Charles de Gaulle Airport

IATA/ICAO CODE:	CDG/LFPG
CITY:	Paris-Roissy
COUNTRY:	France

AIRPORT CONTACT

No changes reported by ADP in 2011
Verify information below with ADP

Name:	René Brun	Gérard Lefèvre
Title:	Airport Director	Deputy Managing Director
Airport:	Charles de Gaulle Airport	Charles de Gaulle Airport
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Airport Web Site: http://www.aeroportsdeparis.fr

ELEVATION: 295 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
09L/27R	8858	-	-	197
09R/27L	13780	-	-	148
08L/26R	13829	-	-	148
08R/26L	8858	-	-	148

NOISE ABATEMENT PROCEDURES

Noise abatement procedures applied to an airport are classified in three categories:

1 - Restrictions for use of the aerodrome
2 - Restrictions for use of aircraft
3 - Restrictions applied to air traffic.

All these restrictions applied at Charles de Gaulle Airport as follow:

1. Restrictions for Use of Aerodrome

1.1 Procedures for use of runways

In both aerodrome configurations Eastward and Westward:

- RWY 08R/26L and 09L/27R are mainly used for landings.

- RWY 08L/26R and 09R/27L are mainly used for takeoffs.

Landings must be carried out independently and simultaneously. The same procedures must be followed for take-offs.

1.2 Restriction for use of runways

Except for complete or partial closure RWY 27L, RWY 26R may only be used by aircraft for take-off belong into Chapter 3 which proceed outbound westward or turning left after the initial climb.

1.3 Testing of Engines

Engines may be tested at predetermined points and in accordance with procedures as defined by Airports de Paris.

"Testing of engines" means all operations carried out on an aircraft which is stationary with its engines going for more than 5 minutes at a power setting greater than, power used for starting up engines or taxiing.

As from 1st January 1998, the testing of engines may not be carried out from 2200 to 0600 local time.

Derogations can be granted from firstly 2200 to 2300 and secondly from 0500 to 0600 local time, under exceptional circumstances for flight safety reasons, by the minister in charge of civil aviation, requested by the flight supervisor, owner, technical or commercial operator of the aircraft

1.4 Restrictions for use of Aircraft

1.4.1 No jet engined aircraft which is not in compliance with standards of ICAO Annex 16 Chapter 3, may takeoff or land at Paris-Charles de Gaulle, from/to:

- 2315-0600 local time of departure from parking area
- 2330-0615 local time of arrival on the parking area

Derogrations can be granted under exceptional circumstances by the minister in charge of Civil Aviation (Send the request to DGAC - Direction des Transports Aeriens, 50 rue Henri Farman 75720 Paris Cedex 15)

1.4.2 Dispositions found in 1.4.1 do not restrict landings and take offs on an exceptional basis for the following aircraft:

- scheduled which have been flights from/to Paris airports outside the stated times in 1.4.1 and control delayed for purely technical reasons outside the company's control

- aircraft substituted at the last moment, for purely technical reasons, for aircraft not mentioned in 1.4.1

- sanitary flights

1.4.3 Captains may only derogate from the rules laid down in 1.4.1 and

1.4.2 if he considers it absolutely necessary for safety reasons.

1.4.4 In addition, the air traffic control organism can, for safety reasons, give clearances derogating from rules laid down in 1.4.1 and 1.4.2

1.4.5 An aircraft can be operated on French metropolitan airfields, only if it has an acoustic certificate attesting compliance to the norms edicted in the second edition (1988) of ICAO Annex 16 Chapter 3.

This ban applicable to the civilian subsonic aircraft whose maximum takeoff weight is equal or over 34000 kg or whose maximum internal fitting is certified for this type of aircraft comprised of more than nineteen passenger seats excluding all seats reserved for the crew.

1.4.6 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 Aerodrome (VAL d'Oise), the following operating restrictions are decided for this platform.

(See information under Airport Curfews for a copy of the Ministerial Order that states the restrictions on both Chapter 3 minus 5 and Chapter 3 minus 8 in more detail than in this section).

1.4.7 Banning of unscheduled night takeoffs

1.4.7.1 In order to reduce noise pollution over Paris Charles de Gaulle aerodrome, takeoff from this field between 0000 and 0459, local time of leaving parking stand, is prohibited unless subject to allocation of departure slot (COHOR) within the given time brackets of day in question.

1.4.7.2 Provisions specified in previous article do not impede takeoff of following aircraft in very particular instances;

- aircraft mentioned in article L 110.2 of Civil Aviation Code
- aircraft carrying out Government flights
- aircraft in emergency situation relating to flight safety or pax safety grounds

1.4.8 Night Time restrictions for aircraft exceeding specific noise levels

1.4.8.1 No aircraft with certified noise level at said point of over flight, in compliance with standards stated ICAO Annex 16, exceeding value of 99 EPNdB shall take off between 1200 and 0459, local time of leaving parking stand.

