

Paris (Charles De Gaulle) (CDG/LFPG)

Elevation 392ft

CATEGORY B

AV brief not required

GENERAL

- The airfield is located approximately 15NM NE of the city of Paris in relatively flat farmland

Threats

Runway Excursion

- Rushed Approaches occur. Following the initial approach from the STAR holding fix expect reduced track miles and delays to descent clearance.

Runway Incursion

- See 'Parallel Rwy OPS' paragraph in Navigraph/Lido; this covers the use of Independent Parallel Runways at Charles de Gaulle airport. Particular attention is drawn to the necessity to intercept the localiser unless advised not to by ATC.
- Landing runways are located on the far side of the departure runways. After landing an explicit ATC clearance is required before crossing the parallel runway. Runway incursions have occurred at CDG in the past. The need for rigorous read back and adherence to ATC clearances cannot be overemphasised.

Special Considerations

- Radar vectoring is possible on to ILS from a FL, with altimeter setting considerations.
- Late landing clearances possible due to both reduced separation and departing traffic, especially during events.
- French pilots and VATSIM controllers may speak French to each other which can lead to misunderstandings and a lack of situational awareness to other traffic.

ARRIVAL

Diversion Airports

PARIS (Orly)	ORY/LFPO	019 nm/201°T	CAT A
BRUSSELS	BRU/EBBR	136 nm/033°T	CAT A
LONDON Heathrow	LHR/EGLL	188 nm/322°T	CAT A
LONDON Gatwick	LGW/EGKK	166 nm/321°T	CAT A

Approach

- Usual arrival is via a BIBAX 8W/8E, dependent on West/East runway configuration.
- Multiple level and speed constraints. Expect direct routings which shorten then initial arrival.
- Expect vectors/speed allocation on intermediate approach.
- Although 09L/27R is the preferred landing runway for northerly arrivals, 08R/26L is the closer runway to the BAv terminal and may be assigned by ATC on a traffic-permitting basis.

- During simultaneous parallel approaches and triple parallel approaches, in conjunction with Paris Le Bourget, ATC request adherence to published profiles, in particular ILS intercept altitudes. Prompt descent to platform altitude, where this is 3,000ft, will provide vertical separation from traffic at platform altitude of 4,000ft on parallel runway. If unable to comply advise ATC.
- RWY 26L – Follow Glideslope indications over PAPIs indications as PAPIs are calibrated for B747 aircraft.
- ILS interception is compulsory when being vectored to final approach with intercept angle less than 70 degs, unless otherwise instructed.
- Reduced separation on finals of 2.5 nm may be applied.

GROUND

- BAV uses Terminal 2A, stand allocation is determined by Air France and will be advised by ATSU/ACARS where available. If unavailable refer to [BAV Stand and Ground Handling](#)
- BAV aircraft are prohibited from using stand A14.
- Most taxiways are one-way only and direction of travel is determined by East/West configuration, pilots are advised to pre-brief their expected taxi-route to the terminal with reference to the North/South taxi charts available in Navigraph/Lido
- VATFRANCE controllers should use standard taxiway routes to and from Terminal 2A, these vary depending on whether East or West configuration is in use. As they comply with the taxiway direction restrictions, BAVvg pilots are advised to use them when no ATC is online.
 - Arrival
 - East Config, North Runway B, N, T, TA3
 - East Config, South Runway R, P1
 - West Config, North Runway D, Q, F, R, TA2
 - West Config, South Runway R, TA2
 - Departure
 - East Config, North Runway F, B
 - East Config, South Runway P1, N
 - West Config, North Runway N, Q
 - West Config, South Runway P1, R
- Ground movement control can be split between the North Ground frequency and South Ground, when this is in-force the handover points (Middle 1,2,3,4) are on taxiways N,F,B and Q just north of the southern terminal complex.
- Local procedures may result in late provision of fuelling sheet if not available through GSX.

A32N

- Airbus 319/320/321 have a wingspan of 34.1m, A320 sharklet 35.8m so should use the offset orange and blue guidelines on taxiways G3, G4 and TB2 with caution.

A380

- Special pages are published in Navigraph/LIDO showing available taxi routes

ALL

- Navigraph/LIDO publish information on Runway Status Light System (RWSL), this is not currently modelled in scenery add-ons. Further information is available in the following video: [Runway Status Lights \(RWSL\) implementation in Paris-CDG](#)

DEPARTURE

- Call CDG 'Pre-vol' (Delivery) 15 minutes prior to ready for airways clearance.
- Expect an OPALE departure for UK destinations.
- RWY 09R/27L is the preferred runway for northbound departures, ATC may assign 08L/26R on a traffic-permits basis as it is a shorter taxi for departure.
- Intersection departures can be anticipated for 08L/26R & 09R/27L departures in accordance with the following:

- East Config
 - 08L – T4
 - 09R – D3
- West Config
 - 26R – T11
 - 27L – Q4
- If unable to use the standard intersections pilots should advise Pre-Vol or Ground on initial contact
- Although Navigraph/Lido publish information on de-icing it is unlikely that these procedures will be followed online. If de-icing is required then it should be carried out on stand using GSX, careful consideration should be given to holdover-times if extended taxi times are anticipated.
- On arrival at assigned runway holding point, you may be advised to stand-by on tower frequency. Tower contacts each aircraft for line up instructions. Use of French to local aircraft makes caution advisable, with it being more difficult to maintain an overview of the runway departure/arrival activity.

OPERATIONAL INFORMATION

Handling Agent	PCA GROUPE EUROPE HANDLING
Handling Agent VHF	131.475/131.775
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	FEGP – Use at all times Mobile ground power unit – use for 90mins max
If BOTH electrical power and air conditioning is required:	Use APU for air conditioning, keep ground power connected to reduce fuel burn