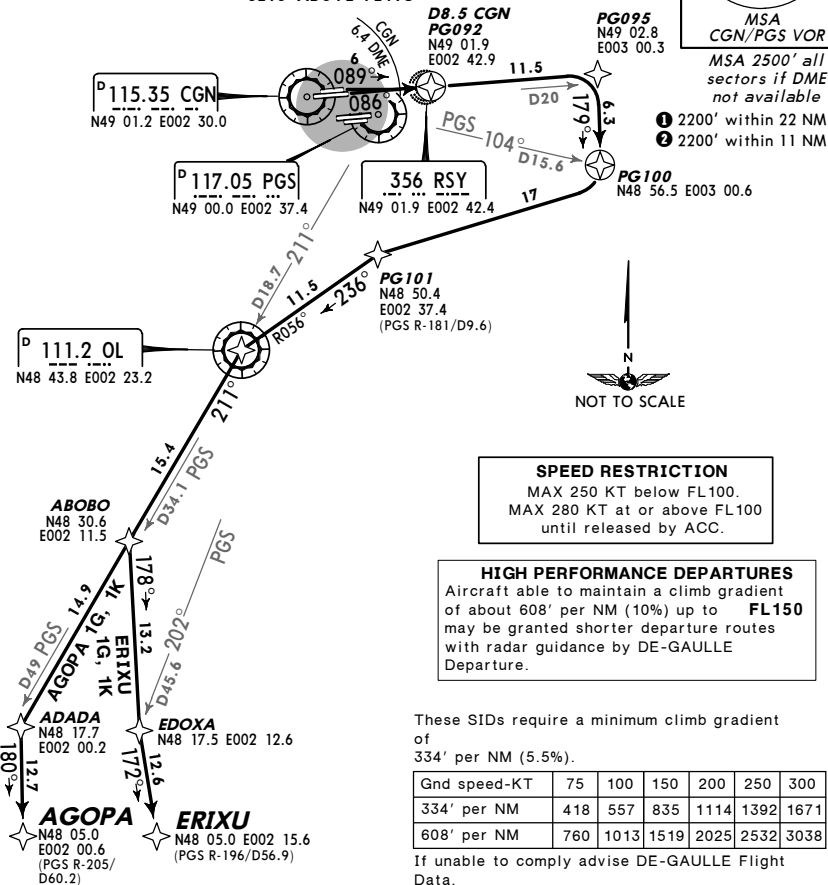
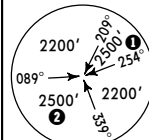
JEPPESEN
 9 MAR 07 **(20-3T4)** Eff 15 Mar

PARIS, FRANCE
RNAV SID

DE GAULLE
 Departure
133.37

Apt Elev **392'**
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 09L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 LETTER **G & K** ASSIGNED SIDS TO SOUTHWEST
 JETS ABOVE FL195



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
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
AGOPA 1G [AGOP1G], AGOPA 1K [AGOP1K]	PG092 - PG095 - PG100 - PG101 - OL - ABOBO - ADADA - AGOPA.
ERIXU 1G [ERIX1G], ERIXU 1K [ERIX1K]	PG092 - PG095 - PG100 - PG101 - OL - ABOBO - EDOXA - ERIXU.

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

LFPG/CDG
CHARLES-DE-GAULLE

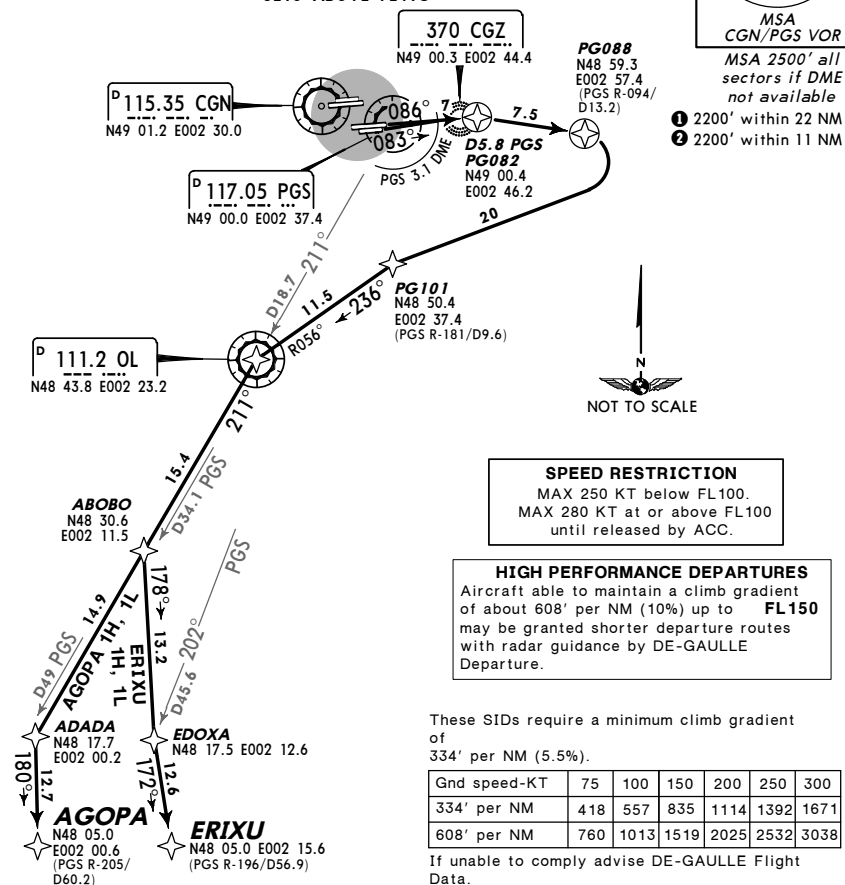
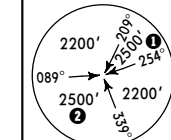
JEPPESEN
 9 MAR 07 **(20-3T5)** Eff 15 Mar

PARIS, FRANCE
RNAV SID

DE GAULLE
 Departure
133.37

Apt Elev **392'**
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

AGOPA, ERIXU
RWYS 08L/R RNAV DEPARTURES
 RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
 LETTER **H & L** ASSIGNED SIDS TO SOUTHWEST
 JETS ABOVE FL195



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
AGOPA 1H [AGOP1H], AGOPA 1L [AGOP1L]	PG082 - PG088 - PG101 - OL - ABOBO - ADADA - AGOPA.
ERIXU 1H [ERIX1H], ERIXU 1L [ERIX1L]	PG082 - PG088 - PG101 - OL - ABOBO - EDOXA - ERIXU.

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

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
9 MAR 07 (20-3T6) Eff 15 Mar

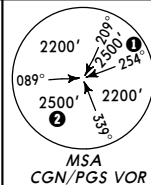
PARIS, FRANCE
RNAV SID

DE GAULLE
Departure
133.37

Apt Elev
392'

Trans level: By ATC Trans alt: 4000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

EVREUX, L'AIGLE
RWYS 27L/R RNAV DEPARTURES
RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
LETTER **A & D** ASSIGNED SIDS TO WEST
JETS & PROPS ABOVE FL115



MSA
CGN/PGS VOR
MSA 2500' all sectors if DME not available

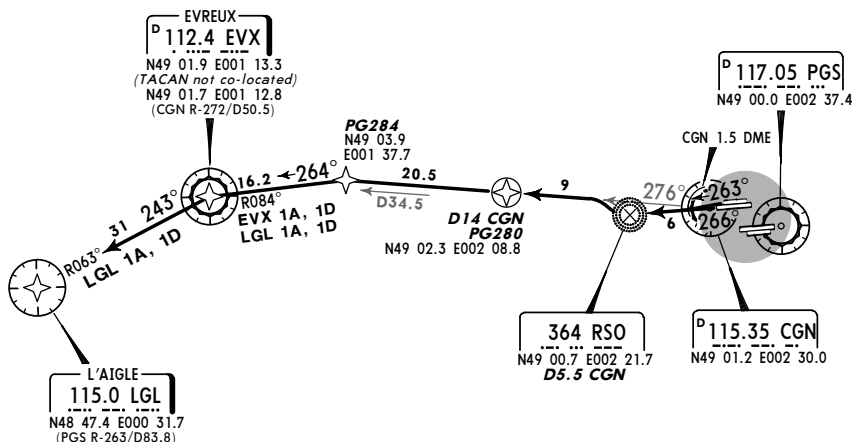
- ① 2200' within 22 NM
- ② 2200' within 11 NM

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 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.



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 to D5.5 CGN, turn RIGHT, intercept CGN R-276 to D14 CGN. RNAV: PG280.
27R	263° track, at CGN 1.5 DME outbound join initial climb rwy 27L (do not overshoot CGN R-266 to south). RNAV: PG280.

SID	ROUTING
EVX 1A, 1D ③	PG280 - PG284 - EVX.
LGL 1A, 1D ④	PG280 - PG284 - EVX - LGL.

For flights to destinations specified via airways ③ UT 300, ④ UN 502.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
9 MAR 07 (20-3T7) Eff 15 Mar

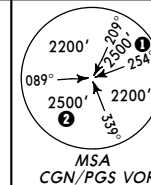
PARIS, FRANCE
RNAV SID

DE GAULLE
Departure
133.37

Apt Elev
392'

Trans level: By ATC Trans alt: 4000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

EVREUX, L'AIGLE
RWYS 27L/R RNAV DEPARTURES
RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
LETTER **Y** ASSIGNED SIDS TO WEST
JETS & PROPS ABOVE FL115



MSA
CGN/PGS VOR
MSA 2500' all sectors if DME not available

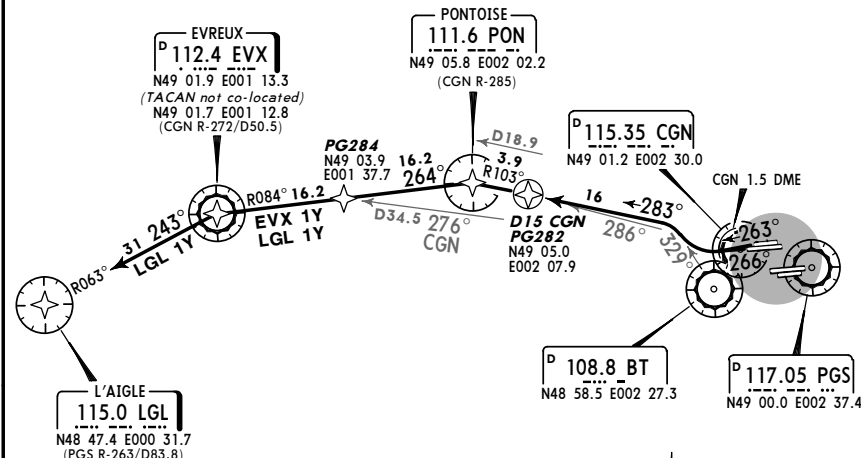
- ① 2200' within 22 NM
- ② 2200' within 11 NM

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 ③	PG282 - PON - PG284 - EVX.
LGL 1Y ④	PG282 - PON - PG284 - EVX - LGL.

For flights to destinations specified via airways ③ UT 300, ④ UN 502.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
9 MAR 07 (20-3T8) Eff 15 Mar

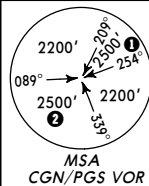
PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.37
Apt Elev 392'
Trans level: By ATC Trans alt: 4000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

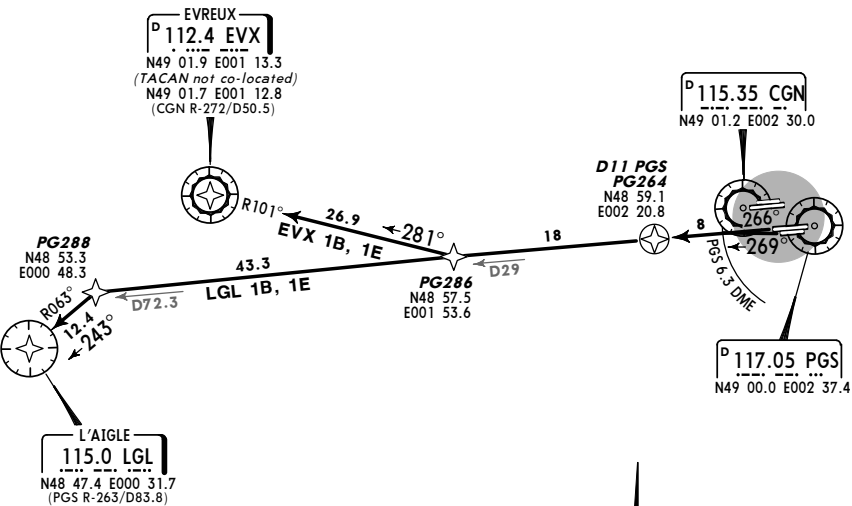
**EVREUX, L'AIGLE
RWYS 26L/R RNAV DEPARTURES**
RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
LETTER **B & E** ASSIGNED SIDS TO WEST
JETS & PROPS ABOVE FL115

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.



- 1 2200' within 22 NM
- 2 2200' within 11 NM



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.



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 ③	PG264 - PG286 - EVX.
LGL 1B, 1E ④	PG264 - PG288 - LGL.

For flights to destinations specified via airways ③ UT 300, ④ UN 502.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
9 MAR 07 (20-3U) Eff 15 Mar

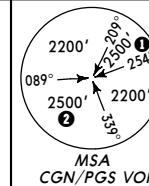
PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.37
Apt Elev 392'
Trans level: By ATC Trans alt: 4000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

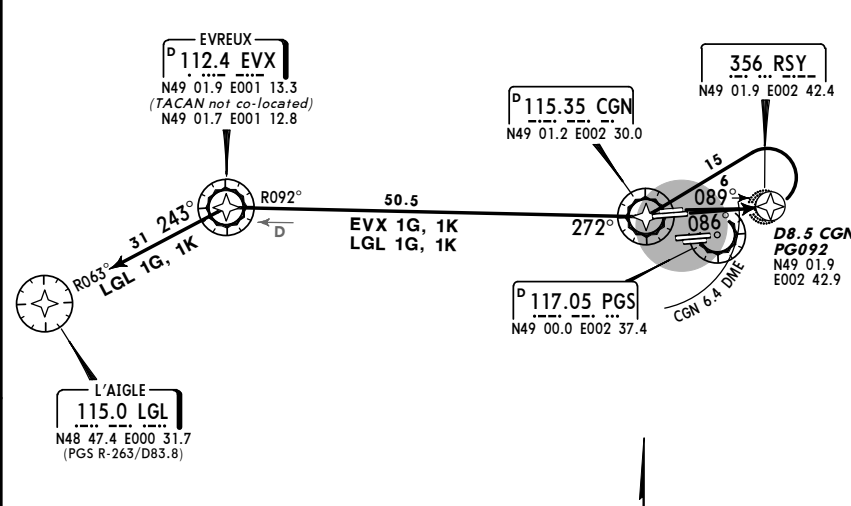
**EVREUX, L'AIGLE
RWYS 09L/R RNAV DEPARTURES**
RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
LETTER **G & K** ASSIGNED SIDS TO WEST
JETS & PROPS ABOVE FL115

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.



- 1 2200' within 22 NM
- 2 2200' within 11 NM



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.

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
EVX 1G, 1K ③	PG092 - CGN - EVX.
LGL 1G, 1K ④	PG092 - CGN - EVX - LGL.

For flights to destinations specified via airways ③ UT 300, ④ UN 502.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
9 MAR 07 (20-3V) Eff 15 Mar

PARIS, FRANCE
RNAV SID

DE GAULLE Departure 133.37 Apt Elev 392'
Trans level: By ATC Trans alt: 4000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

EVREUX, L'AIGLE
RWYS 08L/R RNAV DEPARTURES
RNAV (GNSS OR DME/DME OR VOR/DME PGS-CGN)
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.

EVREUX
P 112.4 EVX
N49 01.9 E001 13.3
(TACAN not co-located)
N49 01.7 E001 12.8
(CGN R-272/D50.5)

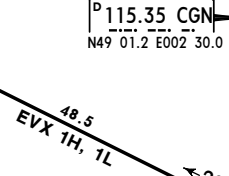
P 117.05 PGS
N49 00.0 E002 37.4

370 CGZ
N49 00.3 E002 44.4

PG088
N48 59.3 E002 57.4
(PGS R-094/D13.2)

P 115.35 CGN
N49 01.2 E002 30.0

D5.8 PGS
PG082
N49 00.4 E002 46.2



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 a/cft 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
EVX 1H, 1L ③	PG082 - PG088 - KELUD - EVX.
LGL 1H, 1L ④	PG082 - PG088 - KELUD - LGL.

For flights to destinations specified via airways ③ UT 300, ④ UN 502.

LFPG/CDG
CHARLES-DE-GAULLE

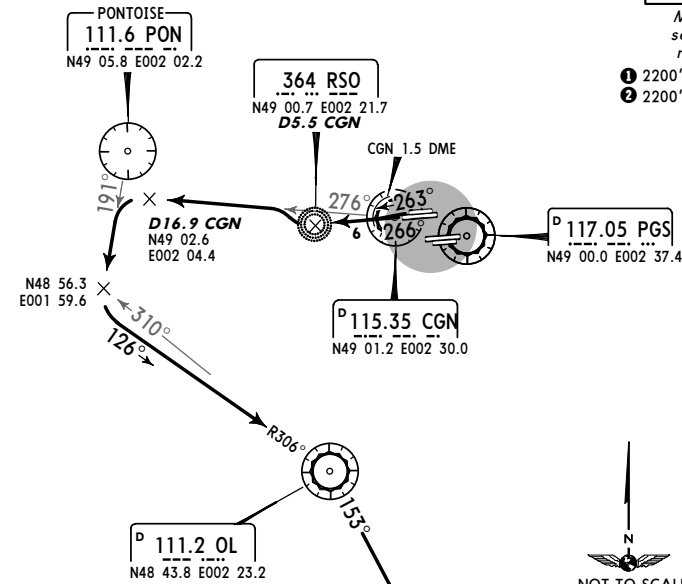
JEPPESEN
7 DEC 07 (20-3V) Eff 20 Dec

PARIS, FRANCE
SID

DE GAULLE Departure 133.37 Apt Elev 392'
Trans level: By ATC Trans alt: 4000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 1A [DORD1A], DORDI 1D [DORD1D]
RWYS 27L/R DEPARTURES
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G 40 - G 54 - J 301
SPEED MAX 220 KT

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 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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000'**

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-276 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, OL R-153 to DORDI.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south) to D5.5 CGN, turn RIGHT, intercept CGN R-276 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, OL R-153 to DORDI.

LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (20-3V3) Eff 15 Mar

PARIS, FRANCE
 SID

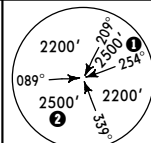
DE GAULLE
 Departure
 133.37

Apt Elev
 392'

Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

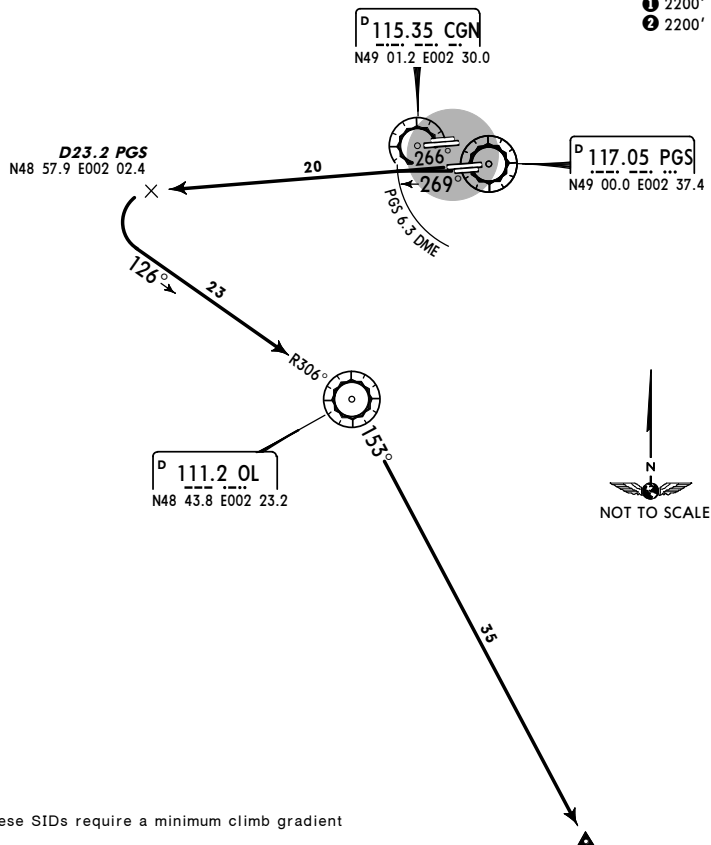
**DORDI 1B [DORD1B], DORDI 1E
 RWYS 26L/R DEPARTURES**

JETS BELOW FL195 & PROPS
 FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G 40 - G 54 - J 301
SPEEDS MAX 220 KT



MSA
 CGN/PGS VOR
 MSA 2500' all sectors if DME not available

- 1 2200' within 22 NM
- 2 2200' within 11 NM



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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000'**

RWY	INITIAL CLIMB/ROUTING
26L	269° track, at PGS 6.3 DME intercept PGS R-266 (do not overshoot to north) to D23.2 PGS, turn LEFT, intercept OL R-306 inbound to OL, OL R-153 to DORDI.
26R	Intercept PGS R-266 to D23.2 PGS, turn LEFT, intercept OL R-306 inbound to OL, OL R-153 to DORDI.

LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (20-3V4) Eff 15 Mar

PARIS, FRANCE
 SID

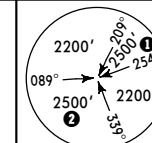
DE GAULLE
 Departure
 133.37

Apt Elev
 392'

Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

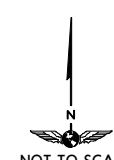
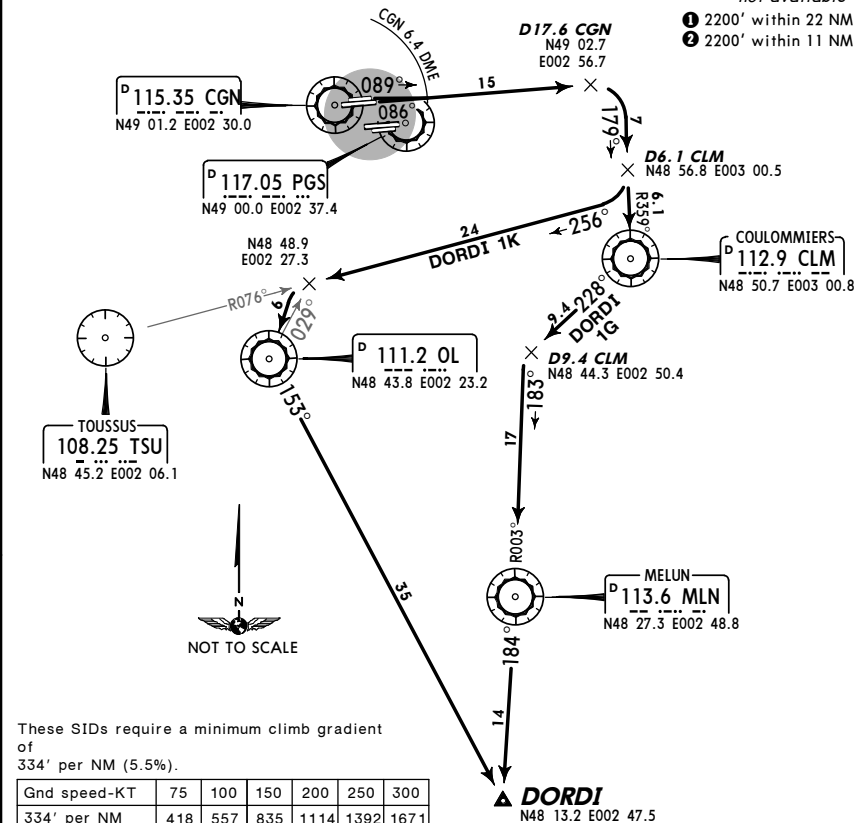
**DORDI 1G [DORD1G], DORDI 1K [DORD1K]
 RWYS 09L/R DEPARTURES**

JETS BELOW FL195 & PROPS
 FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G 40 - G 54 - J 301
SPEEDS MAX 220 KT



MSA
 CGN/PGS VOR
 MSA 2500' all sectors if DME not available

- 1 2200' within 22 NM
- 2 2200' within 11 NM



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
09L	089° track, at CGN 6.4 DME intercept CGN R-086 (do not overshoot to south) to D17.6 CGN.
09R	Intercept CGN R-086 to D17.6 CGN.