1.4.8.2 No aircraft with certified noise level at said approach, in compliance with standards stated in ICAO Annex 16, exceeding value 104.5 EPNdB shall land at the airport between 0030 and 0529 local time of arriving at parking stand.

1.4.8.3 Operator who makes adequate request may be granted clearance to operate aircraft movements within time brackets

mentioned in 1.4.8.1 and 1.4.8.2 as long as reproducible flight performing method allows for environmental impact acknowledged by minister in charge of Civil Aviation equivalent to that of aircraft with noise certification matching value mentioned in 1.4.8.1 or 1.4.8.2

As a back-up to his request, operator presents minister in charge of Civil Aviation with a file comprising:

- definition of relevant takeoff and landing procedures
- provisions taken by operator in order to comply with method of performing approved flight and allow government control.

Authority in charge of monitoring airport noise pollution is consulted for views on the matter.

1.4.8.4 Provisions stated in 1.4.8.1 and 1.4.8.2 do not impede takeoff or landing of the following aircraft in very particular instances:

- aircraft carrying out sanitary or humanitarian missions
- aircraft mentioned in article L 110.2 of Civil Aviation Code
- aircraft in emergency situation relating to flight safety or pax safety grounds.

1.5 Restrictions for most noisy aircraft to use aerodrome at day

1.5.1 In order to reduce noise pollution in the vicinity of Paris Charles de Gaulle aerodrome (Val d'Oise), the following operating restrictions are decided for this platform with implementation on 1st April 2004

The following words are used as follows:
- operation - aircraft technical operator
- the most noisy aircraft in Chapter 3 - turbojet aircraft whose noise certification meets the standards specified in ICAO Annex 16 Chapter 3 and which have an accumulated margin of certified noise levels, with respect to permissible noise limits defined in this chapter, being less than 5 EPNdB

1.5.2 No one of the most noisy aircraft listed in Chapter may at Paris Charles de Gaulle aerodrome:

- land between 0615 and 2330, local time of arrival on the parking area
- takeoff between 0600 and 2315, departure local time from the parking area.

1.5.3 Transitorily, the landing and take off restrictions at Paris Charles de Gaulle aerodrome are not applied to operators which have been operated for less than five years before the enforcement date of the Ministerial Order, as far as this landing or take off is not exceeding, during the affected year, the following maximum value of the night indicator for the

most noisy aircraft of the appropriate operator:

- value 50 from April 1st 2004 to September 30th 2004
- value 80 from October 1st 2004 to September 30th 2005
- value 60 from October 1st 2005 to September 30th 2006
- value 40 from October 1st 2006 to September 30th 2007
- value 20 from October 1st 2007 to September 30th 2008

1.5.4 The Minister in charge of Civil Aviation may grant those operators making appropriate request, for a given period, permission to exceed maximum number of movements in the following cases:

- operator produces evidence he has engaged in the scheduled phase out of noisier Chapter 3 aircraft on the basis of decrease of noise put out by these aircraft and at a rate equal to that set in previous chapters
- operator with a fleet comprising a very small number of aircraft produces evidence stating that, in view of the setup of his fleet and unless he is granted such an exemption, his operations are likely to be jeopardized to an unreasonable extent and that he has engaged in the scheduled phase out of noisier Chapter 3 aircraft at Paris CDG airfield.
- operator's request shall be addressed to the Minister in charge of Civil Aviation not later than two months before beginning of relevant period.

1.5.5 The provisions specified in preceding paragraphs do not prevent the following aircraft exceptionally from landing and take off:

- aircraft carrying out ambulance and humanitarian transport
- aircraft in emergency situation due to flight safety reasons
- aircraft mentioned in article L 110.2 of Civil Aviation Code
- aircraft operating government mission.

2. Restrictions for Use of Aircraft

2.1 Operational procedures for takeoff

Pilots proceeding quiet takeoff from CDG are to apply the following operational procedures:

Generally speaking pilots are to conduct their flight (in accordance with the operational standards to be applied to each aircraft) in order to reach 3000 ft AAL as fast as practicable.

Pilots of turbo-engines are besides to comply with the initial climb procedures as follows:

- to maintain a speed V2 + 10 (or the speed that allows flight altitude according to the type of aircraft) until a height of 3000 ft proceeding a wing flap deflection in accordance with the takeoff configuration;

- to maintain takeoff power until 1500 ft then maximum climb power rating up to 3000 ft;

- at 3000 ft proceed normal climbing power and flap retraction then adopt climb attitude.