SID	ROUTING
DORDI 1G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-228 to D9.4 CLM, turn LEFT, intercept MLN R-003 inbound to MLN, MLN R-184 to DORDI.
DORDI 1K	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to D6.1 CLM, turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, OL R-153 to DORDI.

LFPG/CDG
 CHARLES-DE-GAULLE

JEYPESEN

PARIS, FRANCE

7 DEC 07 (20-3V5) Eff 20 Dec

SID

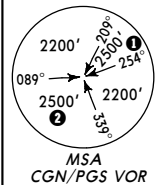
DE GAULLE
 Departure
 133.37

Apt Elev
 392'

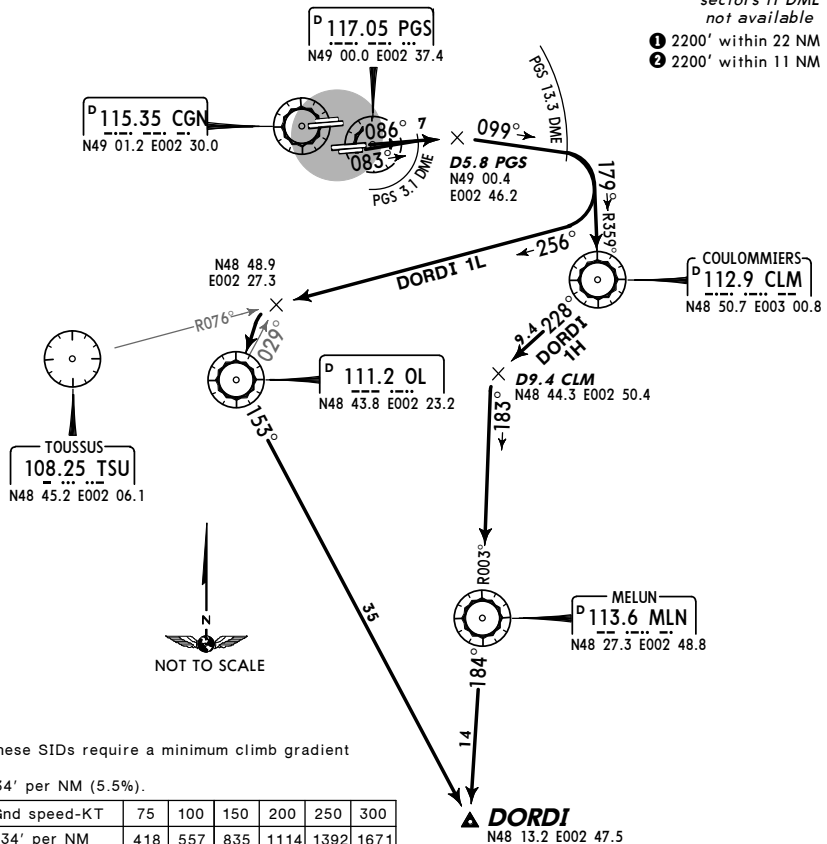
Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

DORDI 1H [DORD1H], DORDI 1L [DORD1L]
 RWYS 08L/R DEPARTURES

JETS BELOW FL195 & PROPS
 FOR FLIGHTS TO DEST SPECIFIED VIA AWYS G 40 - G 54 - J 301
SPEEDS MAX 220 KT



MSA
 CGN/PGS VOR
 MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM



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
08L	Intercept PGS R-086 to D5.8 PGS.
08R	083° track, at PGS 3.1 DME intercept PGS R-086 (do not overshoot to north) to D5.8 PGS.

SID	ROUTING
DORDI 1H	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-228 to D9.4 CLM, turn LEFT, intercept MLN R-003 inbound to MLN, MLN R-184 to DORDI.
DORDI 1L	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, OL R-153 to DORDI.

LFPG/CDG
 CHARLES-DE-GAULLE

JEYPESEN

PARIS, FRANCE

7 DEC 07 (20-3V6) Eff 20 Dec

SID

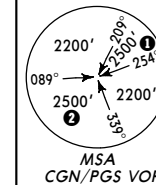
DE GAULLE
 Departure
 133.37

Apt Elev
 392'

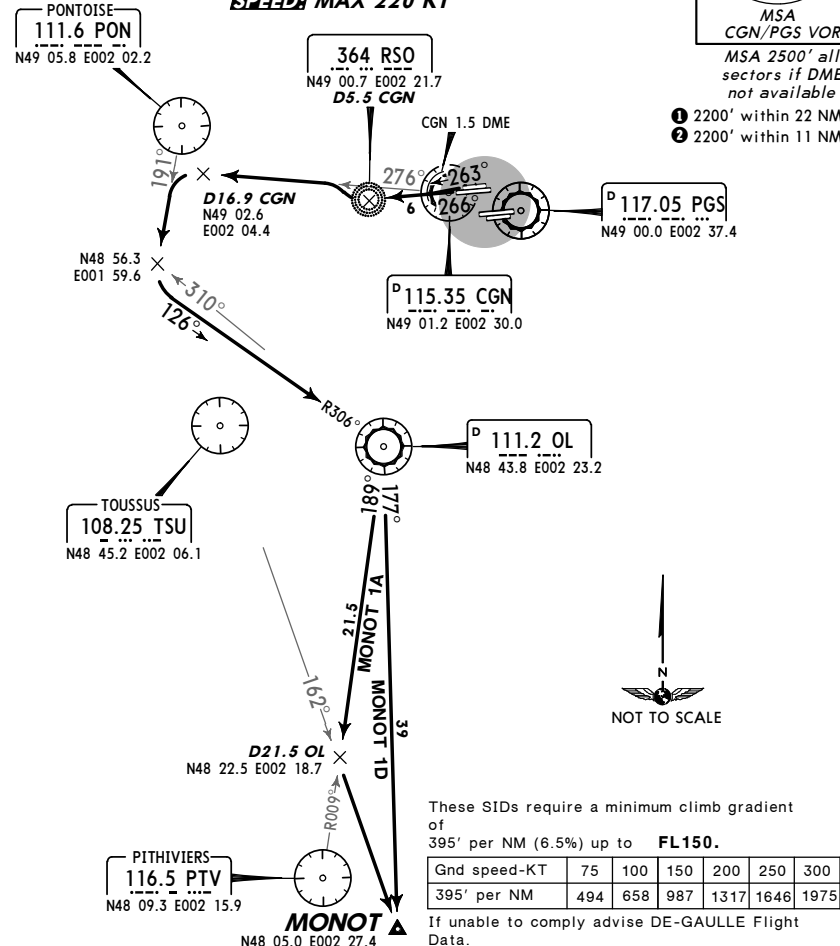
Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 1A [MONO1A], MONOT 1D [MONO1D]
 RWYS 27L/R DEPARTURES

JETS BELOW FL195 & PROPS
 FOR FLIGHTS TO DEST SPECIFIED VIA AWY R 161
SPEEDS MAX 220 KT



MSA
 CGN/PGS VOR
 MSA 2500' all sectors if DME not available
 1 2200' within 22 NM
 2 2200' within 11 NM



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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance 3000'

RWY	INITIAL CLIMB
27L	Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-276 to D16.9 CGN.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south) to D5.5 CGN, turn RIGHT, intercept CGN R-276 to D16.9 CGN.

SID	ROUTING
MONOT 1A	At D16.9 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to D21.5 OL, turn LEFT, intercept TSU R-162 to MONOT.
MONOT 1D	At D16.9 CGN turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, turn RIGHT, OL R-177 to MONOT.

LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 7 DEC 07 (20-3V7) Eff 20 Dec

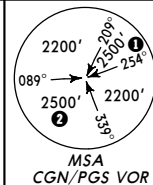
PARIS, FRANCE
 SID

DE GAULLE
 Departure
 133.37

Apt Elev
 392'

Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

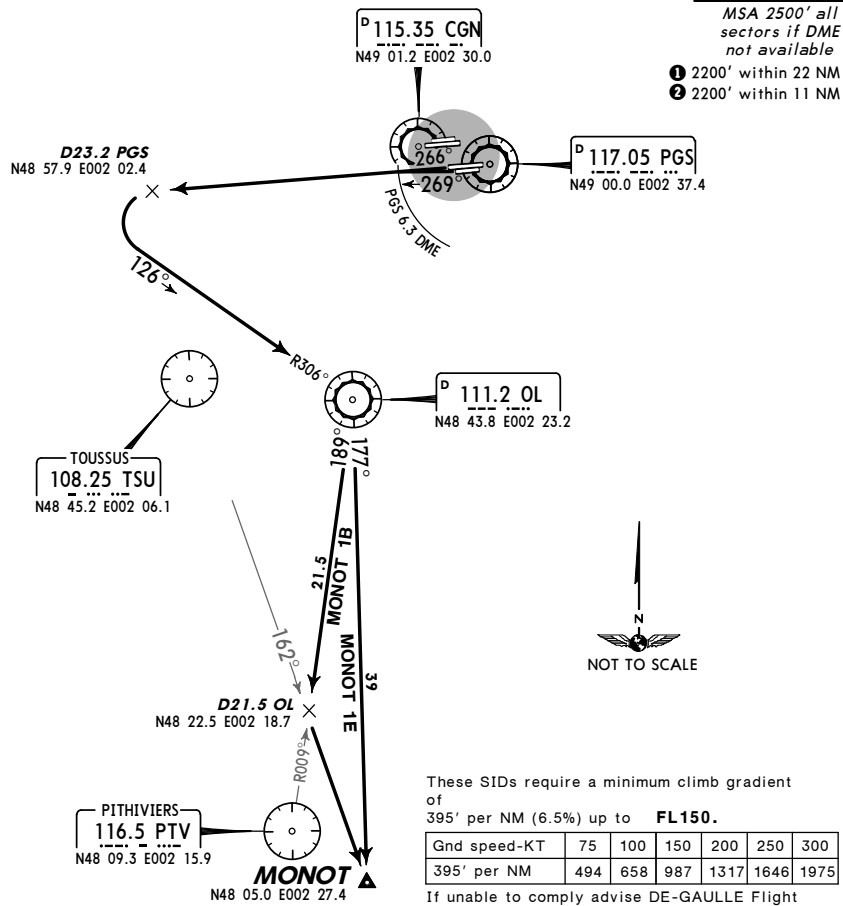
MONOT 1B [MONO1B], MONOT 1E [MONO1E]
 RWYS 26L/R DEPARTURES
 JETS BELOW FL195 & PROPS
 FOR FLIGHTS TO DEST SPECIFIED VIA AWY R 161
SPEEDS MAX 220 KT



MSA
 CGN/PGS VOR

MSA 2500' all sectors if DME not available

- 1 2200' within 22 NM
- 2 2200' within 11 NM



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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance 3000'

RWY	INITIAL CLIMB
26L	269° track, at PGS 6.3 DME intercept PGS R-266 (do not overshoot to north) to D23.2 PGS.
26R	Intercept PGS R-266 to D23.2 PGS.
SID	ROUTING
MONOT 1B	At D23.2 PGS, turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to D21.5 OL, turn LEFT, intercept TSU R-162 to MONOT.
MONOT 1E	At D23.2 PGS turn LEFT, intercept OL R-306 inbound to OL, turn RIGHT, OL R-177 to MONOT.

LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (20-3V) Eff 15 Mar

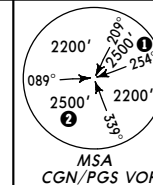
PARIS, FRANCE
 SID

DE GAULLE
 Departure
 133.37

Apt Elev
 392'

Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

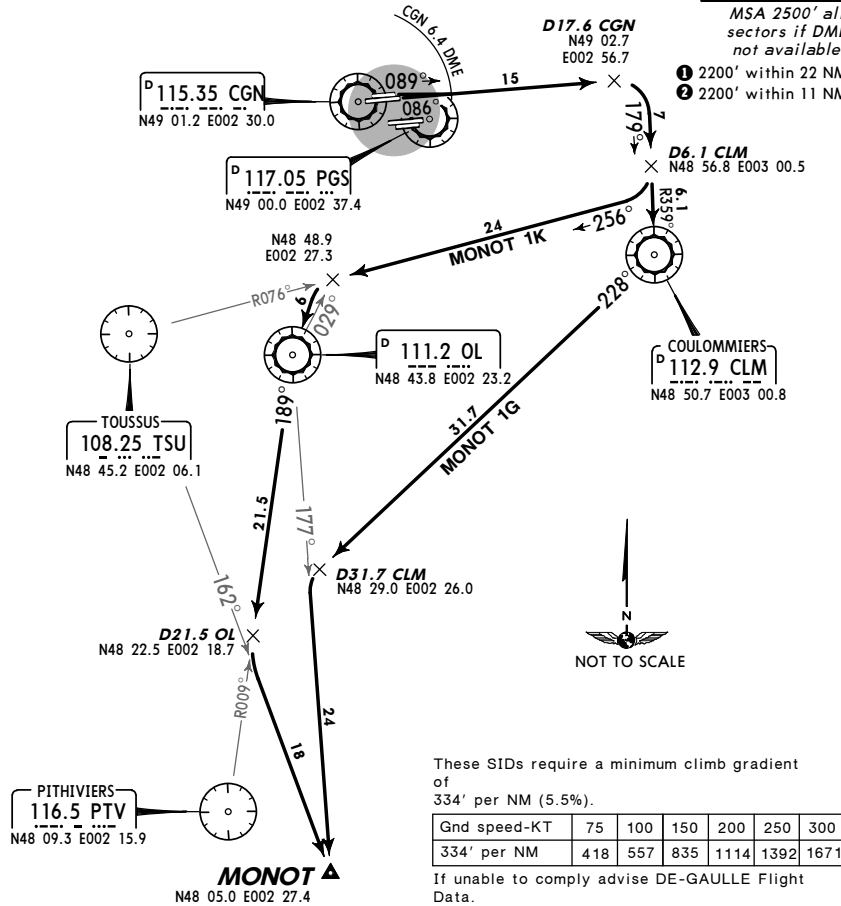
MONOT 1G [MONO1G], MONOT 1K [MONO1K]
 RWYS 09L/R DEPARTURES
 JETS BELOW FL195 & PROPS
 FOR FLIGHTS TO DEST SPECIFIED VIA AWY R 161
SPEEDS MAX 220 KT



MSA
 CGN/PGS VOR

MSA 2500' all sectors if DME not available

- 1 2200' within 22 NM
- 2 2200' within 11 NM



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
09L	089° track, at CGN 6.4 DME intercept CGN R-086 (do not overshoot to south) to D17.6 CGN.
09R	Intercept CGN R-086 to D17.6 CGN.
SID	ROUTING
MONOT 1G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-228 to D31.7 CLM, turn LEFT, intercept OL R-177 to MONOT.
MONOT 1K	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to D6.1 CLM, 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.

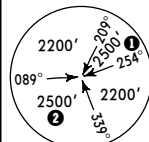
LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (20-3X) Eff 15 Mar

PARIS, FRANCE
 SID

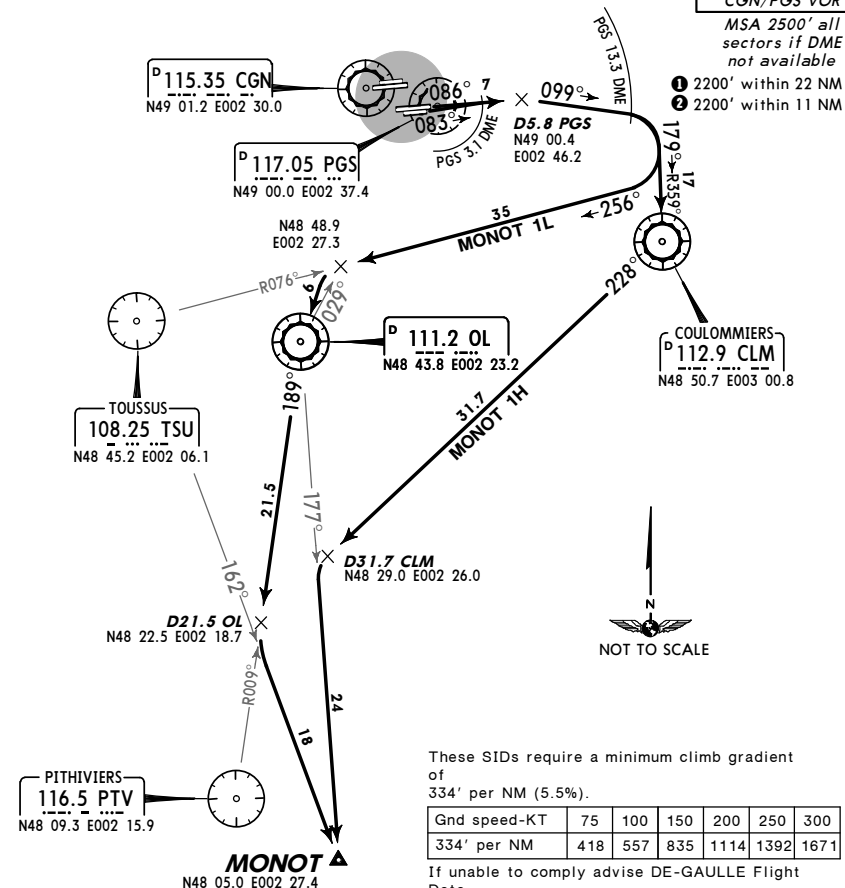
DE GAULLE Departure 133.37 Apt Elev 392'
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

MONOT 1H [MONO1H], MONOT 1L [MONO1L]
 RWYS 08L/R DEPARTURES
 JETS BELOW FL195 & PROPS
 FOR FLIGHTS TO DEST SPECIFIED VIA AWY R 161
SPEEDS MAX 220 KT



MSA
 CGN/PGS VOR
 MSA 2500' all sectors if DME not available

- 1 2200' within 22 NM
- 2 2200' within 11 NM



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
08L	Intercept PGS R-086 to D5.8 PGS.
08R	083° track, at PGS 3.1 DME intercept PGS R-086 (do not overshoot to north) to D5.8 PGS.

SID	ROUTING
MONOT 1H	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-228 to D31.7 CLM, turn LEFT, intercept OL R-177 to MONOT.
MONOT 1L	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, 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.

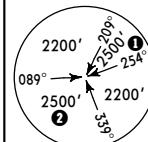
LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 7 DEC 07 (20-3X) Eff 20 Dec

PARIS, FRANCE
 SID

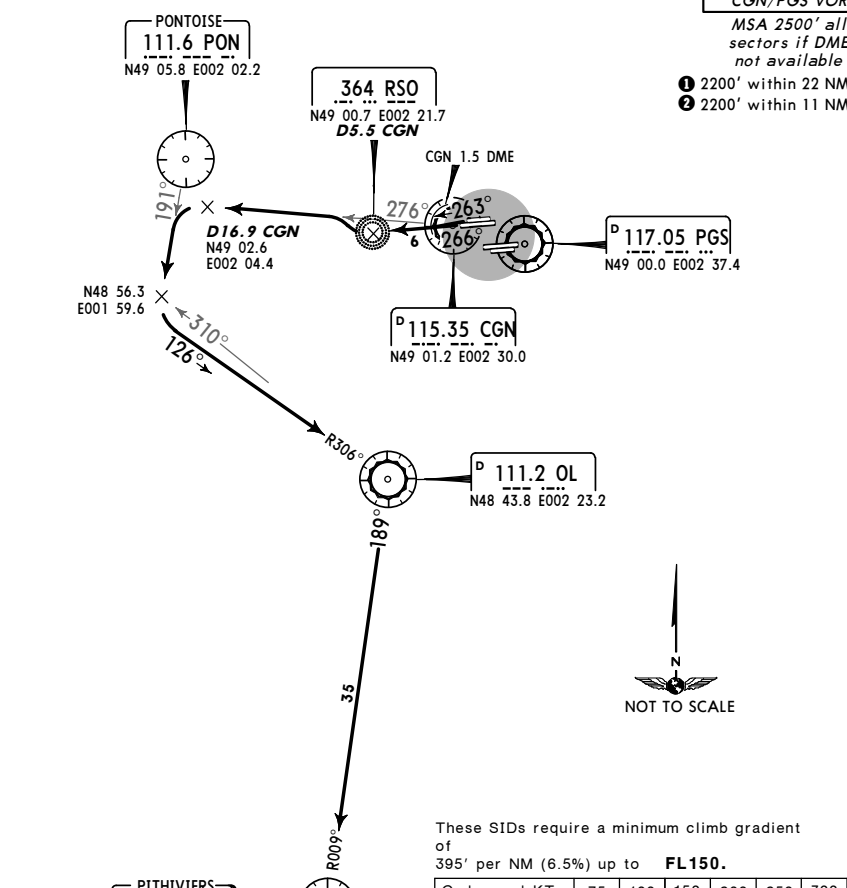
DE GAULLE Departure 133.37 Apt Elev 392'
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 1A (PTV 1A), PITHIVIERS 1D (PTV 1D)
 RWYS 27L/R DEPARTURES
 JETS BELOW FL195 & PROPS
 FOR FLIGHTS TO DEST SPECIFIED VIA AWY B 31
SPEEDS MAX 220 KT



MSA
 CGN/PGS VOR
 MSA 2500' all sectors if DME not available

- 1 2200' within 22 NM
- 2 2200' within 11 NM



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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance 3000'

RWY	INITIAL CLIMB/ROUTING
27L	Intercept CGN R-266 to D5.5 CGN, turn RIGHT, intercept CGN R-276 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to PTV.
27R	263° track, at CGN 1.5 DME outbound intercept CGN R-266 (do not overshoot to south) to D5.5 CGN, turn RIGHT, intercept CGN R-276 to D16.9 CGN, turn LEFT, intercept PON R-191, when passing OL R-310 turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to PTV.

LFPG/CDG
 CHARLES-DE-GAULLE

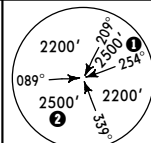
JEPPESEN
 9 MAR 07 (20-3X3) Eff 15 Mar

PARIS, FRANCE
 SID

DE GAULLE
 Departure
 133.37

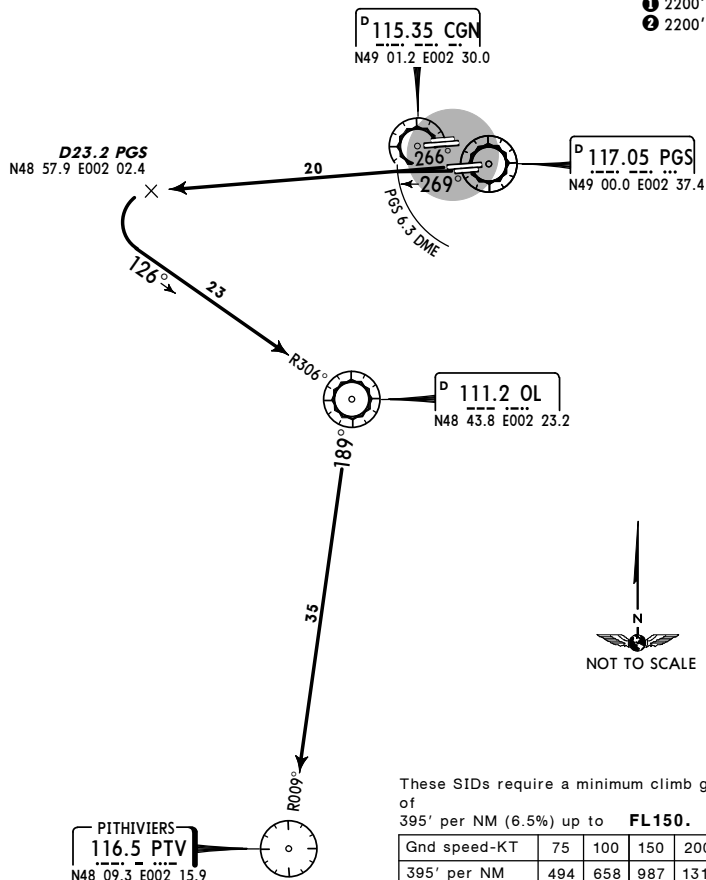
Apt Elev 392'
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 1B (PTV 1B), PITHIVIERS 1E (PTV 1E)
 RWYS 26L/R DEPARTURES
 JETS BELOW FL195 & PROPS
 FOR FLIGHTS TO DEST SPECIFIED VIA AWY B 31
SPEEDS MAX 220 KT



MSA
 CGN/PGS VOR
 MSA 2500' all sectors if DME not available

- 1 2200' within 22 NM
- 2 2200' within 11 NM



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

If unable to comply advise DE-GAULLE Flight Data.

Initial climb clearance **3000'**

RWY	INITIAL CLIMB/ROUTING
26L	269° track, at PGS 6.3 DME intercept PGS R-266 (do not overshoot to north) to D23.2 PGS, turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to PTV.
26R	Intercept PGS R-266 to D23.2 PGS, turn LEFT, intercept OL R-306 inbound to OL, intercept PTV R-009 inbound to PTV.

LFPG/CDG
 CHARLES-DE-GAULLE

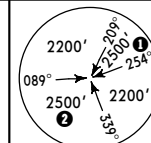
JEPPESEN
 9 MAR 07 (20-3X4) Eff 15 Mar

PARIS, FRANCE
 SID

DE GAULLE
 Departure
 133.37

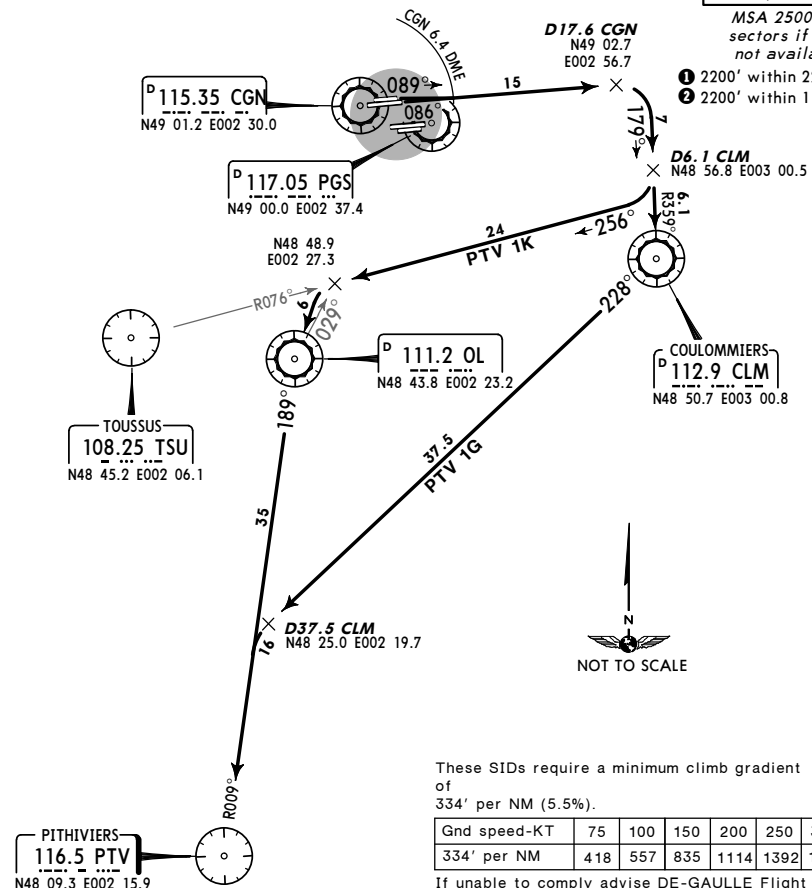
Apt Elev 392'
 Trans level: By ATC Trans alt: 4000'
 1. SIDs are also minimum noise routings (refer to 20-4).
 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

PITHIVIERS 1G (PTV 1G), PITHIVIERS 1K (PTV 1K)
 RWYS 09L/R DEPARTURES
 JETS BELOW FL195 & PROPS
 FOR FLIGHTS TO DEST SPECIFIED VIA AWY B 31
SPEEDS MAX 220 KT



MSA
 CGN/PGS VOR
 MSA 2500' all sectors if DME not available

- 1 2200' within 22 NM
- 2 2200' within 11 NM



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
09L	089° track, at CGN 6.4 DME intercept CGN R-086 (do not overshoot to south) to D17.6 CGN.
09R	Intercept CGN R-086 to D17.6 CGN.

SID	ROUTING
PTV 1G	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-228 to D37.5 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.
PTV 1K	At D17.6 CGN turn RIGHT, intercept CLM R-359 inbound to D6.1 CLM, turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, intercept PTV R-009 inbound to PTV.

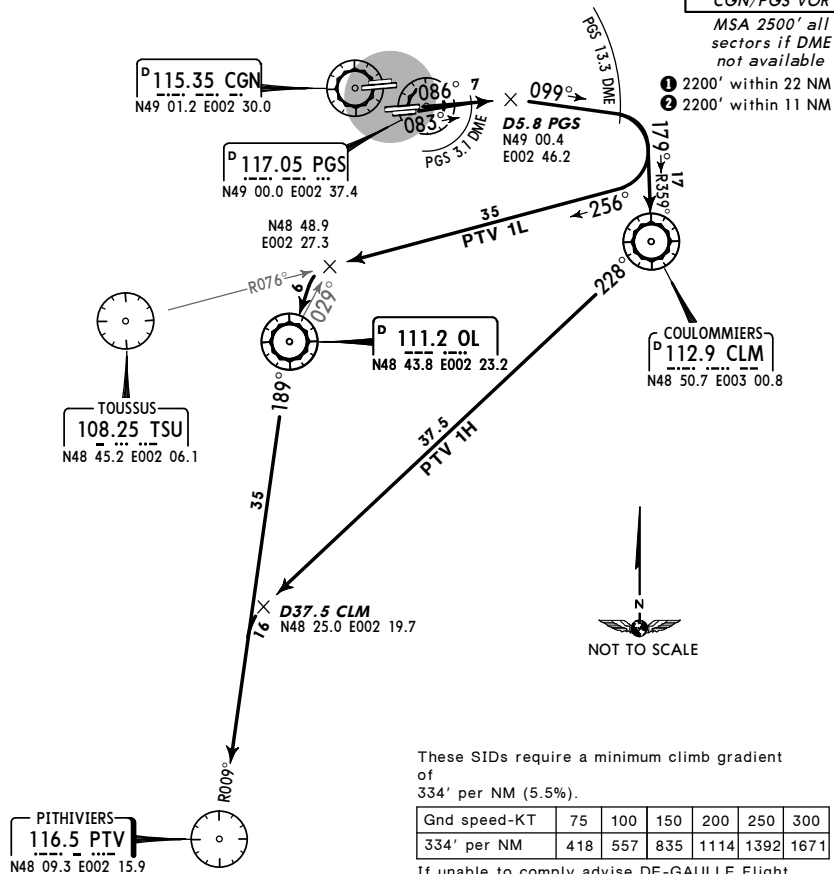
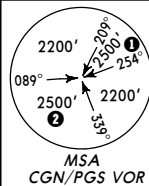
LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
9 MAR 07 (20-3X5) Eff 15 Mar

PARIS, FRANCE
SID

DE GAULLE Departure 133.37 Apt Elev 392'
Trans level: By ATC Trans alt: 4000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments.

**PITHIVIERS 1H (PTV 1H), PITHIVIERS 1L (PTV 1L)
RWYS 08L/R DEPARTURES**
JETS BELOW FL195 & PROPS
FOR FLIGHTS TO DEST SPECIFIED VIA AWY B 31
SPEED MAX 220 KT



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
08L	Intercept PGS R-086 to D5.8 PGS.
08R	083° track, at PGS 3.1 DME intercept PGS R-086 (do not overshoot to north) to D5.8 PGS.
SID	ROUTING
PTV 1H	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept CLM R-359 inbound to CLM, CLM R-228 to D37.5 CLM, turn LEFT, intercept PTV R-009 inbound to PTV.
PTV 1L	At D5.8 PGS turn RIGHT, 099° track to PGS 13.3 DME, turn RIGHT, intercept TSU R-076 inbound, when passing OL R-029 turn LEFT to OL, intercept PTV R-009 inbound to PTV.

LFPG/CDG
CHARLES-DE-GAULLE

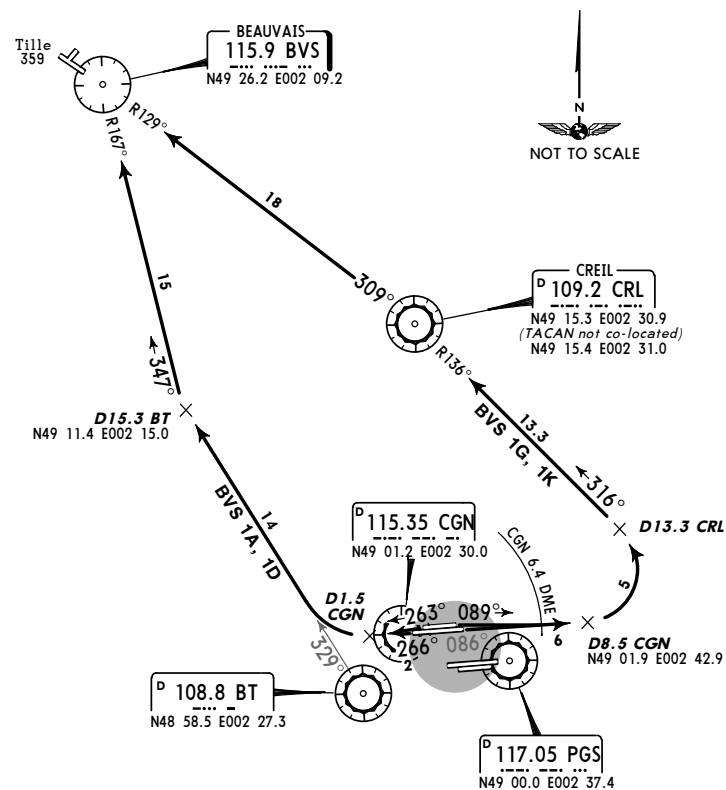
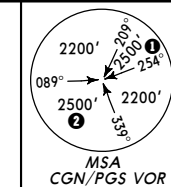
JEPPESEN
9 MAR 07 (20-3X6) Eff 15 Mar

PARIS, FRANCE
DEPARTURE POGO

Apt Elev 392'
Trans level: By ATC Trans alt: 4000'
1. SIDs are also minimum noise routings (refer to 20-4).
2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R and 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments.
3. POGO departures do not include holding procedures.
4. Mention 'DCT' in item 15, 'POGO' in item 18 of flight plan.
5. Initial climb clearance by ATC.

**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%).

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.

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 9 MAR 07 (20-3X7) Eff 15 Mar

PARIS, FRANCE DEPARTURE POGO

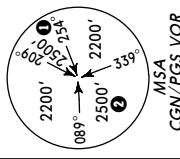
Apt Elev 392' Trans level: By ATC Trans alt: 4000' 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 26L/R, 27L/R. Pilots must adhere strictly to the published initial climb segments. 3. POGO departures do not include holding procedures. 4. Mention 'DCT' in item 15, 'POGO' in item 18 of flight plan. 5. Initial climb clearance by ATC.

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 SPEEDS MAX 220 KT

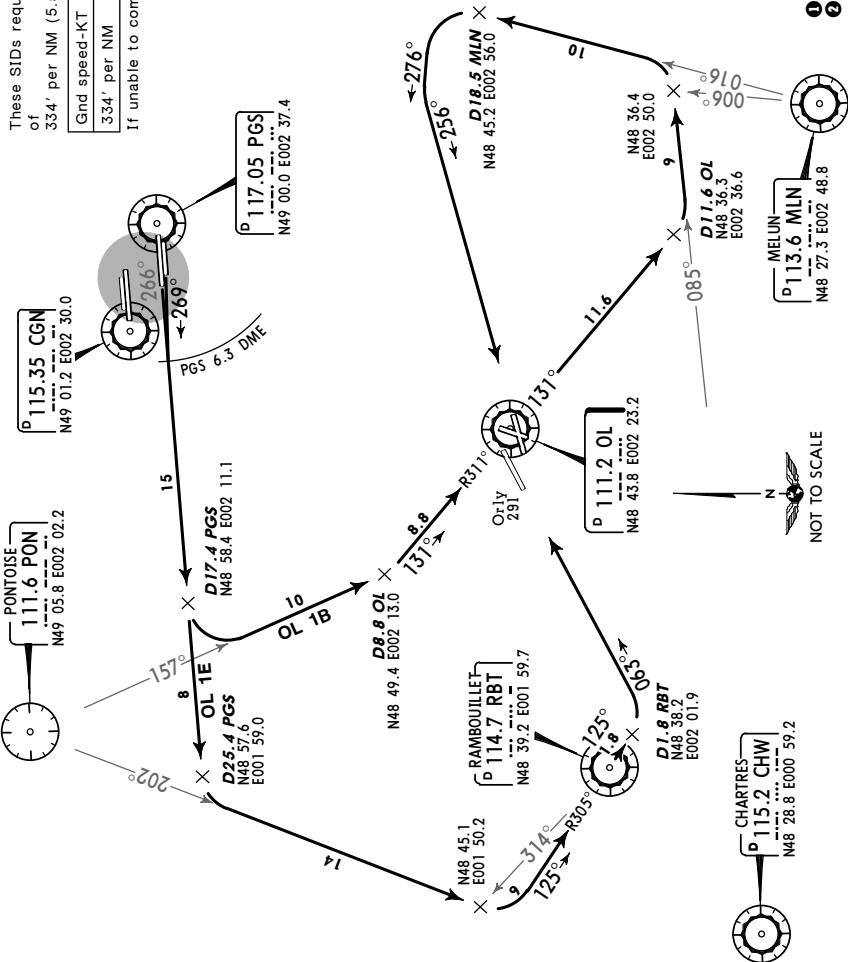
These SIDs require a minimum climb gradient of 334' per NM (5.5%).

Table with 2 rows: Gnd speed-KT and 334' per NM. Columns: 75, 100, 150, 200, 250, 300.

If unable to comply advise DE-GAULLE Flight Data.



MSA 2500' all sectors if DME not available 1 2200' within 22 NM 2 2200' within 11 NM



NOT TO SCALE

LFPG/CDG CHARLES-DE-GAULLE

JEPPESEN 9 MAR 07 (20-3X8) Eff 15 Mar

PARIS, FRANCE DEPARTURE POGO

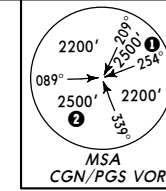
Apt Elev 392' Trans level: By ATC Trans alt: 4000' 1. SIDs are also minimum noise routings (refer to 20-4). 2. Simultaneous parallel departures are conducted from runways 08L/R, 09L/R. Pilots must adhere strictly to the published initial climb segments. 3. POGO departures do not include holding procedures. 4. Mention 'DCT' in item 15, 'POGO' in item 18 of flight plan. 5. Initial climb clearance by ATC.

OL 1H EASTERLY OPERATIONS AT LFPG & LFPO OL 1L EASTERLY OPERATIONS AT LFPG & WESTERLY OPERATIONS AT LFPO RWYS 08L/R DEPARTURES (POGO) TO PARIS ONLY SPEEDS MAX 220 KT

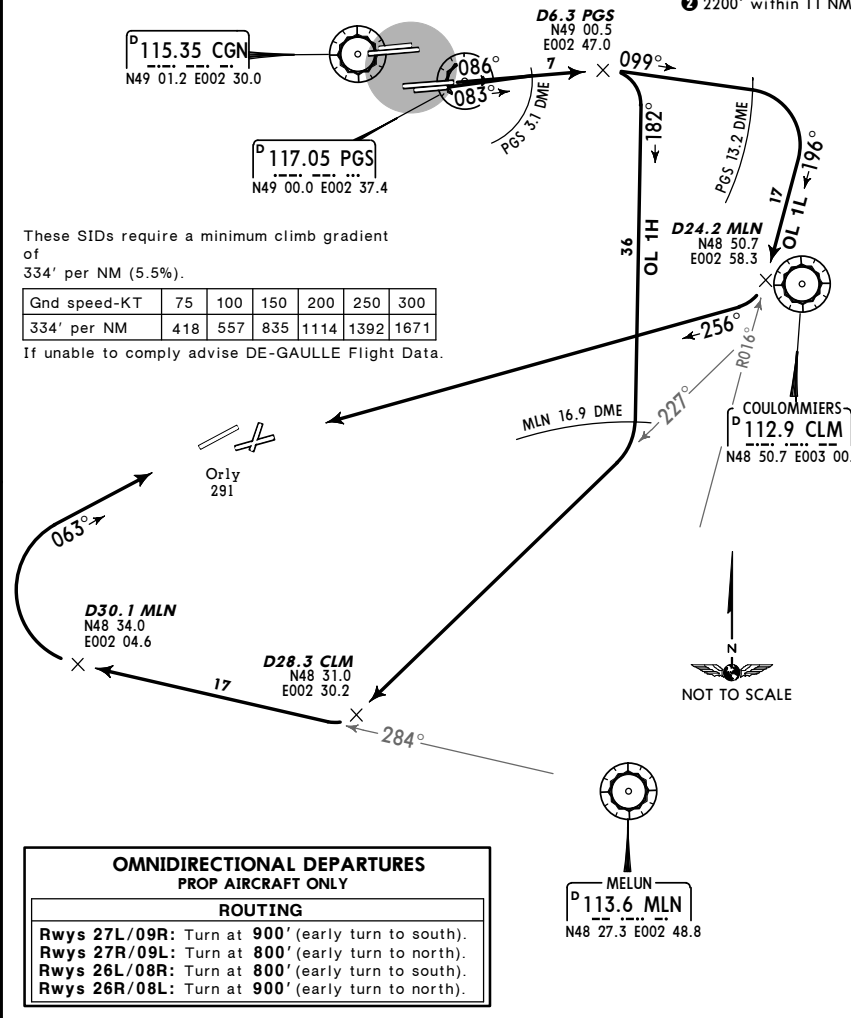
These SIDs require a minimum climb gradient of 334' per NM (5.5%).

Table with 2 rows: Gnd speed-KT and 334' per NM. Columns: 75, 100, 150, 200, 250, 300.

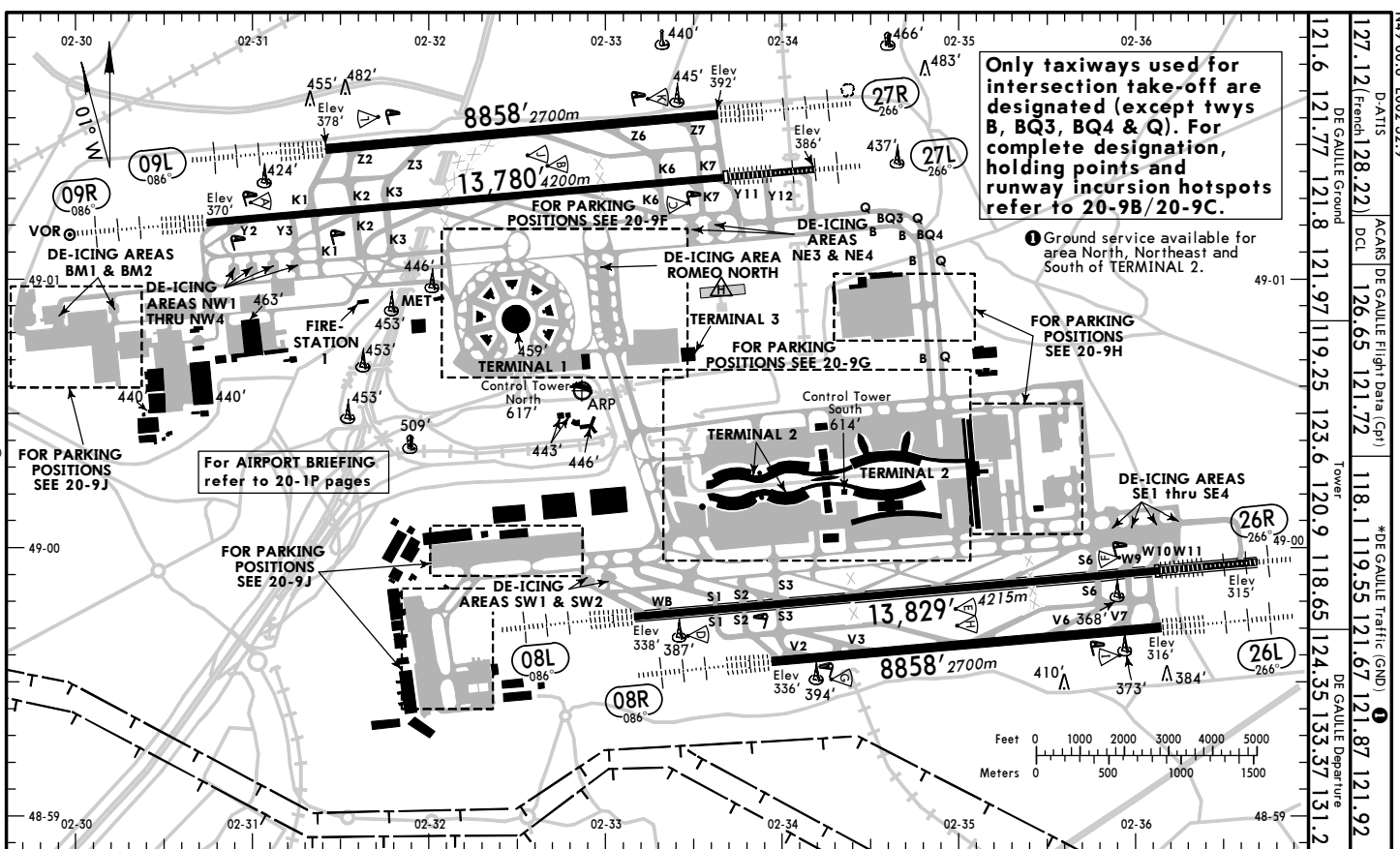
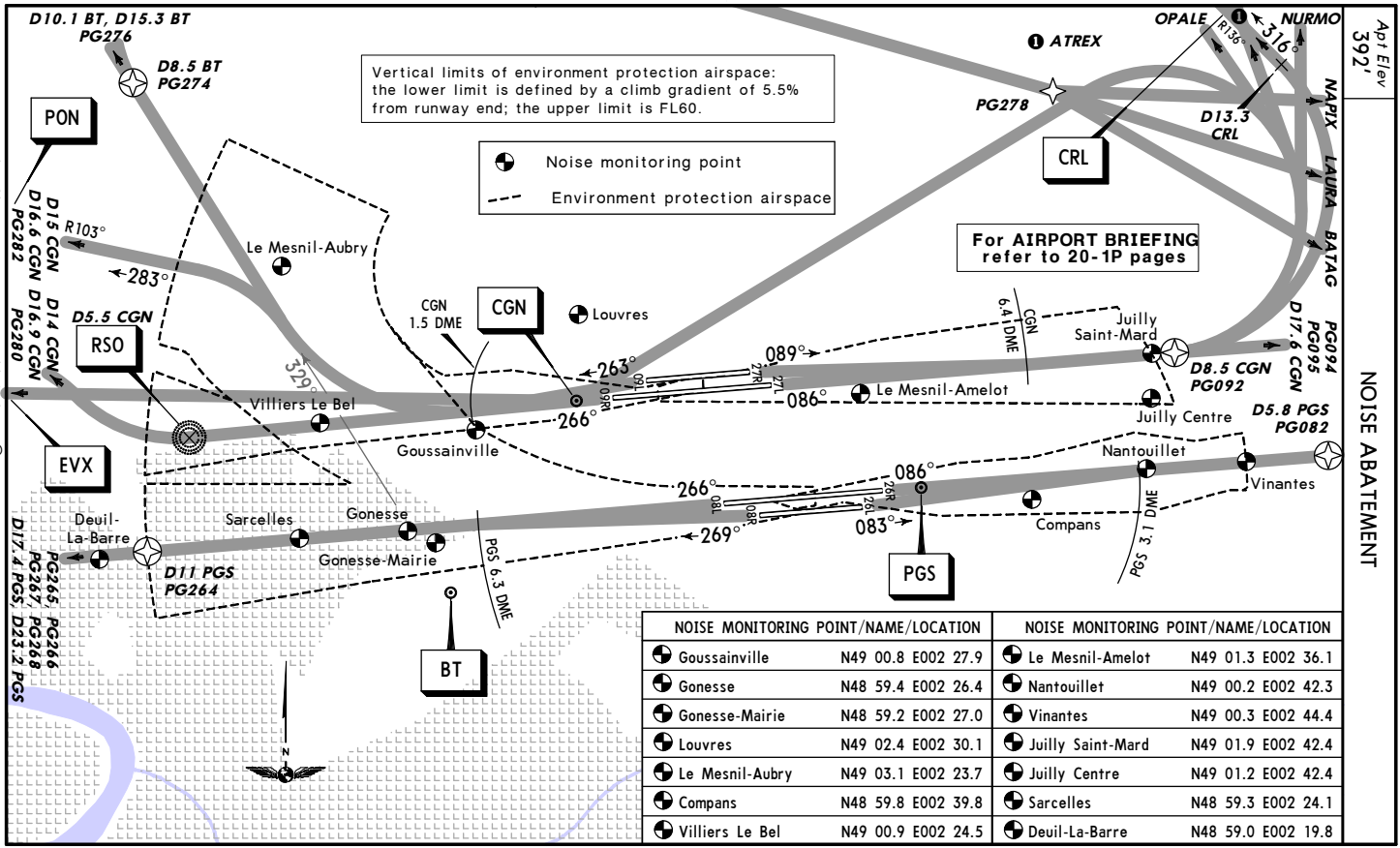
If unable to comply advise DE-GAULLE Flight Data.



MSA 2500' all sectors if DME not available 1 2200' within 22 NM 2 2200' within 11 NM



NOT TO SCALE



CHANGES: AMOGA replaced by ATREX; waypoints established.
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CHANGES: Taxiways, Apron.
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LFPG/CDG



PARIS, FRANCE

2 NOV 07 (20-9A)

CHARLES-DE-GAULLE

RWY	ADDITIONAL RUNWAY INFORMATION	USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
08L 26R	HIRL (60m) CL (15m) HIALS-II SFL TDZ RVR		12,782' 3896m	1 3	148' 45m
	REIL PAPI-L (angle 3.0°) HST	11,860' 3615m	10,804' 3293m	2 4	

1 TORA RWY 08L: From rwy head 13,829' (4215m)
 twy WB int 13,353' (4070m)
 twy S1 int 12,024' (3665m)
 twy S2 int 11,417' (3480m)
 twy S3 int 10,597' (3230m)

2 TORA RWY 26R: From rwy head 13,829' (4215m)
 twy W11 int 12,254' (3735m)
 twy W10 int 11,860' (3615m)
 twy W9 int 11,352' (3460m)
 twy S6 int 10,630' (3240m)

3 RWY 08L: Full length of 13,829' (4215m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 12,024' (3665m), or when cleared by ATC.

4 RWY 26R: Full length of 13,829' (4215m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 12,254' (3735m), or when cleared by ATC.

08R 26L	HIRL (60m) CL (15m) HIALS-II SFL TDZ RVR		7839' 2389m	5	197' 60m
	REIL PAPI-R (angle 3.0°) HST				
	HIRL (60m) CL (15m) HIALS-II SFL TDZ RVR		7825' 2385m	6	
	REIL PAPI-L (angle 3.0°) HST				

5 TORA RWY 08R: From rwy head 8858' (2700m)
 twy V2 int 8596' (2620m)
 twy V3 int 7054' (2150m)

6 TORA RWY 26L: From rwy head 8858' (2700m)
 twy V7 int 8235' (2510m)
 twy V6 int 6693' (2040m)

09L 27R	HIRL (60m) CL (15m) HIALS-II SFL TDZ RVR		7869' 2398m	7	197' 60m
	REIL PAPI-L (angle 3.0°) HST				
			7709' 2350m	8	

7 TORA RWY 09L: From rwy head 8858' (2700m)
 twy Z2 int 8399' (2560m)
 twy Z3 int 6890' (2100m)

8 TORA RWY 27R: From rwy head 8858' (2700m)
 twy Z7 int 8202' (2500m)
 twy Z6 int 6890' (2100m)

09R 27L	HIRL (60m) CL (15m) HIALS-II SFL TDZ RVR		12,697' 3870m	9 11	148' 45m
	REIL PAPI-L (angle 3.0°) HST	11,811' 3600m	10,681' 3256m	10 12	

9 TORA RWY 09R: From rwy head 13,780' (4200m)
 twy Y2 int 13,025' (3970m)
 twy Y3 int 11,909' (3630m)
 twy K1 int 11,352' (3460m)
 twy K2 int 10,433' (3180m)
 twy K3 int 9711' (2960m)

10 TORA RWY 27L: From rwy head 13,780' (4200m)
 twy Y12 int 12,730' (3880m)
 twy Y11 int 11,811' (3600m)
 twy K7 int 11,286' (3440m)
 twy K6 int 10,433' (3180m)

11 RWY 09R: Full length of 13,780' (4200m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 11,909' (3630m), or when cleared by ATC.

12 RWY 27L: Full length of 13,780' (4200m) avbl only for long-range acft, with 30 min PNR on first contacted freq, which performances require TORA of more than 12,730' (3880m), or when cleared by ATC.

JAR-OPS TAKE-OFF 1

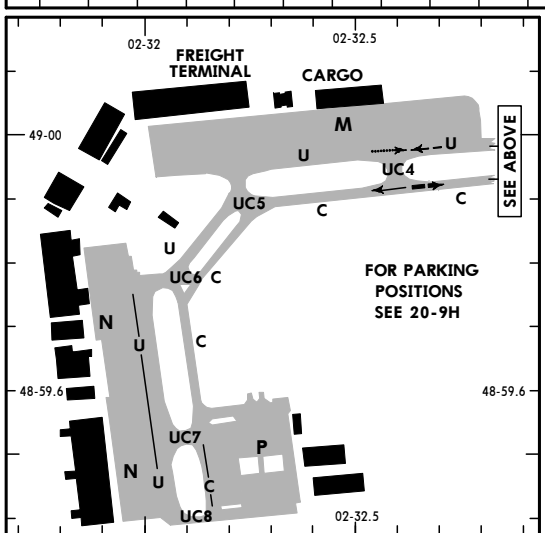
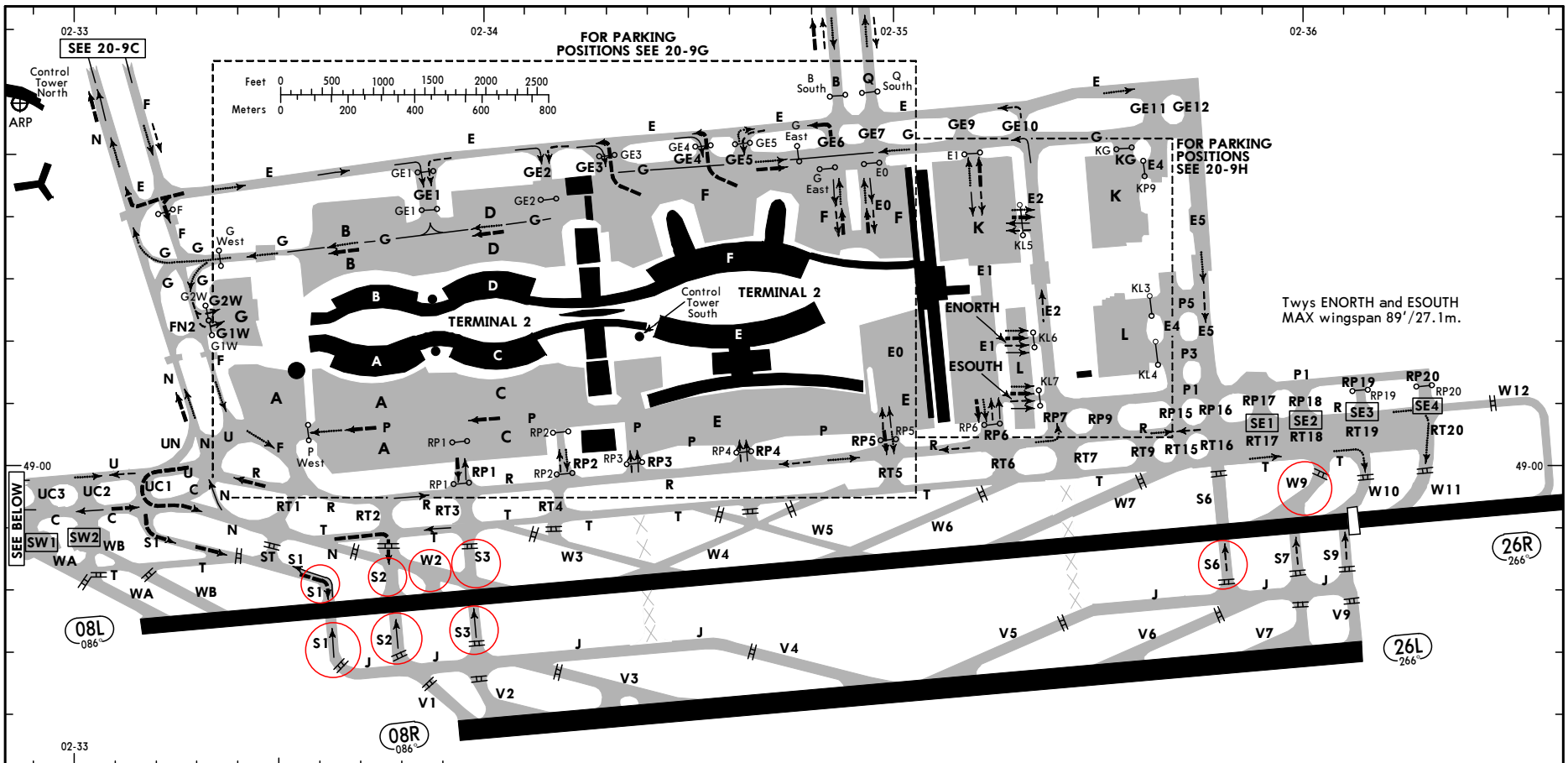
A B C D	All Rwys					
	LVP must be in Force					
2	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
	125m	150m	200m	250m	400m	500m
	150m	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

2 With approved guidance system: ABCD 75m.

LFPG/CDG

JEPPESEN PARIS, FRANCE
 (20-9B) 16 NOV 07 CHARLES-DE-GAULLE



RUNWAY INCUSSION "HOT SPOTS"
 Positions on the airport surface where
 runway/taxiway incursions have taken place.

LEGEND

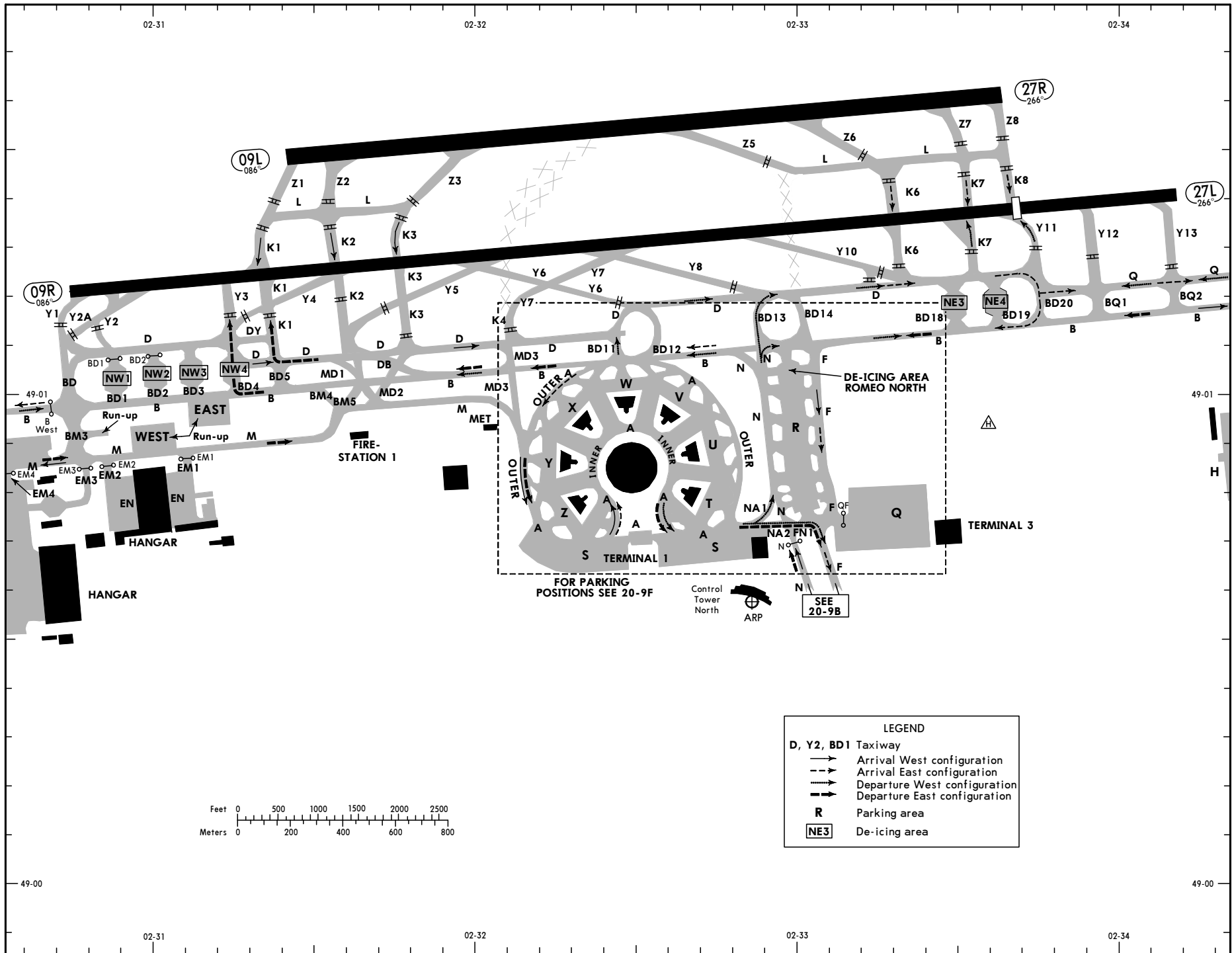
- G, WB, RT1 Taxiway
- Arrival West configuration
- - - - - Arrival East configuration
- Departure West configuration
- - - - - Departure East configuration
- B Parking area
- SE1 De-icing area
- RUNWAY INCUSSION HOTSPOTS

CHANGES: Apron. Holding positions.

LFPG/CDG

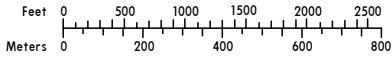
JEPPESEN
 16 NOV 07 (20-9C)

PARIS, FRANCE
 CHARLES-DE-GAULLE



LEGEND

- D, Y2, BD1 Taxiway
- Arrival West configuration
- - - Arrival East configuration
- Departure West configuration
- Departure East configuration
- R Parking area
- NE3 De-icing area



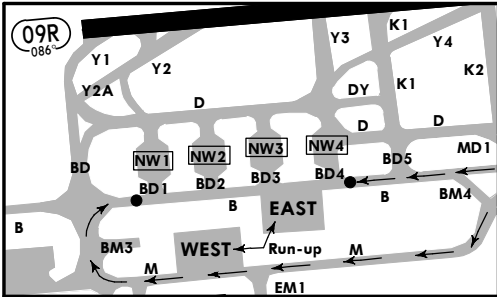
LFPG/CDG

JEPPESEN
 16 NOV 07 **20-9D**

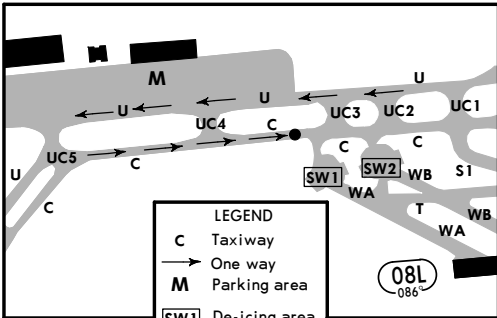
PARIS, FRANCE
 CHARLES-DE-GAULLE

DE-ICING PROCEDURES

NE3	NE4	NW1	NW2	NW3	DE GAULLE De-icing	SE1	SE2	SE3	SE4	SW1	SW2	
135.7	121.31	129.48	135.71	121.3	NW4	129.49	129.48	135.71	121.3	129.49	135.7	121.31

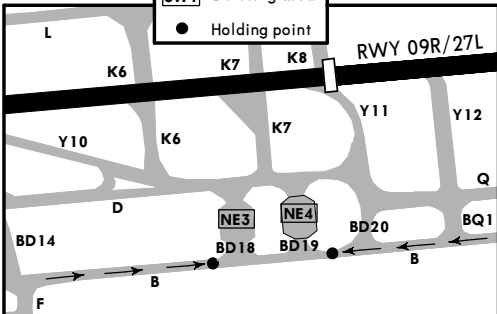


**DE-ICING AREAS
 NW1 THRU NW4**

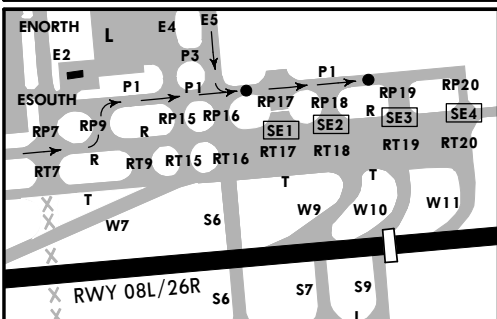


LEGEND
 C Taxiway
 → One way
 M Parking area
 [SW1] De-icing area
 ● Holding point

**DE-ICING AREAS
 SW1 & SW2**



**DE-ICING AREAS
 NE3 & NE4**



**DE-ICING AREAS
 SE1 THRU SE4**

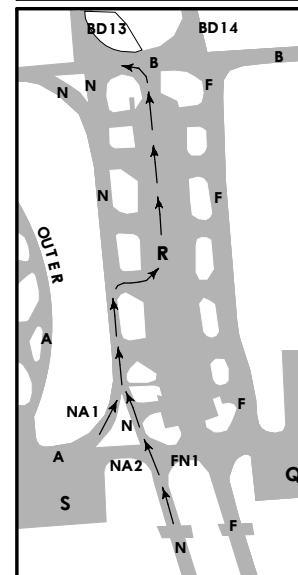
LFPG/CDG

JEPPESEN
 16 NOV 07 **20-9E**

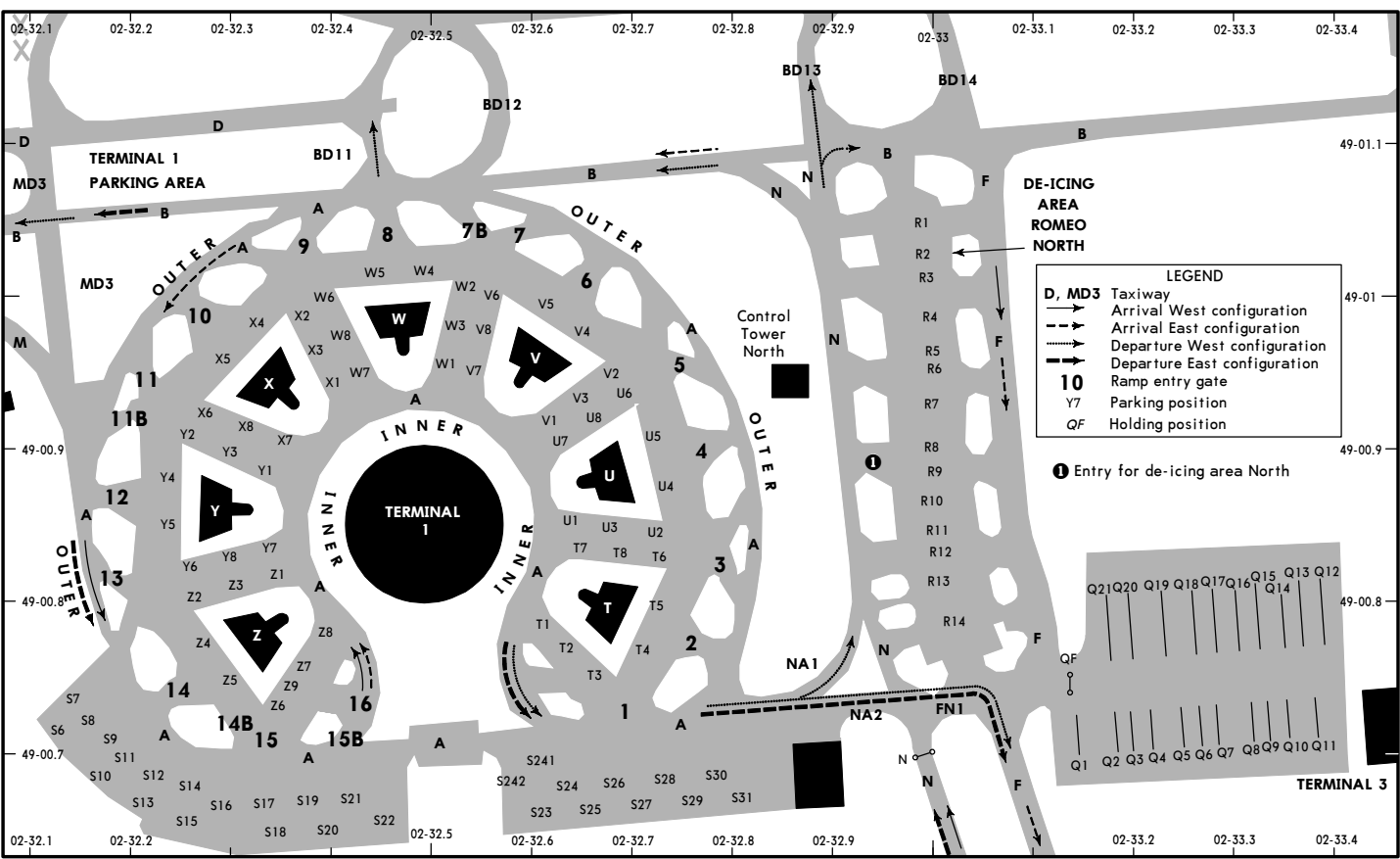
PARIS, FRANCE
 CHARLES-DE-GAULLE

DE-ICING PROCEDURES

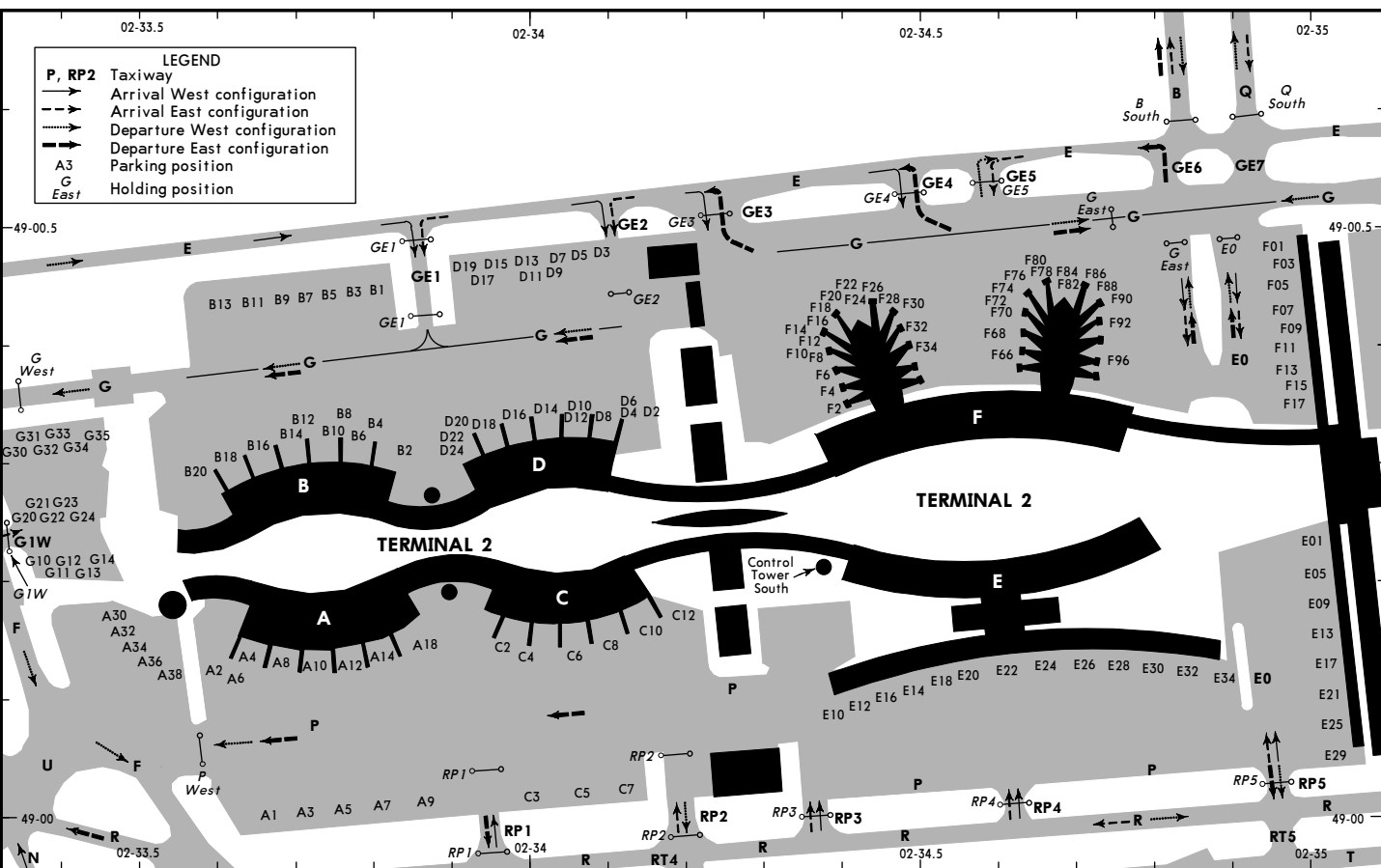
DE GAULLE De-icing
 ROMEO NORTH
 122.12



LEGEND
 B, NA2 Taxiway
 → One way
 R Parking area



CHANGES: None
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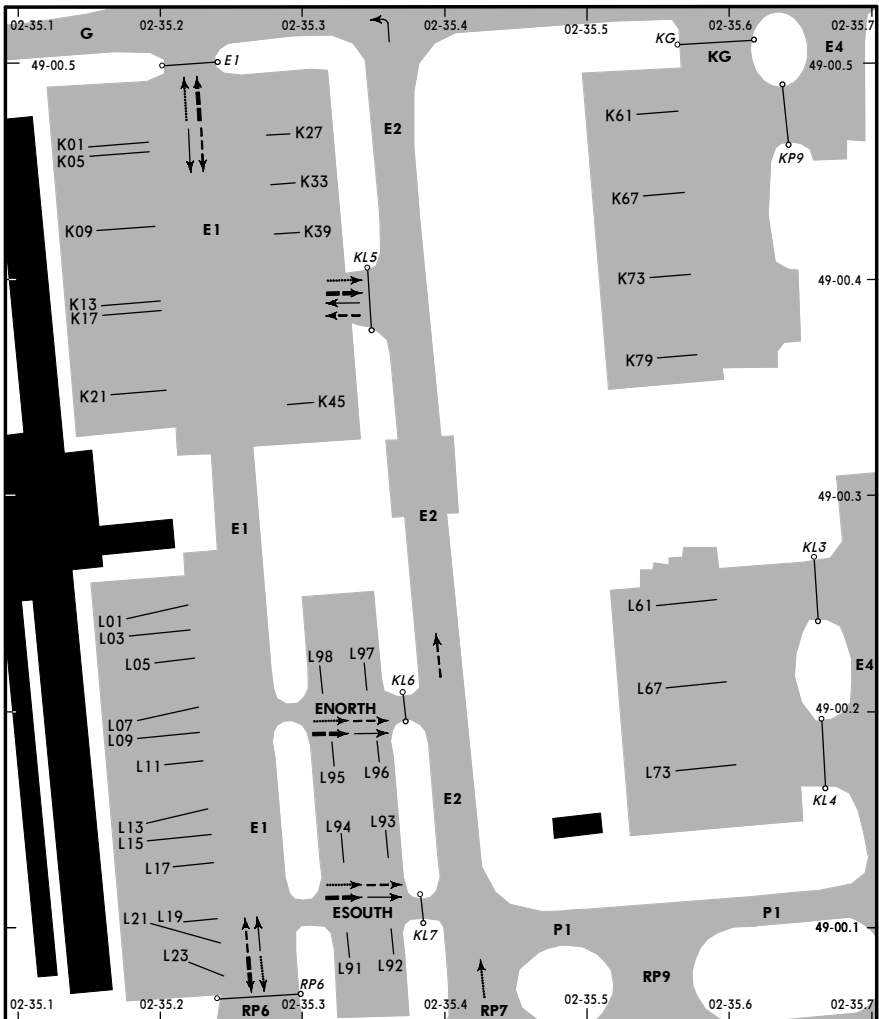
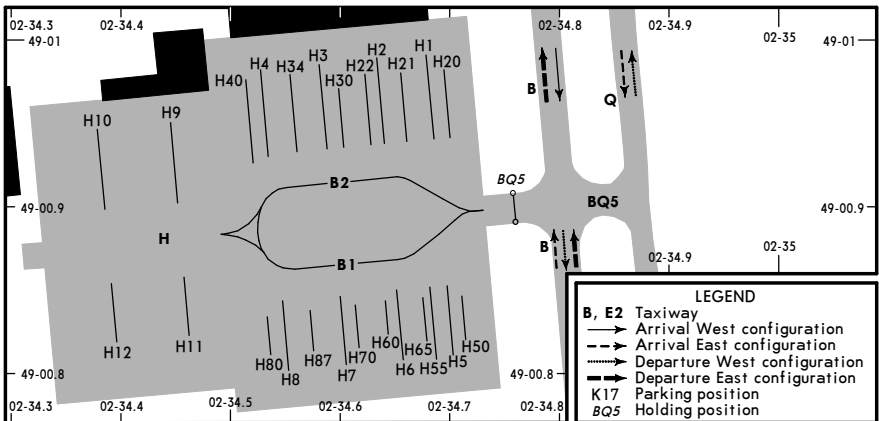


CHANGES: Apron, Stands, Holding positions.
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LFPG/CDG

JEPPESSEN
 16 NOV 07 (20-9H)

PARIS, FRANCE
 CHARLES-DE-GAULLE



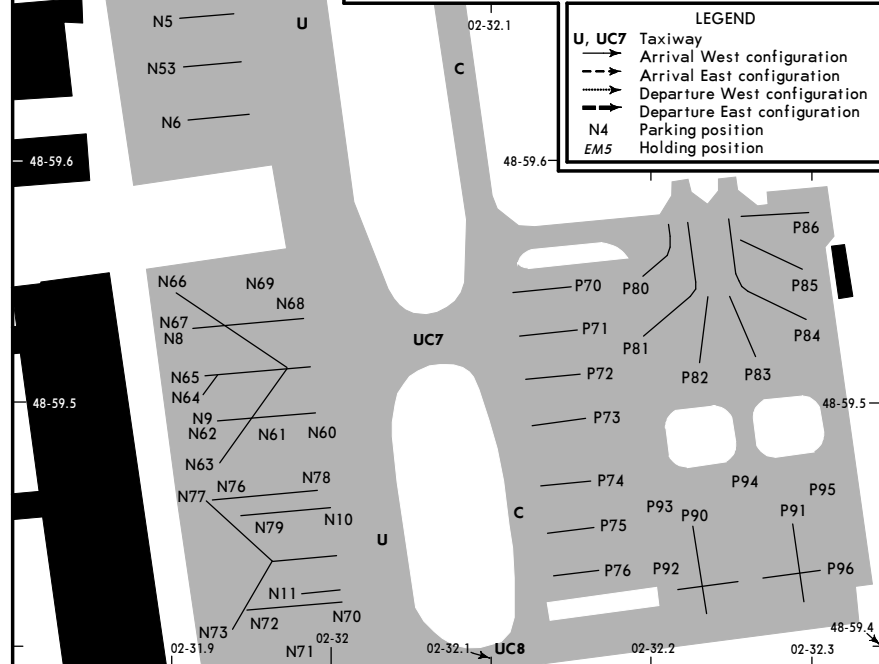
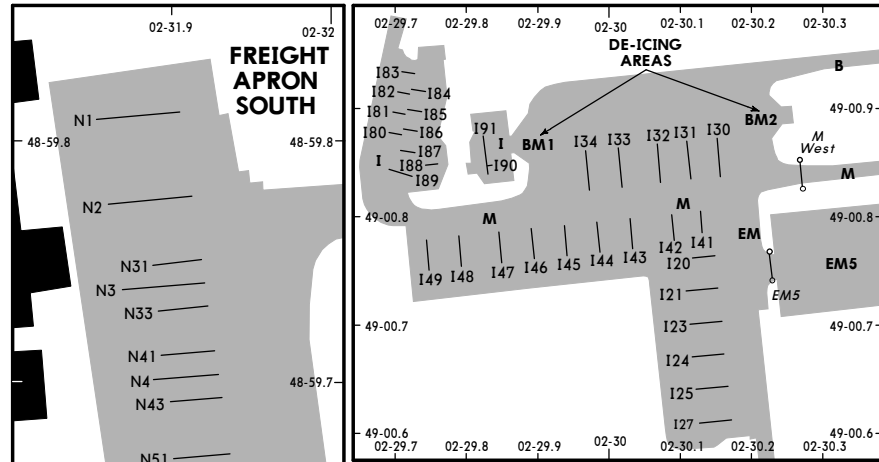
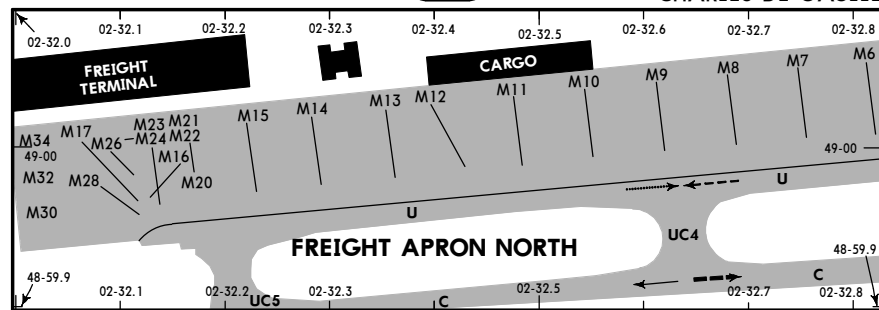
CHANGES: Holding positions.

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JEPPESSEN
 16 NOV 07 (20-9J)

PARIS, FRANCE
 CHARLES-DE-GAULLE



CHANGES: None.

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JEPPESEN
 16 NOV 07 (20-9K)

PARIS, FRANCE
 CHARLES-DE-GAULLE

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N49 00.0 E002 33.7	E10, E12	N49 00.1 E002 34.4
A2	N49 00.1 E002 33.6	E13	N49 00.2 E002 35.0
A3	N49 00.0 E002 33.7	E14, E16	N49 00.1 E002 34.5
A4	N49 00.1 E002 33.6	E17	N49 00.1 E002 35.0
A5	N49 00.0 E002 33.8	E18	N49 00.1 E002 34.5
A6	N49 00.1 E002 33.6	E20	N49 00.1 E002 34.6
A7	N49 00.0 E002 33.8	E21	N49 00.1 E002 35.0
A8	N49 00.1 E002 33.7	E22	N49 00.1 E002 34.6
A9	N49 00.0 E002 33.9	E24	N49 00.1 E002 34.7
A10	N49 00.1 E002 33.7	E25	N49 00.1 E002 35.0
A12, A14	N49 00.1 E002 33.8	E26	N49 00.1 E002 34.7
A18	N49 00.1 E002 33.9	E28	N49 00.1 E002 34.8
A30	N49 00.1 E002 33.5	E29	N49 00.1 E002 35.0
A32	N49 00.2 E002 33.5	E30, E32	N49 00.1 E002 34.8
A34, A36, A38	N49 00.1 E002 33.5	E34	N49 00.1 E002 34.9
B1	N49 00.4 E002 33.8	F01	N49 00.5 E002 35.0
B2	N49 00.3 E002 33.8	F2	N49 00.3 E002 34.4
B3	N49 00.4 E002 33.8	F03	N49 00.5 E002 35.0
B4	N49 00.3 E002 33.8	F4	N49 00.3 E002 34.4
B5	N49 00.4 E002 33.7	F05	N49 00.5 E002 35.0
B6	N49 00.3 E002 33.8	F6	N49 00.4 E002 34.4
B7	N49 00.4 E002 33.7	F07	N49 00.4 E002 35.0
B8	N49 00.3 E002 33.8	F8	N49 00.4 E002 35.4
B9	N49 00.4 E002 33.7	F09	N49 00.4 E002 35.0
B10	N49 00.3 E002 33.7	F10	N49 00.4 E002 34.4
B11	N49 00.4 E002 33.7	F11	N49 00.4 E002 35.0
B12	N49 00.3 E002 33.7	F12	N49 00.4 E002 34.4
B13	N49 00.4 E002 33.6	F13	N49 00.4 E002 35.0
B14, B16	N49 00.3 E002 33.7	F14	N49 00.4 E002 34.4
B18, B20	N49 00.3 E002 33.6	F15	N49 00.4 E002 35.0
C2	N49 00.1 E002 33.9	F16	N49 00.4 E002 34.4
C3	N49 00.0 E002 34.0	F17	N49 00.4 E002 35.0
C4	N49 00.1 E002 34.0	F18, F20, F22	N49 00.4 E002 34.4
C5	N49 00.0 E002 34.0	F24	N49 00.4 E002 34.5
C6	N49 00.1 E002 34.0	F26	N49 00.4 E002 34.4
C7	N49 00.0 E002 34.1	F28, F30, F32	N49 00.4 E002 34.5
C8, C10	N49 00.1 E002 34.1	F34	N49 00.4 E002 34.6
C12	N49 00.2 E002 34.2	F66	N49 00.4 E002 34.7
D2	N49 00.3 E002 34.2	F68	N49 00.4 E002 34.6
D3	N49 00.5 E002 34.1	F70	N49 00.4 E002 34.7
D4	N49 00.3 E002 34.1	F72, F74	N49 00.4 E002 34.6
D5	N49 00.4 E002 34.1	F76	N49 00.5 E002 34.6
D6	N49 00.3 E002 34.1	F78	N49 00.4 E002 34.7
D7	N49 00.5 E002 34.0	F80 thru F88	N49 00.5 E002 34.7
D8	N49 00.3 E002 34.1	F90, F92	N49 00.4 E002 34.7
D9	N49 00.5 E002 34.0	F96	N49 00.4 E002 34.8
D10	N49 00.3 E002 34.1	G10 thru G13	N49 00.2 E002 33.4
D11	N49 00.5 E002 34.0	G14	N49 00.2 E002 33.5
D12	N49 00.3 E002 34.1	G20 thru G35	N49 00.3 E002 33.4
D13	N49 00.5 E002 34.0	H1, H2	N49 01.0 E002 34.7
D14	N49 00.3 E002 34.0	H3	N49 01.0 E002 34.6
D15	N49 00.5 E002 34.0	H4	N49 01.0 E002 34.5
D16	N49 00.3 E002 34.0	H5 ,H6	N49 00.8 E002 34.7
D17	N49 00.4 E002 34.0	H7, H8	N49 00.8 E002 34.6
D18	N49 00.3 E002 34.0	H9, H10	N49 00.9 E002 34.4
D19	N49 00.5 E002 33.9	H11	N49 00.8 E002 34.5
D20, D22, D24	N49 00.3 E002 33.9	H12	N49 00.8 E002 34.4
E01, E05, E09	N49 00.2 E002 35.0	H20, H21	N49 01.0 E002 34.7

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JEPPESEN
 16 NOV 07 (20-9L)

PARIS, FRANCE
 CHARLES-DE-GAULLE

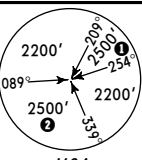
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
H22, H30, H34	N49 01.0 E002 34.6	N70 thru N72	N48 59.4 E002 32.0
H40	N49 01.0 E002 34.5	N73	N48 59.4 E002 31.9
H50	N49 00.8 E002 34.7	N76, N77	N48 59.5 E002 31.9
H60	N49 00.8 E002 34.6	N78	N48 59.5 E002 32.0
H65	N49 00.8 E002 34.7	N79	N48 59.4 E002 32.0
H70	N49 00.8 E002 34.6	P70 thru P75	N48 59.5 E002 32.2
H80	N49 00.8 E002 34.5	P76	N48 59.4 E002 32.2
H87	N49 00.8 E002 34.6	P80 thru P82	N48 59.5 E002 32.2
120	N49 00.8 E002 30.1	P83 thru P85	N48 59.5 E002 32.3
121, 123, 124	N49 00.7 E002 30.1	P86	N48 59.6 E002 32.3
125, 127	N49 00.6 E002 30.1	P90	N48 59.5 E002 32.2
130	N49 00.9 E002 30.2	P91	N48 59.5 E002 32.3
131, 132	N49 00.9 E002 30.1	P92	N48 59.4 E002 32.2
133, 134	N49 00.9 E002 30.0	P93	N48 59.5 E002 32.2
141, 142	N49 00.8 E002 30.1	P94, P95	N48 59.5 E002 32.3
143, 144	N49 00.8 E002 30.0	P96	N48 59.4 E002 32.3
145, 146	N49 00.8 E002 29.9	Q1 thru Q3	N49 00.7 E002 33.2
147, 148	N49 00.8 E002 29.8	Q4 thru Q7	N49 00.7 E002 33.3
149	N49 00.7 E002 29.7	Q8 thru Q11	N49 00.7 E002 33.4
180 thru 187	N49 00.9 E002 29.7	Q12 thru Q14	N49 00.8 E002 33.4
188, 189	N49 00.8 E002 29.7	Q15 thru Q18	N49 00.8 E002 33.3
190	N49 00.8 E002 29.8	Q20, Q21	N49 00.8 E002 33.2
191	N49 00.9 E002 29.8	R1	N49 01.1 E002 33.0
K01, K05	N49 00.5 E002 35.1	R2 thru R6	N49 01.0 E002 33.0
K09, K13, K17	N49 00.4 E002 35.1	R7 thru R11	N49 00.9 E002 33.0
K21	N49 00.3 E002 35.2	R12 thru R14	N49 00.8 E002 33.0
K27	N49 00.5 E002 35.3	S6 thru S8	N49 00.7 E002 32.1
K33, K39	N49 00.4 E002 35.3	S9 thru S13	N49 00.7 E002 32.2
K45	N49 00.3 E002 35.3	S14 thru S17	N49 00.7 E002 32.3
K61	N49 00.5 E002 35.5	S18	N49 00.6 E002 32.4
K67, K73, K79	N49 00.4 E002 35.5	S19 thru S21	N49 00.7 E002 32.4
L01 thru L11	N49 00.2 E002 35.2	S22	N49 00.7 E002 32.5
L13 thru L23	N49 00.1 E002 35.2	S23, S24	N49 00.7 E002 32.6
L91	N49 00.1 E002 35.3	S25 thru S28	N49 00.7 E002 32.7
L92, L93	N49 00.1 E002 35.4	S29 thru S31	N49 00.7 E002 32.8
L94	N49 00.1 E002 35.3	S241, S242	N49 00.7 E002 32.6
L95	N49 00.2 E002 35.3	T1	N49 00.8 E002 32.6
L96	N49 00.2 E002 35.4	T2 thru T8	N49 00.8 E002 32.7
L97, L98	N49 00.2 E002 35.3	U1 thru U3	N49 00.9 E002 32.7
M6	N49 00.0 E002 32.8	U4	N49 00.9 E002 32.8
M7	N49 00.0 E002 32.7	U5	N49 00.9 E002 32.7
M8, M9	N49 00.0 E002 32.6	U6	N49 01.0 E002 32.7
M10, M11	N49 00.0 E002 32.5	U7	N49 00.9 E002 32.6
M12	N49 00.0 E002 32.4	U8	N49 00.9 E002 32.7
M13, M14	N49 00.0 E002 32.3	V1	N49 00.9 E002 32.6
M15, M16	N49 00.0 E002 32.2	V2 thru V4	N49 01.0 E002 32.7
M17	N49 00.0 E002 32.1	V5 thru V8	N49 01.0 E002 32.6
M20 thru M22	N49 00.0 E002 32.2	W1 thru W5	N49 01.0 E002 32.5
M23 thru M28	N49 00.0 E002 32.1	W6 thru W8	N49 01.0 E002 32.4
M30, M32, M34	N49 00.0 E002 32.0	X1 thru X3	N49 01.0 E002 32.4
N1, N2	N48 59.8 E002 31.9	X4, X5	N49 01.0 E002 32.3
N3 thru N5	N48 59.7 E002 31.9	X6	N49 00.9 E002 32.3
N6	N48 59.6 E002 31.9	X7	N49 00.9 E002 32.4
N8 thru N10	N48 59.5 E002 31.9	X8	N49 00.9 E002 32.3
N11	N48 59.4 E002 31.9	Y1 thru Y5	N49 00.9 E002 32.3
N31 thru N51	N48 59.7 E002 31.9	Y6 thru Y8	N49 00.8 E002 32.3
N53	N48 59.6 E002 31.9	Z1	N49 00.8 E002 32.4
N60, N61	N48 59.5 E002 32.0	Z2 thru Z5	N49 00.8 E002 32.3
N62 thru N67	N48 59.5 E002 31.9	Z6	N49 00.7 E002 32.4
N68, N69	N48 59.5 E002 32.0	Z7 thru Z9	N49 00.8 E002 32.4

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CHARLES-DE-GAULLE

JEPPESSEN
 9 MAR 07 (21-1) Eff 15 Mar

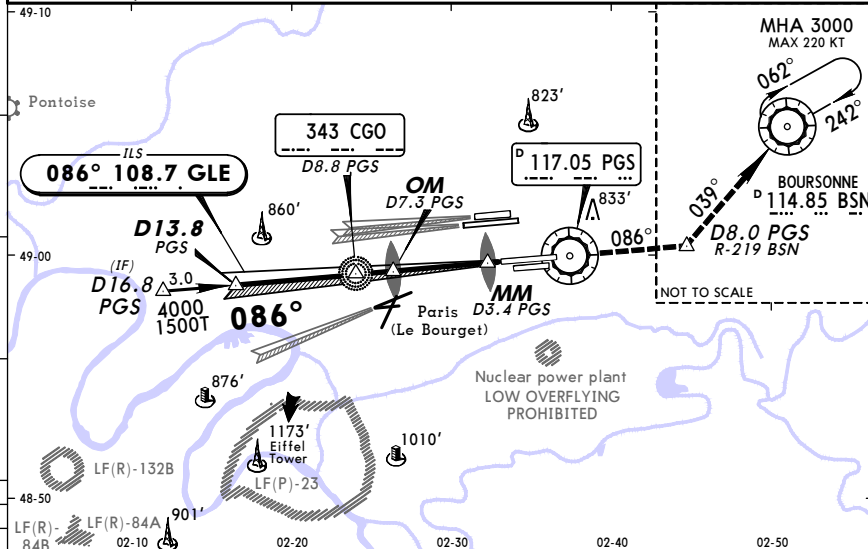
PARIS, FRANCE
ILS Rwy 08L

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27				
DE GAULLE Tower Ground						
119.25	123.6	120.9	118.65	121.6	121.77	121.8 121.97
LOC GLE	Final Aptch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev 392'		
108.7	086°	1840' (1502')		RWY 338'		

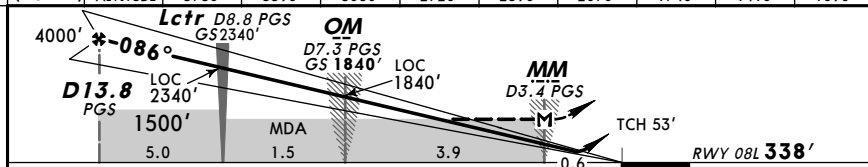


MISSED APCH: Climb STRAIGHT AHEAD to 4000' and follow R-086 PGS. At D8.0 PGS (MAX 220 KT) follow R-219 inbound to BSN VOR, or as directed.
 Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000'
 When cleared by RADAR: FAP/FAF at 3000'/D10.8 PGS or 2000'/D7.8 PGS.



LOC (GS out)	PGS DME	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0
ALTITUDE		3730'	3390'	3060'	2720'	2390'	2070'	1740'	1410'	1090'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	4000' PGS via 117.05 R-086
ILS GS 3.00° or LOC Descent Gradient 5.3%	377	484	538	646	753	861		

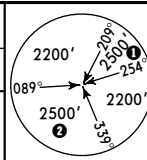
JAR-OPS STRAIGHT-IN LANDING RWY08L				CIRCLE-TO-LAND	
ILS DA(H) ABC: 538' (200') D: 548' (210')		LOC (GS out) with PGS DME MDA(H) 670' (332')		08L to 08R	
FULL		ALS out		Max Kts	MDA(H) VIS
A	RVR 550m	RVR 900m	RVR 1500m	110	940' (602') 3000m
B	RVR 550m	RVR 1000m	RVR 1800m	135	
C	RVR 1000m	RVR 1400m	RVR 2000m	180	1040' (702') 3500m
D	RVR 600m	RVR 1400m	RVR 2000m	205	1100' (762') 4000m

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESSEN
 9 MAR 07 (21-1A) Eff 15 Mar

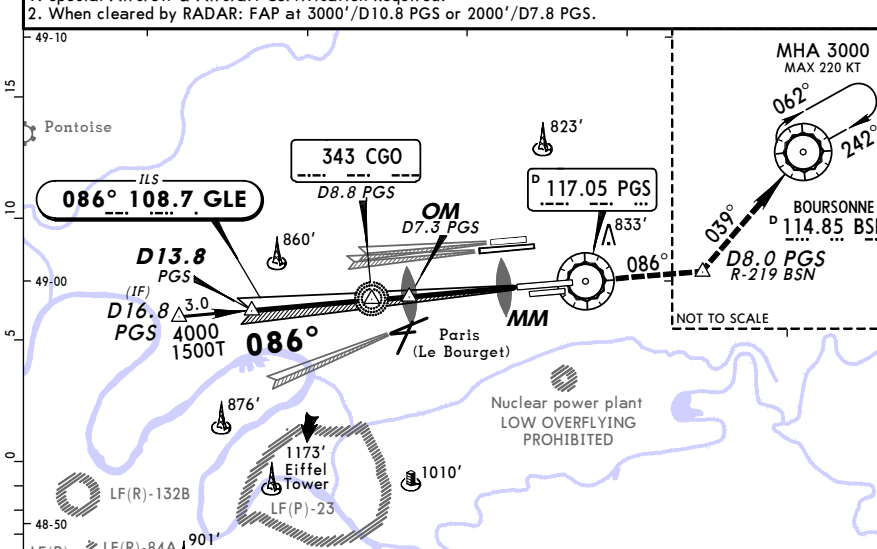
PARIS, FRANCE
CAT II ILS Rwy 08L

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27				
DE GAULLE Tower Ground						
119.25	123.6	120.9	118.65	121.6	121.77	121.8 121.97
LOC GLE	Final Aptch Crs	GS OM	CAT II ILS RA 99' DA(H) 438' (100')	Apt Elev 392'		
108.7	086°	1840' (1502')		RWY 338'		

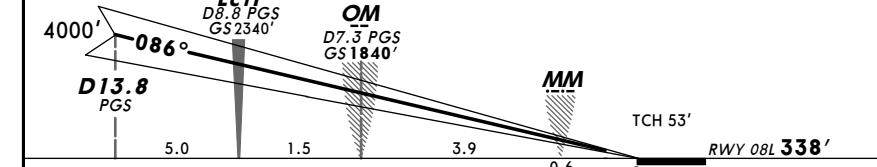


MISSED APCH: Climb STRAIGHT AHEAD to 4000' and follow R-086 PGS. At D8.0 PGS (MAX 220 KT) follow R-219 inbound to BSN VOR, or as directed.
 Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000'
 1. Special Aircrew & Aircraft Certification Required.
 2. When cleared by RADAR: FAP at 3000'/D10.8 PGS or 2000'/D7.8 PGS.



LOC (GS out)	PGS DME	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0
ALTITUDE		3730'	3390'	3060'	2720'	2390'	2070'	1740'	1410'	1090'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	4000' PGS via 117.05 R-086
ILS GS 3.00° or LOC Descent Gradient 5.3%	377	484	538	646	753	861		

JAR-OPS STRAIGHT-IN LANDING RWY 08L				CIRCLE-TO-LAND	
CAT II ILS ABCD RA 99' DA(H) 438' (100')		LOC (GS out) with PGS DME MDA(H) 670' (332')		08L to 08R	
FULL		ALS out		Max Kts	MDA(H) VIS
A	RVR 300m	RVR 900m	RVR 1500m	110	940' (602') 3000m
B	RVR 300m	RVR 1000m	RVR 1800m	135	
C	RVR 1000m	RVR 1400m	RVR 2000m	180	1040' (702') 3500m
D	RVR 600m	RVR 1400m	RVR 2000m	205	1100' (762') 4000m

LFPG/CDG
CHARLES-DE-GAULLE
 9 MAR 07 (21-2) Eff 15 Mar
PARIS, FRANCE
ILS DME Rwy 08R

LFPG/CDG
CHARLES-DE-GAULLE
 9 MAR 07 (21-2A) Eff 15 Mar
PARIS, FRANCE
CAT II ILS DME Rwy 08R

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower 119.25 123.6 120.9		Ground 118.65 121.6 121.77 121.8 121.97					
LOC DSE 108.55	Final ApcH Crs 086°	GS D5.2 DSE 2010' (1674')	ILS DA(H) Refer to Minimums	Apt Elev 392'	RWY 336'		

MISSED APCH: Climb STRAIGHT AHEAD to 4000'. At D8.0 PGS (MAX 220 KT) follow R-218 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'

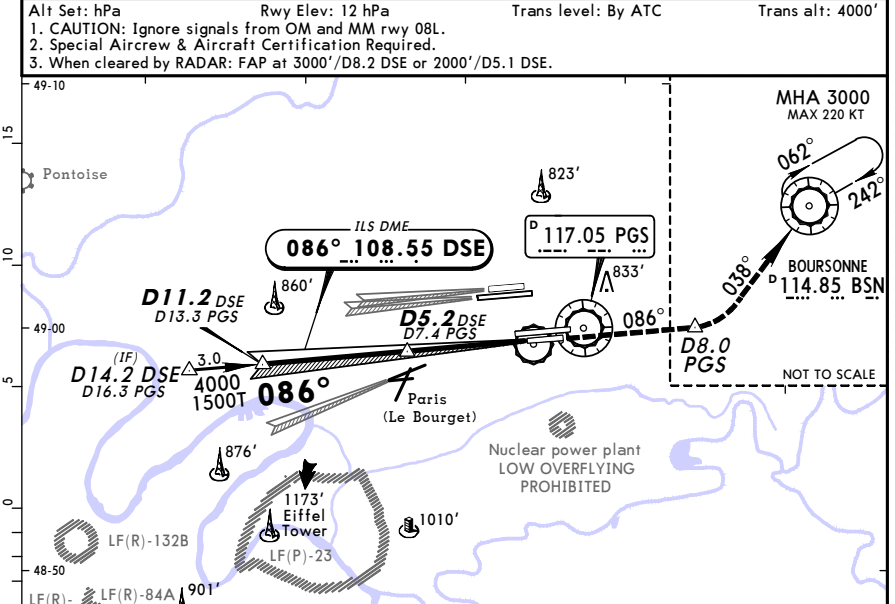
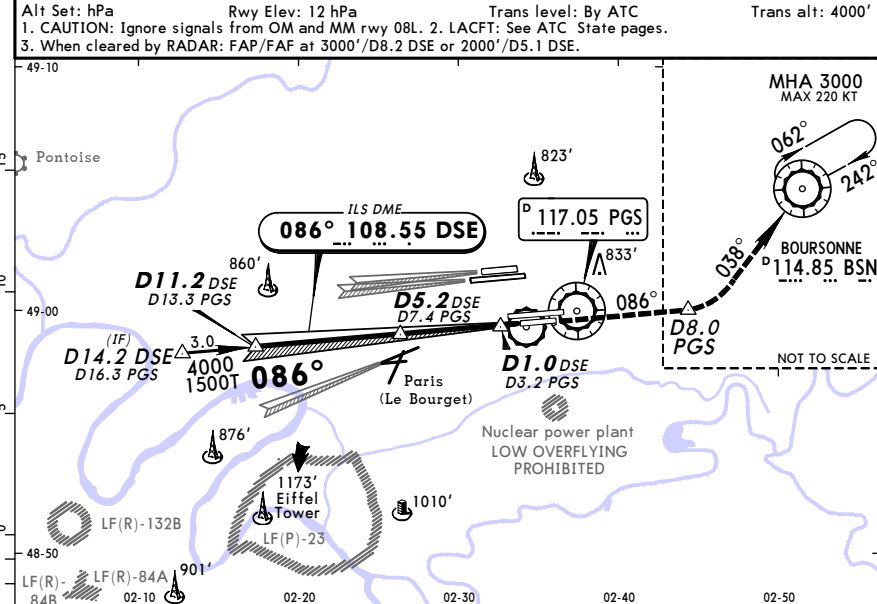
1. CAUTION: Ignore signals from OM and MM rwy 08L. 2. LACFT: See ATC State pages.
 3. When cleared by RADAR: FAP/FAP at 3000'/D8.2 DSE or 2000'/D5.1 DSE.

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower 119.25 123.6 120.9		Ground 118.65 121.6 121.77 121.8 121.97					
LOC DSE 108.55	Final ApcH Crs 086°	GS D5.2 DSE 2010' (1674')	CAT II ILS RA 103' DA(H) 436' (100')	Apt Elev 392'	RWY 336'		

MISSED APCH: Climb STRAIGHT AHEAD to 4000'. At D8.0 PGS (MAX 220 KT) follow R-218 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. CAUTION: Ignore signals from OM and MM rwy 08L.
 2. Special Aircrew & Aircraft Certification Required.
 3. When cleared by RADAR: FAP at 3000'/D8.2 DSE or 2000'/D5.1 DSE.



LOC	DSE DME	11.0	10.0	9.0	7.0	6.0	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	3950'	3610'	3280'	2610'	2280'	1950'	1630'	1300'	980'

D5.2 DSE D7.4 PGS GS 2010'		D1.0 DSE D3.2 PGS	
4000'	1500'	MDA	TCH 54'
6.0	4.2		RWY 08R 336'

LOC	DSE DME	11.0	10.0	9.0	7.0	6.0	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	3950'	3610'	3280'	2610'	2280'	1950'	1630'	1300'	980'

D5.2 DSE D7.4 PGS GS 2010'		D1.0 DSE D3.2 PGS	
4000'	1500'	MDA	TCH 54'
6.0	5.0		RWY 08R 336'

Grnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	4000'
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861		

Grnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	4000'
GS	3.00°	377	484	538	646	753		

JAR-OPS		STRAIGHT-IN LANDING RWY 08R		CIRCLE-TO-LAND 2	
ILS I		LOC (GS out) with DSE DME		08R to 08L	
DA(H) 536' (200')		MDA(H) 660' (324')		Max Kts	
FULL		ALS out		110	
RVR 550m		RVR 1000m		135	
				180	
				205	

1 LACFT: DA(H) 546' (210'), FULL: RVR 600m. 2 Circling height based on rwy 08R thresh elev of 336'.

JAR-OPS		STRAIGHT-IN LANDING RWY 08R	
CAT II ILS		ABC	
RA 103'		DA(H) 436' (100')	
RVR 300m			

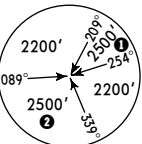
1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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CHARLES-DE-GAULLE

JEPPESEN
9 MAR 07 (21-3) Eff 15 Mar

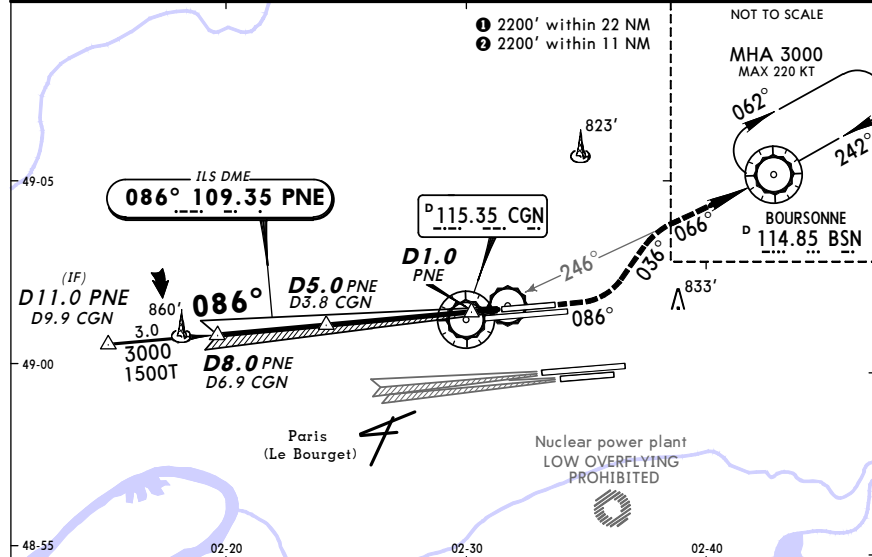
PARIS, FRANCE
ILS DME Rwy 09L

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower		Ground					
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97
LOC	Final	GS	ILS	Apt Elev		392'	
PNE	Apch Crs	D5.0 PNE	DA(H)	Refer to		Minimums	
109.35	086°	1990' (1612')		RWY		378'	

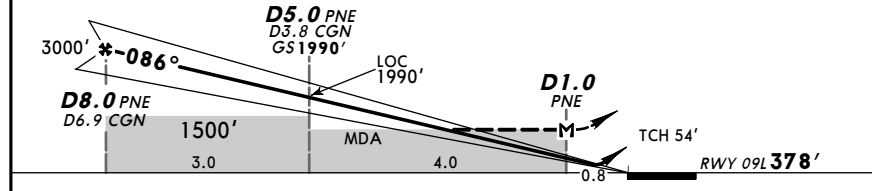


MISSED APCH: Climb STRAIGHT AHEAD to 1200', then turn LEFT (MAX 220 KT) onto 036° to intercept and follow R-246 inbound BSN VOR climbing to 3000' to BSN VOR. Do not turn before passing MAP, or as directed. Climb to 1200' prior to level acceleration.

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. LACFT: See ATC State pages.



LOC	PNE DME	7.0	6.0	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	2650'	2320'	1990'	1670'	1340'	1020'



Gnd speed-Kts	70	90	100	120	140	160		1200'	036°	220 KT	
ILS GS 3.00° or	377	484	538	646	753	861			LT	MAX	
LOC Descent Gradient 5.2%											
MAP at D1.0 PNE											

JAR-OPS		STRAIGHT-IN LANDING RWY09L		CIRCLE-TO-LAND 2	
ILS 1		LOC (GS out) with PNE DME		09L to 09R	
DA(H) 578' (200')		MDA(H) 720' (342')		Max Kts, MDA(H), VIS	
FULL		ALS out		110 1130' (752') 3000m	
RVR 550m		RVR 1000m		135 1180' (802') 3500m	
		RVR 1000m		180 1280' (902') 4000m	
		RVR 1400m		205	
		RVR 2000m			

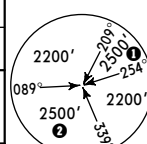
1 LACFT: DA(H) 588' (210'), FULL: RVR 600m. 2 Circling height based on rwy 09L thresh elev of 378'.
CHANGES: MSA. Minimums. © JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

LFPG/CDG
CHARLES-DE-GAULLE

JEPPESEN
9 MAR 07 (21-3A) Eff 15 Mar

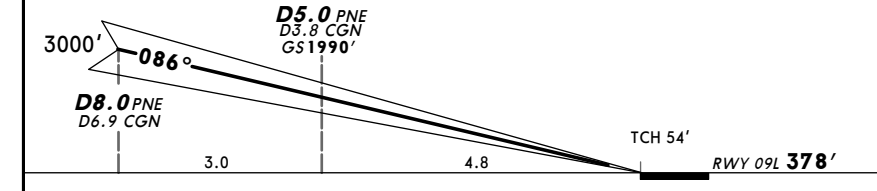
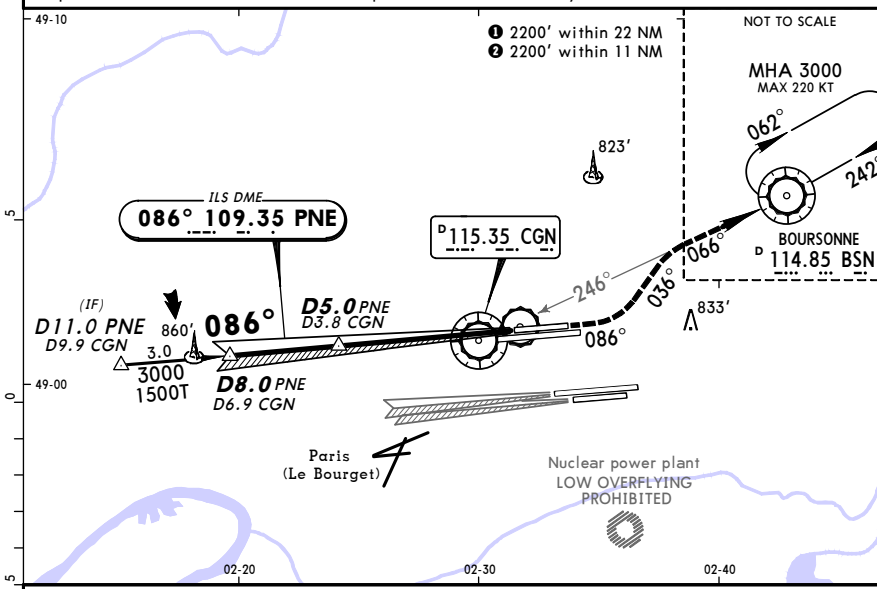
PARIS, FRANCE
CAT II ILS DME Rwy 09L

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower		Ground					
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97
LOC	Final	GS	ILS	Apt Elev		392'	
PNE	Apch Crs	D5.0 PNE	DA(H)	Refer to		Minimums	
109.35	086°	1990' (1612')	RA 104'	RWY		378'	
			478' (100')				



MISSED APCH: Climb STRAIGHT AHEAD to 1200', then turn LEFT (MAX 220 KT) onto 036° to intercept and follow R-246 inbound BSN VOR climbing to 3000' to BSN VOR. Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 4000'
1. Special aircrew and acft certification required. 2. When cleared by RADAR: FAP at 2000'/D5.0 PNE.



Gnd speed-Kts	70	90	100	120	140	160		1200'	036°	220 KT
GS	3.00°	377	484	538	646	753	861		LT	MAX

JAR-OPS		STRAIGHT-IN LANDING RWY 09L	
CAT II ILS ABCD		RA 104'	
		DA(H) 478' (100')	
		RVR 300m 1	

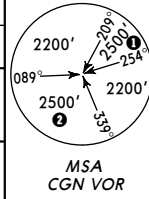
1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
CHANGES: MSA. © JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (21-4) Eff 15 Mar

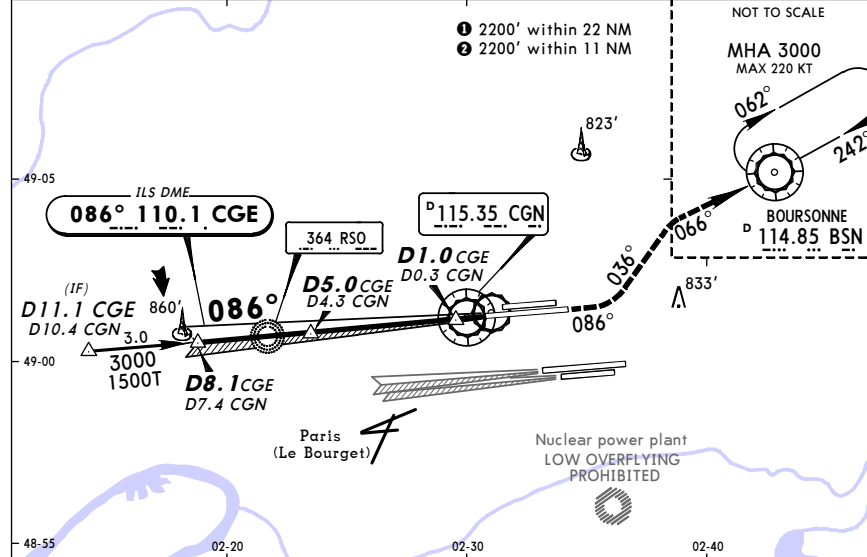
PARIS, FRANCE
 ILS DME Rwy 09R

D-ATIS 127.12 (French 128.22)				DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27			
DE GAULLE Tower 119.25 123.6 120.9				Ground 118.65 121.6 121.77 121.8 121.97			
LOC CGE	Final Apch Crs	GS D5.0 CGE	ILS DA(H)	Apt Elev	392'		
110.1	086°	1980' (1610')	570' (200')	RWY 370'			

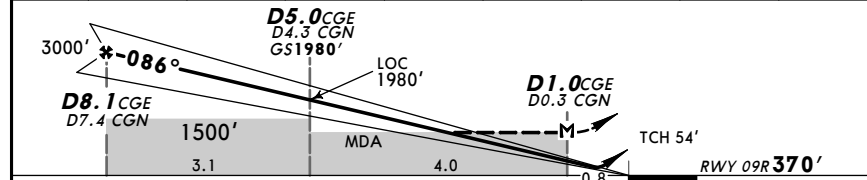


MISSED APCH: Climb STRAIGHT AHEAD to 1200', then turn LEFT (MAX 220 KT) onto 036° to intercept and follow R-246 inbound BSN VOR climbing to 3000' to BSN VOR. Do not turn before passing MAP, or as directed. Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 4000'
 When cleared by RADAR: FAP/FAF at 2000'/D5.1 CGE.



LOC (GS out)	CGE DME ALTITUDE	8.0	7.0	6.0	5.0	4.0	3.0	2.0
		2970'	2640'	2310'	1980'	1660'	1330'	1010'



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	1200'	036°	220 KT
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861		REIL PAPI			
MAP at D1.0 CGE/D0.3 CGN											

JAR-OPS STRAIGHT-IN LANDING RWY09R				CIRCLE-TO-LAND I			
ILS		LOC (GS out) with CGE DME		09R to 09L			
DA(H) 570' (200')		MDA(H) 720' (350')		Max Kts _____ VIS _____			
FULL		ALS out		_____ MDA(H) _____			
A			RVR 900m	110	1020' (650') 3000m		
B			RVR 1000m	135			
C	RVR 550m	RVR 1000m	RVR 1000m	180	1120' (750') 3500m		
D			RVR 1400m	205	1120' (750') 4000m		

BRIEFING STRIP

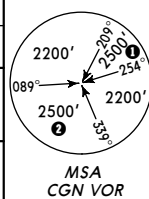
PANS OPS 4

LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (21-4A) Eff 15 Mar

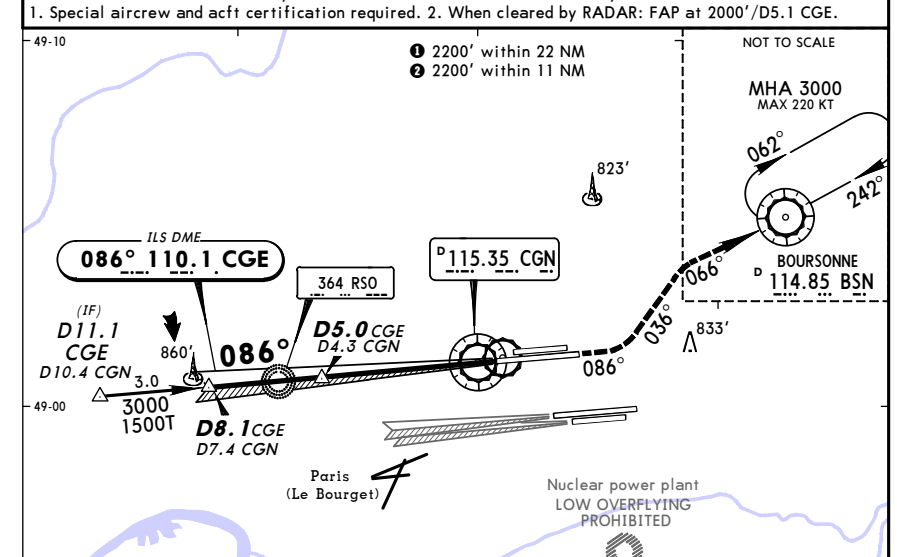
PARIS, FRANCE
 CAT II ILS DME Rwy 09R

D-ATIS 127.12 (French 128.22)				DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27			
DE GAULLE Tower 119.25 123.6 120.9				Ground 118.65 121.6 121.77 121.8 121.97			
LOC CGE	Final Apch Crs	GS D5.0 CGE	CAT II ILS RA 105' DA(H)	Apt Elev	392'		
110.1	086°	1980' (1610')	470' (100')	RWY 370'			

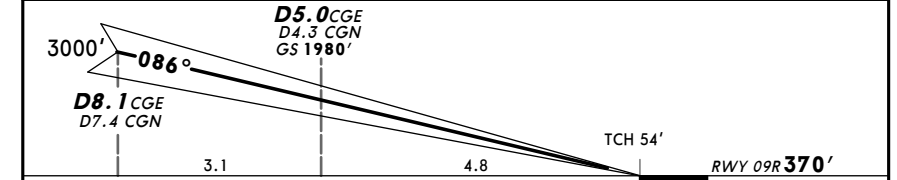


MISSED APCH: Climb STRAIGHT AHEAD to 1200', then turn LEFT (MAX 220 KT) onto 036° to intercept and follow R-246 inbound BSN VOR climbing to 3000' to BSN VOR. Do not turn before passing MAP, or as directed. Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 4000'
 1. Special aircrew and act certification required. 2. When cleared by RADAR: FAP at 2000'/D5.1 CGE.



LOC (GS out)	CGE DME ALTITUDE	8.0	7.0	6.0	5.0	4.0	3.0	2.0
		2970'	2640'	2310'	1980'	1660'	1330'	1010'



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	1200'	036°	220 KT
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861		REIL PAPI			
MAP at D1.0 CGE/D0.3 CGN											

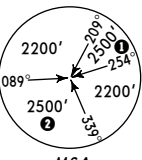
JAR-OPS STRAIGHT-IN LANDING RWY 09R				CIRCLE-TO-LAND I			
CAT II ILS ABCD		RA 105'		09R to 09L			
DA(H) 470' (100')		MDA(H) 720' (350')		Max Kts _____ VIS _____			
FULL		ALS out		_____ MDA(H) _____			
A			RVR 900m	110	1020' (650') 3000m		
B			RVR 1000m	135			
C	RVR 550m	RVR 1000m	RVR 1000m	180	1120' (750') 3500m		
D			RVR 1400m	205	1120' (750') 4000m		

BRIEFING STRIP

PANS OPS 4

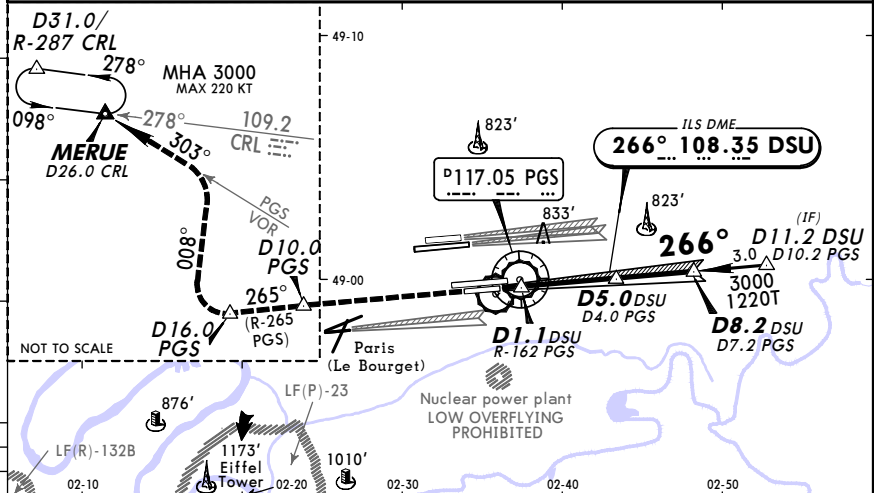
LFPG/CDG
CHARLES-DE-GAULLE 9 MAR 07 (21-5) Eff 15 Mar **PARIS, FRANCE**
ILS DME Rwy 26L

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower		Ground					
LOC DSU	Final Apch Crs	GS DSU	ILS DA(H)	Apt Elev			392'
108.35	266°	1930' (1614')	516' (200')	RWY 316'			

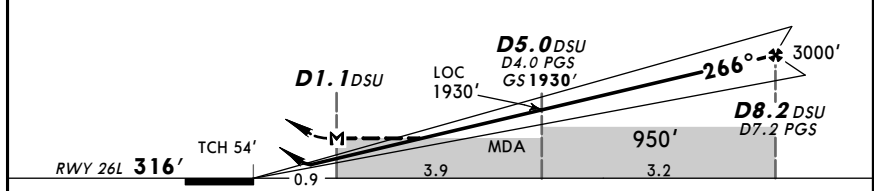


MISSED APCH: Climb STRAIGHT AHEAD to 4000'. At D10.0 PGS follow R-265 PGS. At D16.0 PGS (MAX 220 KT) turn RIGHT onto 008° to intercept and follow R-303 PGS to MERUE, or as directed.
Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000'
1. CAUTION: Ignore signals from OM and MM rwy 26R.
2. When cleared by RADAR: FAP/FAF at 2000'/D5.2 DSU.



LOC (GS out)	DSU DME ALTITUDE	2.0 960'	3.0 1280'	4.0 1600'	5.0 1930'	6.0 2260'	7.0 2590'	8.0 2920'
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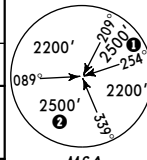


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 4000'
ILS GS 3.00° or	377	484	538	646	753	861	
LOC Descent Gradient 5.2%							

JAR-OPS STRAIGHT-IN LANDING RWY26L		CIRCLE-TO-LAND	
ILS		LOC (GS out) with DSU DME	
DA(H) 516' (200')		MDA(H) 710' (394')	
FULL ALS out		ALS out	
A		RVR 900m	110 920' (604') 3000m
B			135
C	RVR 550m	RVR 1000m	180 1020' (704') 3500m
D		RVR 1400m	205 1100' (784') 4000m

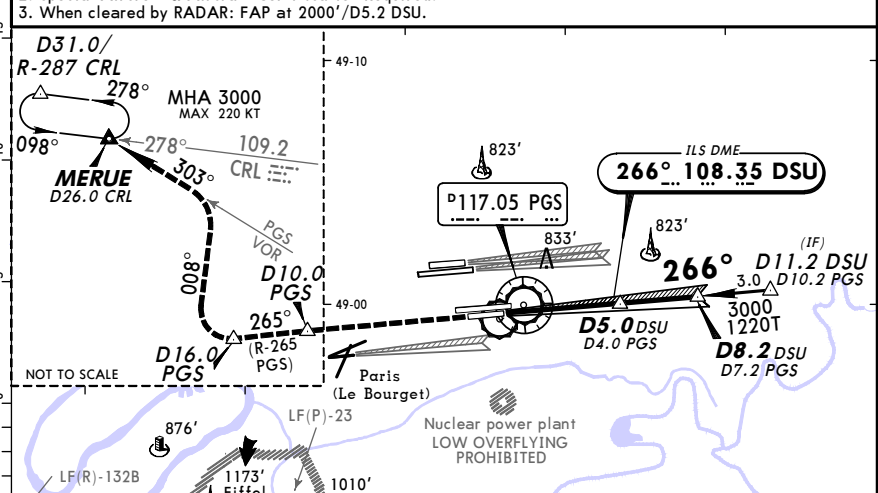
LFPG/CDG
CHARLES-DE-GAULLE 9 MAR 07 (21-5A) Eff 15 Mar **PARIS, FRANCE**
CAT II ILS DME Rwy 26L

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower		Ground					
LOC DSU	Final Apch Crs	GS DSU	CAT II ILS RA 104' DA(H)	Apt Elev			392'
108.35	266°	1930' (1614')	416' (100')	RWY 316'			

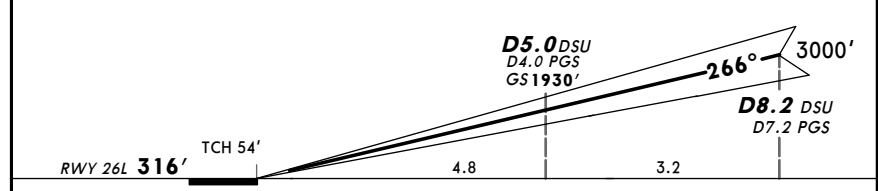


MISSED APCH: Climb STRAIGHT AHEAD to 4000'. At D10.0 PGS follow R-265 PGS. At D16.0 PGS (MAX 220 KT) turn RIGHT onto 008° to intercept and follow R-303 PGS to MERUE, or as directed.
Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000'
1. CAUTION: Ignore signals from OM and MM rwy 26R.
2. Special Aircrew & Aircraft Certification Required.
3. When cleared by RADAR: FAP at 2000'/D5.2 DSU.



LOC (GS out)	DSU DME ALTITUDE	2.0 960'	3.0 1280'	4.0 1600'	5.0 1930'	6.0 2260'	7.0 2590'	8.0 2920'
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Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 4000'
ILS GS 3.00° or	377	484	538	646	753	861	
LOC Descent Gradient 5.2%							

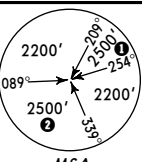
JAR-OPS STRAIGHT-IN LANDING RWY 26L		CIRCLE-TO-LAND	
CAT II ILS ABCD		26L to 26R	
RA 104'		MDA(H) VIS	
DA(H) 416' (100')			
RVR 300m			

LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (21-6) Eff 15 Mar

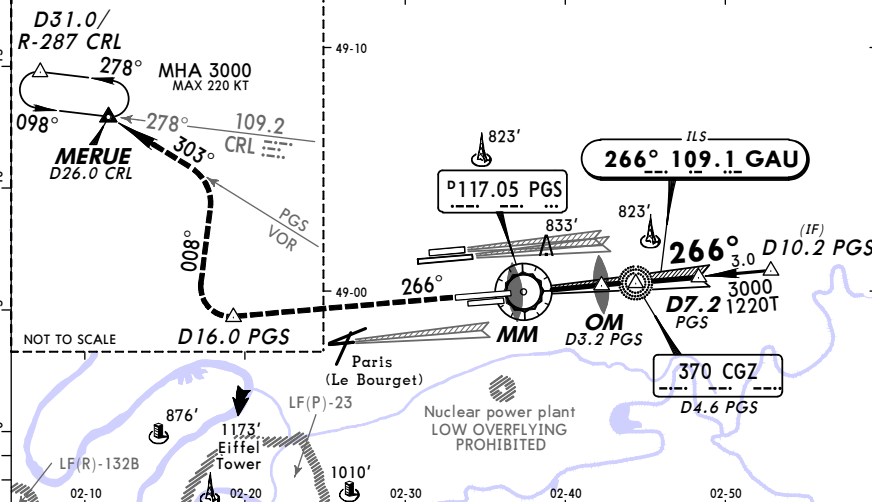
PARIS, FRANCE
 ILS Rwy 26R

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower		Ground					
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97
LOC GAU	Final Aptch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev 392'			
109.1	266°	1680' (1362')		RWY 318'			

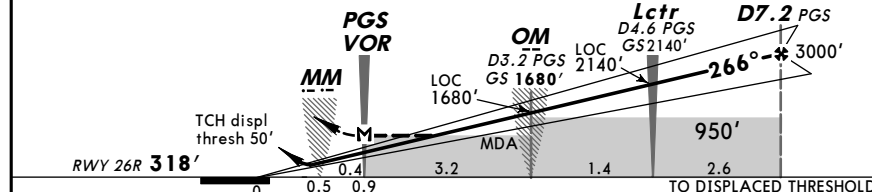


MISSED APCH: Climb STRAIGHT AHEAD to 4000' and follow R-266 PGS. At D16.0 PGS (MAX 220 KT) turn RIGHT onto 008° to intercept and follow R-303 PGS to MERUE, or as directed. Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000'
 When cleared by RADAR: FAP/FAF at 2000'/D4.2 PGS.



LOC (GS out)	PGS DME	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE		650'	970'	1290'	1610'	1940'	2270'	2600'	2930'



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	4000'	PGS
ILS GS 3.00° or	377	484	538	646	753	861		REIL PAPI	↑	on 117.05
LOC Descent Gradient 5.3%										R-266

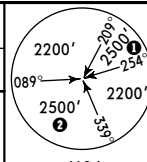
JAR-OPS STRAIGHT-IN LANDING RWY26R		CIRCLE-TO-LAND	
ILS		LOC (GS out) with PGS DME	
DA(H) ABC: 518' (200') D: 528' (210')		MDA(H) 710' (392')	
FULL ALS out		ALS out	
A		RVR 900m	RVR 1500m
B	RVR 550m		920' (602') 3000m
C	RVR 1000m	RVR 1000m	180 1020' (702') 3500m
D	RVR 600m	RVR 1400m	205 1100' (782') 4000m

LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (21-6A) Eff 15 Mar

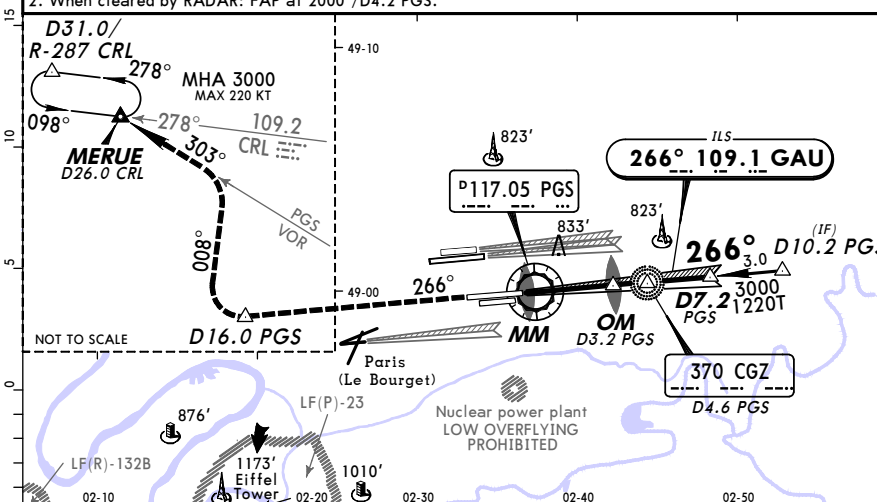
PARIS, FRANCE
 CAT II ILS Rwy 26R

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower		Ground					
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97
LOC GAU	Final Aptch Crs	GS OM	CAT II ILS RA 102' DA(H) 418' (100')	Apt Elev 392'			
109.1	266°	1680' (1362')		RWY 318'			

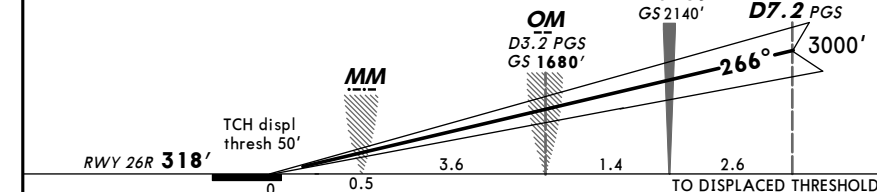


MISSED APCH: Climb STRAIGHT AHEAD to 4000' and follow R-266 PGS. At D16.0 PGS (MAX 220 KT) turn RIGHT onto 008° to intercept and follow R-303 PGS to MERUE, or as directed. Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000'
 1. Special Aircrew & Aircraft Certification Required.
 2. When cleared by RADAR: FAP at 2000'/D4.2 PGS.



LOC (GS out)	PGS DME	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE		650'	970'	1290'	1610'	1940'	2270'	2600'	2930'



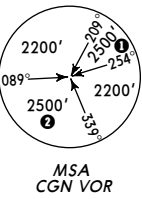
Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	4000'	PGS
ILS GS 3.00° or	377	484	538	646	753	861		REIL PAPI	↑	on 117.05
LOC Descent Gradient 5.3%										R-266

JAR-OPS STRAIGHT-IN LANDING RWY 26R	
CAT II ILS ABCD	
RA 102'	
DA(H) 418' (100')	
RVR 300m	

LFPG/CDG CHARLES-DE-GAULLE PARIS, FRANCE
 ILS DME Rwy 27L

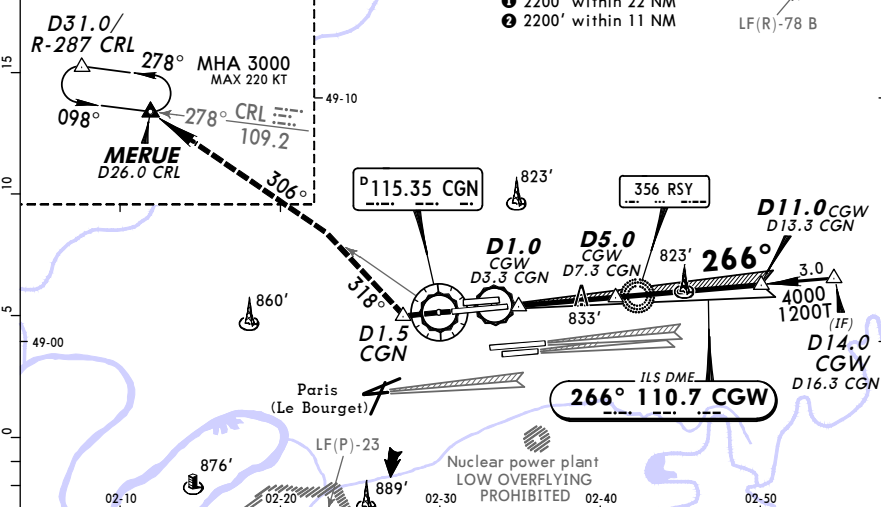
JEPPESEN
 9 MAR 07 (21-7) Eff 15 Mar

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower		Ground					
LOC	Final	GS	ILS	Apt Elev			
CGW	Apch Crs	D5.0 CGW	DA(H)	392'			
110.7	266°	2000' (1613')	587' (200')	RWY 387'			

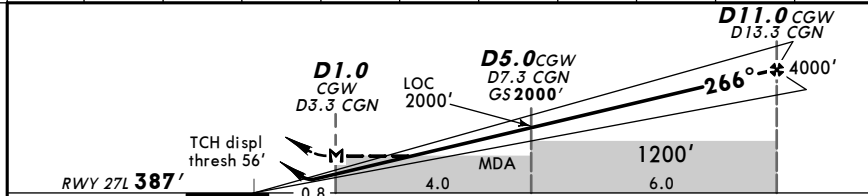


MISSED APCH: Climb STRAIGHT AHEAD towards 3000'. At D1.5 after CGN turn RIGHT (MAX 220 KT) onto 318° to intercept and follow R-306 CGN to MERUE, or as directed. Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 4000'
 When cleared by RADAR: FAP/FAF at 3000'/D8.0 CGW or 2000'/D5.0 CGW.



LOC (GS out)	CGW DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE		700'	1020'	1350'	1670'	2000'	2320'	2650'	2990'	3320'



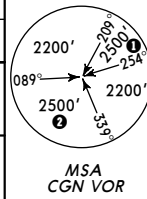
Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	3000'
ILS GS 3.00° or	377	484	538	646	753	861		REIL PAPI	
LOC Descent Gradient 5.2%									
MAP at D1.0 CGW/D3.3 CGN									

JAR-OPS		STRAIGHT-IN LANDING RWY27L		CIRCLE-TO-LAND	
ILS		LOC (GS out) with CGW or CGN DME		27L to 27R	
DA(H) 587' (200')		C: 730' (333')		Max Kts	
FULL		AB: 710' (323') D: 740' (343')		MDA(H) VIS	
ALS out		ALS out		110	
A		RVR 900m	RVR 1500m	1000' (613') 3000m	
B		RVR 1000m	RVR 1800m	135	
C	RVR 550m	RVR 1000m	RVR 2000m	180	
D	RVR 1000m	RVR 1400m	RVR 2000m	205	
				1100' (713') 3500m	
				1150' (763') 4000m	

LFPG/CDG CHARLES-DE-GAULLE PARIS, FRANCE
 CAT II ILS DME Rwy 27L

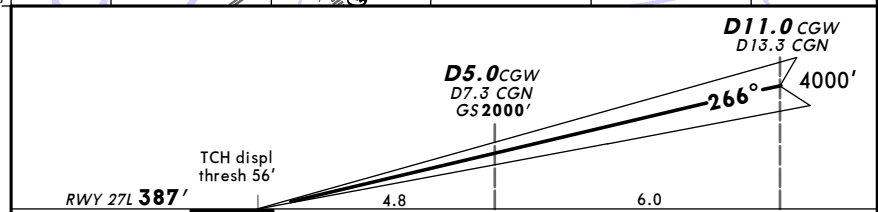
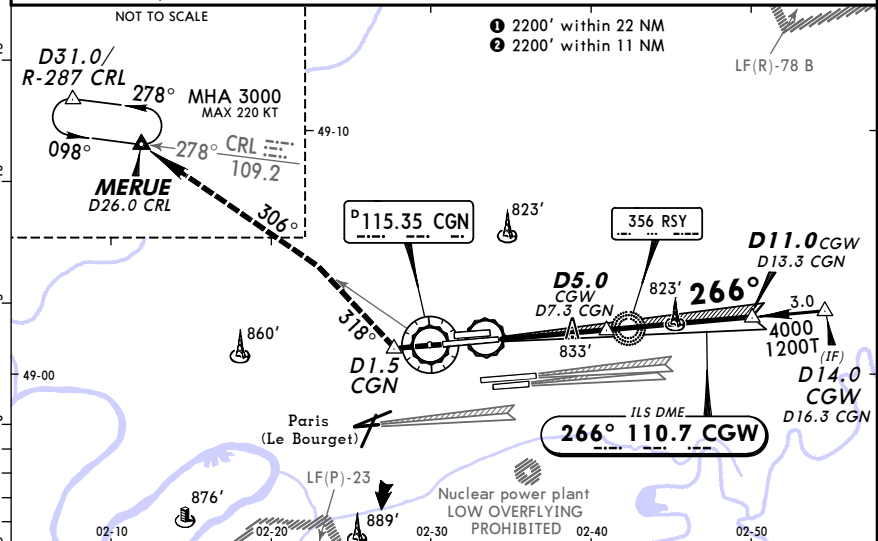
JEPPESEN
 9 MAR 07 (21-7A) Eff 15 Mar

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower		Ground					
LOC	Final	GS	ILS	Apt Elev			
CGW	Apch Crs	D5.0 CGW	RA 100'	392'			
110.7	266°	2000' (1633')	487' (100')	RWY 387'			



MISSED APCH: Climb STRAIGHT AHEAD towards 3000'. At D1.5 after CGN turn RIGHT (MAX 220 KT) 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'
 1. Special aircrew and acct certification required.
 2. When cleared by RADAR: FAP at 3000'/D8.0 CGW or 2000'/D5.0 CGW.



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	3000'
GS 3.00°	377	484	538	646	753	861		REIL PAPI	

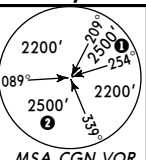
JAR-OPS		STRAIGHT-IN LANDING RWY 27L	
CAT II ILS		ABC D	
RA 100'		DA(H) 487' (100')	
RVR 300m			

LFPG/CDG
CHARLES-DE-GAULLE

JEPPesen
 9 MAR 07 **(21-8)** Eff 15 Mar

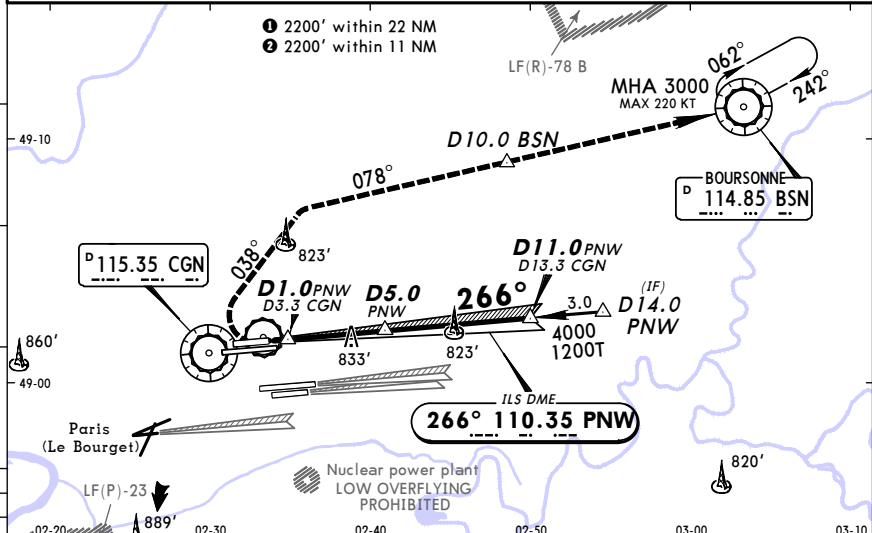
PARIS, FRANCE
ILS DME Rwy 27R

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower		Ground					
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97
LOC PNW	Final Apch Crs	GS D5.0 PNW	ILS DA(H)	Apt Elev 392'			
110.35	266°	2000' (1608')	592' (200')	RWY 392'			

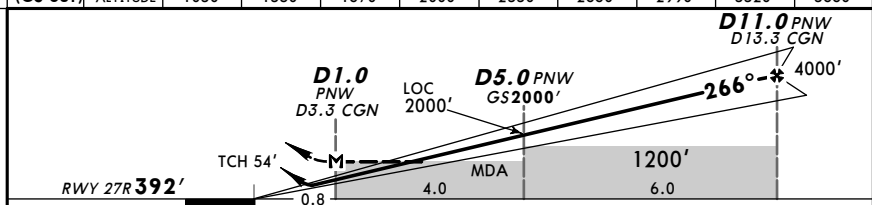


MISSED APCH: Climb STRAIGHT AHEAD to 800', then turn RIGHT (MAX 185 KT) onto 038° to intercept (MAX 220 KT) and follow R-258 inbound BSN VOR climbing to 2000'. At D10.0 BSN climb to 3000'. Do not turn before passing MAP, or as directed. Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 4000'
 When cleared by RADAR: FAP/FAF at 3000'/D8.0 PNW or 2000'/D5.0 PNW.



LOC	PNW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
(GS out)	ALTITUDE	1030'	1350'	1670'	2000'	2330'	2660'	2990'	3320'	3660'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	800'	038°	185 KT
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861				

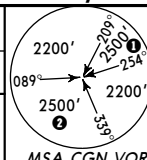
JAR-OPS STRAIGHT-IN LANDING RWY27R		CIRCLE-TO-LAND	
ILS DA(H) 592' (200')		27R to 27L	
LOC (GS out) with PNW DME MDA(H) 770' (378')		Max Kts	MDA(H) VIS
FULL	ALS out	110	1000' (608') 3000m
RVR 550m	RVR 1000m	135	1100' (708') 3500m
		180	
RVR 1400m	RVR 2000m	205	1140' (748') 4000m

LFPG/CDG
CHARLES-DE-GAULLE

JEPPesen
 9 MAR 07 **(21-8A)** Eff 15 Mar

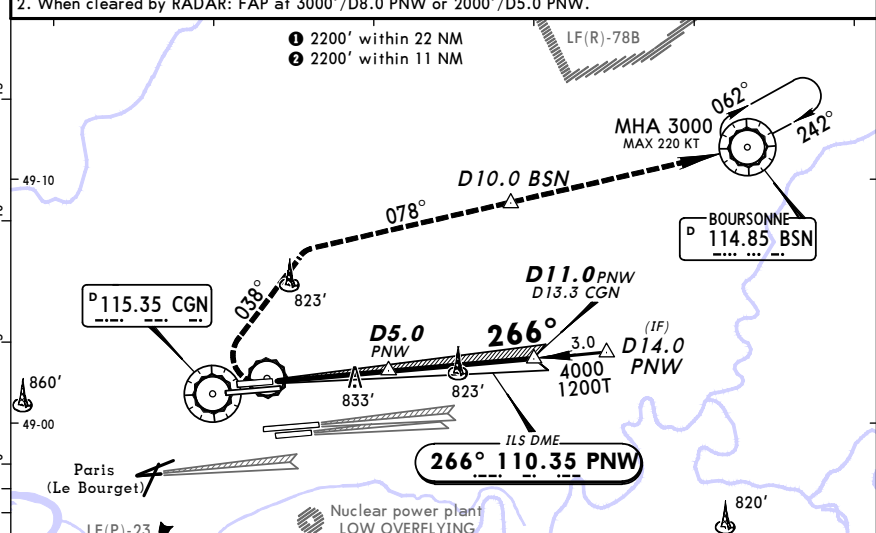
PARIS, FRANCE
CAT II ILS DME Rwy 27R

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower		Ground					
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97
LOC PNW	Final Apch Crs	GS D5.0 PNW	CAT II ILS RA 103'	Apt Elev 392'			
110.35	266°	2000' (1608')	492' (100')	RWY 392'			

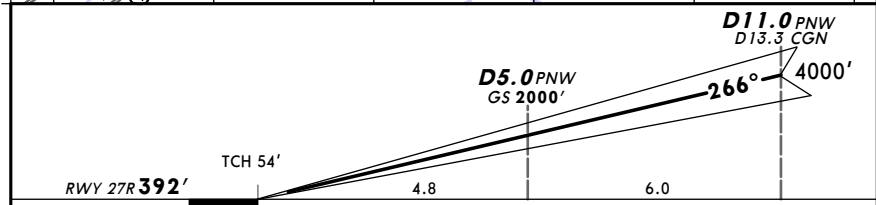


MISSED APCH: Climb STRAIGHT AHEAD to 800', then turn RIGHT (MAX 185 KT) onto 038° to intercept (MAX 220 KT) and follow R-258 inbound BSN VOR climbing to 2000'. At D10.0 BSN climb to 3000'. Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 4000'
 1. Special aircrew and acft certification required.
 2. When cleared by RADAR: FAP at 3000'/D8.0 PNW or 2000'/D5.0 PNW.



LOC	PNW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
(GS out)	ALTITUDE	1030'	1350'	1670'	2000'	2330'	2660'	2990'	3320'	3660'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	800'	038°	185 KT
GS 3.00°	377	484	538	646	753	861				

JAR-OPS STRAIGHT-IN LANDING RWY 27R	
CAT II ILS ABCD RA 103' DA(H) 492' (100')	
RVR 300m	

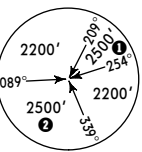
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (23-1) Eff 15 Mar

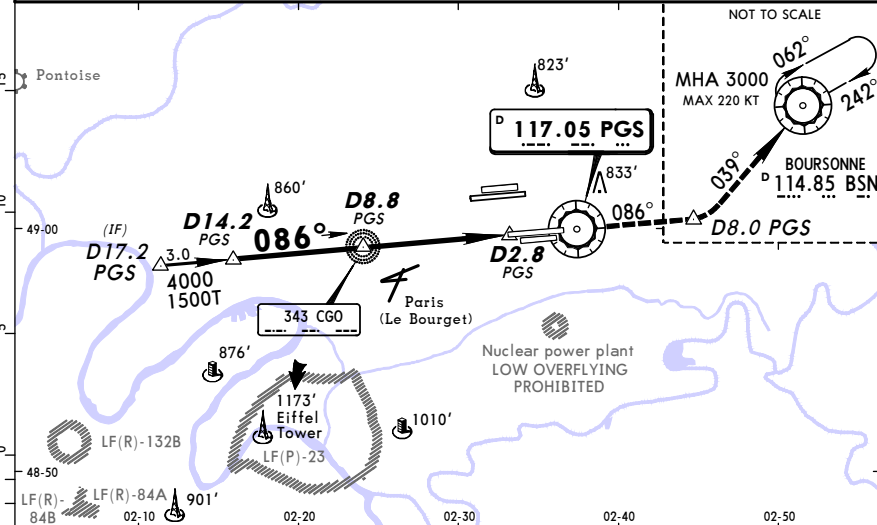
PARIS, FRANCE
 VOR DME Rwy 08L

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower		Ground					
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97
VOR PGS	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 392'			
117.05	086°	4000' (3662')	830' (492')	RWY 338'			

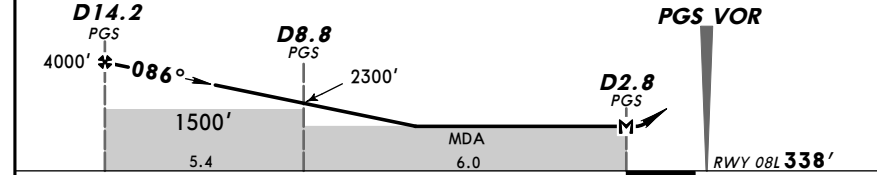


MISSED APCH: Climb via R-086 PGS to 4000'. At D8.0 PGS (MAX 220 KT) turn LEFT to intercept and follow R-219 inbound to BSN VOR, or as directed.
 Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000'
 When cleared by RADAR: FAF at 3000'/D11.0 PGS or 2000'/D7.9 PGS.



PGS DME	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0
ALTITUDE	3630'	3310'	2990'	2670'	2350'	2030'	1720'	1400'	1080'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	4000' PGS via 117.05 R-086	
Descent Gradient	5.3%	376	483	537	644	751			859
MAP at D2.8 PGS									

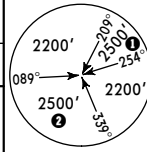
JAR-OPS STRAIGHT-IN LANDING RWY 08L		CIRCLE-TO-LAND 08L to 08R	
MDA(H) 830' (492')		MDA(H) 940' (602') 3000m	
A	RVR 1000m	Max Kts	110
B	RVR 1500m	135	110
C	RVR 2000m	180	1040' (702') 3500m
D	RVR 1600m	205	1100' (762') 4000m

LFPG/CDG
 CHARLES-DE-GAULLE

JEPPESEN
 9 MAR 07 (23-2) Eff 15 Mar

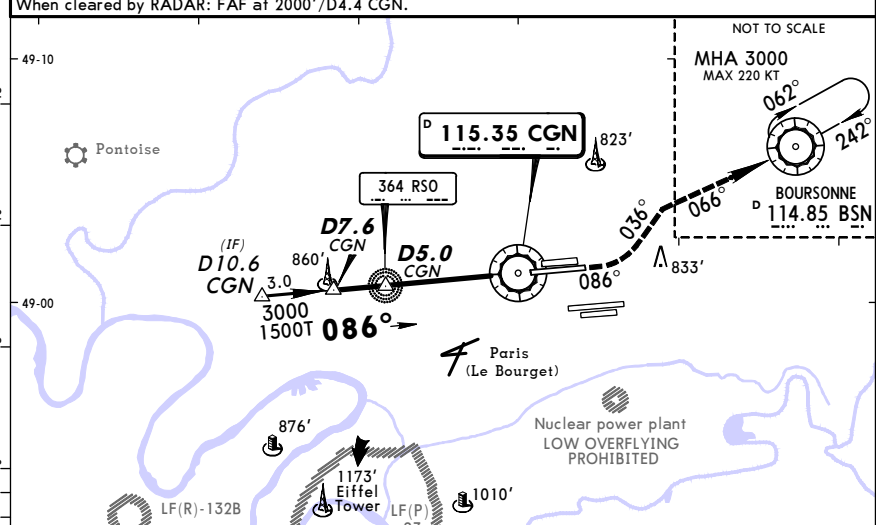
PARIS, FRANCE
 VOR DME Rwy 09R

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower		Ground					
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97
VOR CGN	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 392'			
115.35	086°	3000' (2630')	720' (350')	RWY 370'			

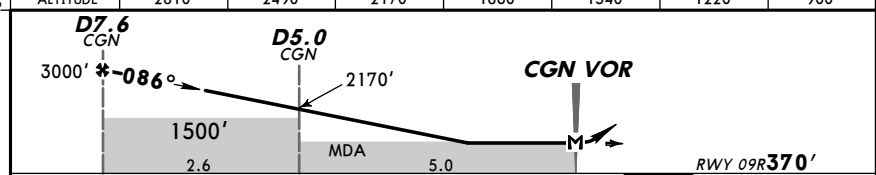


MISSED APCH: Climb on R-086 CGN to 1200', then turn LEFT (MAX 220 KT) onto 036° to intercept and follow R-246 inbound BSN VOR climbing to 3000' to BSN VOR.
 Do not turn before passing MAP, or as directed. Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 4000'
 When cleared by RADAR: FAF at 2000'/D4.4 CGN.



CGN DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2810'	2490'	2170'	1860'	1540'	1220'	900'

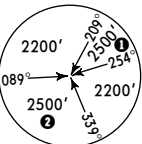


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	1200' CGN on 115.35 R-086	036° LT 220 KT MAX	
Descent Gradient	5.3%	376	483	537	644	751				859
MAP at CGN VOR										

JAR-OPS STRAIGHT-IN LANDING RWY 09R		CIRCLE-TO-LAND 09R to 09L	
MDA(H) 720' (350')		MDA(H) 1020' (650') 3000m	
A	RVR 900m	Max Kts	110
B	RVR 1500m	135	1020' (650') 3000m
C	RVR 1000m	180	1120' (750') 3500m
D	RVR 1400m	205	1120' (750') 4000m

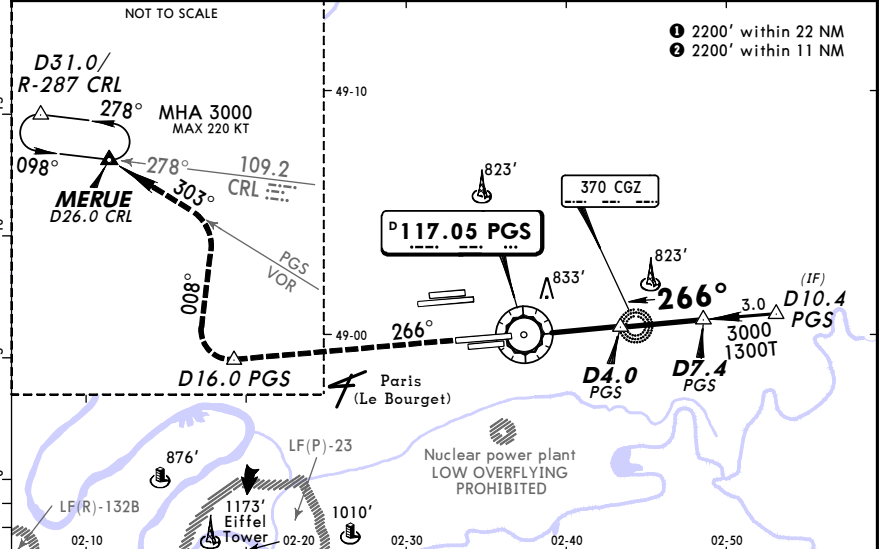
LFPG/CDG
CHARLES-DE-GAULLE
 9 MAR 07 (23-3) Eff 15 Mar
PARIS, FRANCE
VOR DME Rwy 26R

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower		Ground					
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97
VOR PGS 117.05	Final Aptch Crs 266°	Procedure Alt D7.4 PGS 3000' (2682')	MDA(H) Refer to Minimums	Apt Elev 392'	RWY 318'		

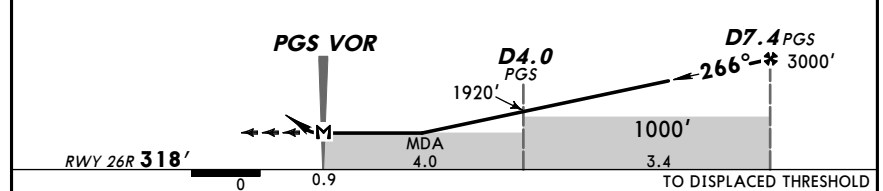


MISSED APCH: Climb on R-266 PGS to 4000'. At D16.0 PGS (MAX 220 KT) turn RIGHT onto 008° to intercept and follow R-303 PGS to MERUE, or as directed. Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000'
 When cleared by RADAR: FAF at 2000'/D4.3 PGS.



PGS DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	960'	1280'	1600'	1920'	2240'	2550'	2880'

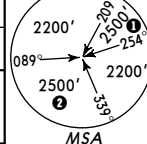


Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	4000'	PGS
Descent Gradient	5.3%	376	483	537	644	751	859	REIL	on 117.05	
MAP at PGS VOR								PAPI	R-266	

JAR-OPS STRAIGHT-IN LANDING RWY26R		CIRCLE-TO-LAND	
MDA(H) ABC: 710' (392') D: 730' (412')		26R to 26L	
ALS out		Max Kts MDA(H) VIS	
A	RVR 900m	110	920' (602') 3000m
B	RVR 1500m	135	
C	RVR 1000m	180	1020' (702') 3500m
D	RVR 1400m	205	1100' (782') 4000m

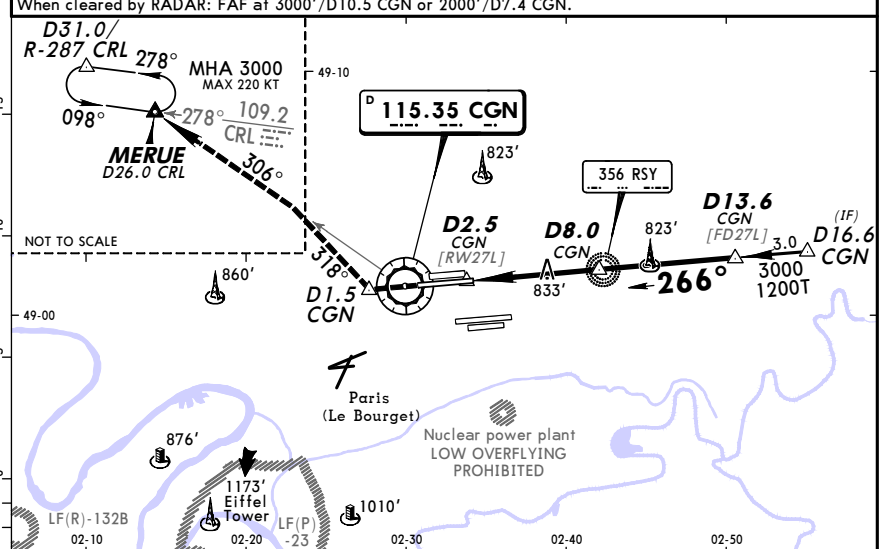
LFPG/CDG
CHARLES-DE-GAULLE
 9 MAR 07 (23-4) Eff 15 Mar
PARIS, FRANCE
VOR DME Rwy 27L

D-ATIS 127.12 (French 128.22)		DE GAULLE Approach 121.15 125.82 119.85 126.42 118.15 136.27					
DE GAULLE Tower		Ground					
119.25	123.6	120.9	118.65	121.6	121.77	121.8	121.97
VOR CGN 115.35	Final Aptch Crs 266°	Procedure Alt D13.6 CGN 4000' (3613')	MDA(H) Refer to Minimums	Apt Elev 392'	RWY 387'		

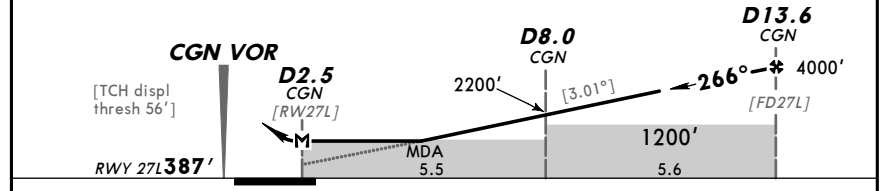


MISSED APCH: Climb via R-266 CGN towards 3000'. At D1.5 CGN (MAX 220 KT) turn RIGHT onto 318° to intercept and follow R-306 CGN to MERUE, or as directed. Climb to 1200' prior to level acceleration.

Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 4000'
 When cleared by RADAR: FAF at 3000'/D10.5 CGN or 2000'/D7.4 CGN.



CGN DME	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	13.0
ALTITUDE	930'	1250'	1570'	1890'	2200'	2520'	2840'	3160'	3800'



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	3000'	CGN
Descent Gradient	5.25% or	373	479	532	639	745	852	REIL	via 115.35	
MAP at D2.5 CGN								PAPI	R-266	

JAR-OPS STRAIGHT-IN LANDING RWY27L		CIRCLE-TO-LAND	
MDA(H) A: 840' (453') C: 900' (513') B: 870' (483') D: 920' (533')		27L to 27R	
ALS out		Max Kts MDA(H) VIS	
A	RVR 1000m	110	1000' (613') 3000m
B	RVR 1200m	135	
C	RVR 1000m	180	1100' (713') 3500m
D	RVR 1600m	205	1150' (763') 4000m