2.2 Procedures for landing

Pilots are to perform their approach so as to maintain the last altitude assigned by ATS until interception of glide path. After the interception the final approach must be effected so as not to fly beneath this plan.

3. Restrictions to Apply for Air Traffic Purposes

The restrictions to apply for air traffic purposes at CDG are of two types:

- restrictions for use of certain outbound tracks.
- obligation for pilots to follow certain outbound tracks.

3.1 Restrictions for use of certain departure procedures

3.1.1 Westbound takeoffs in line with the runway can only be made by aircraft belonging to Chapter 3 and these aircraft must maintain a minimum climb gradient of 6.5%. These procedures can't be made by aircraft belonging to Chapter 2 as described below.

AN124	BAC-111	B707-300	B720
B727-100*	B727-200*	B737-200*	B747-100
B747-200	DC10	DC85	DC86*
DC9*	Falcon 20	Fokker 28	GLF2
GLF3	HS 125A	IL62	IL76
IL86	Jetstar 11*	LJ24	TU134/154

* Except remotorized aircraft or aircraft with exhaust silencers and reclassified Chapter 3

3.1.2 From 2315 to 0600, local time of departure from the parking area, all aircraft not initially being certified to a noise level group or those certified to be in compliance with ICAO Annex 16 Chapter 2, which have been re-certified to meet Chapter 3 and equipped with jet engines whose by pass ratio, as defined in Annex 16, is less than 3 must:

- Point this fact out to the air traffic control when first making radio contact.

3.1.3 The noisy aircraft of Chapter 3 and the noisiest aircraft of Chapter 3 must, between 2315 and 0600 departure local time from the parking area (see 1.4.6.1)

- be indicated as such to the air traffic control service by the captain during the first radio phone contact
- comply with the particular procedures of takeoff and initial climb elaborated to limit the noise pollution.

These procedures are notified to users through the way of aeronautical

information service.

3.1.4 Captains may only derogate from the rules laid down in 3.1.2 and 3.1.3 if they consider it absolutely necessary for safety reasons.

3.1.5 In addition, the air traffic control can, for safety reasons, give clearances derogating from rules laid down in 3.1.2 and 3.1.3

3.2 Obligation to follow initial outbound tracks

Except for safety or control reasons, pilots of turbojet aircraft are to follow the initial track of the SID depicted in the AIP

- until a distance of 11 NM from VOR/DME PGS for takeoffs RWY 26L and 26R and 6.1 NM of VOR DME CGN for takeoffs RWY 27R and 27L, pilots so being free of this constraint when reaching flight level 060;

- until overflying RSY ground fix for takeoffs RWY 09L and 09R (see note)

- until overflying CGZ ground fix for takeoffs RWY 08L and 08R Note: In no case, commencing a turn should be performed before overflight of RSY and CGZ.

Pilots are required to conduct their flight with the sharpest precision practicable.

Air traffic restrictions applicable to turbojet aircraft, notified to users through the way of the Aeronautical information service, are also applicable, unless otherwise specified, to propeller-driven aircraft between 2315 and 0600 departure local time from the parking area.

3.3 Visual approach
Visual approach as described in RCA 1.5.5 is not allowed by day or night.

4. Noise Measure

Noise measuring stations are located under the tracks of runways 09R/27L and 08L/26R (see information under Noise Monitoring System below provided by the airport)

5. Environment Protection Airspaces (VPE)

5.1 Definition of Environment Protection Airspaces (VPE)
Environment protection airspace: An airspace section associated to a departure or arrival procedure notified to users through Aeronautical Information Service, in which the flight shall be contained for environmental reasons.
Exit limits: Section of lateral limits in environment protection airspace, located between the points defined in appendix, through which the flight can leave the environment protection airspace.
Entry limits: Section of the lateral limits in environment protection airspace, located between the points defined in the attached appendix, through which the flight can enter the environment protection airspace.

5.2 Application of VPE Requirements
The captain of an aircraft operating IFR shall fly within the environment protection airspace associated with the procedure declared in force by the ATC unit.

The concerned procedures and the associated environment protection airspaces are defined in the appendix attached to the Ministerial Order.

When an environment protection airspace is associated with an initial departure, the flight captain must enter this airspace through the "entry limits".
The flight captain can only waive the regulations defined in paragraph 2 of this article if he thinks that it is absolutely necessary for safety reasons or if he has received an air traffic control instruction issued from the ATC unit for flight safety reasons.

The provisions relative to environment protection airspaces associated with initial departure procedures, specified in paragraph 2 of the article, are not applied to propeller-driven aircraft from 0600-2315, departure local time from the parking area except if there is no specific procedure for these aircraft.

5.3 Limits of Environment Protection Airspaces
(See charts in AIP AD2 LFPG VPE 01 to AD2 LFPG VPE 08).

8/20/99 - A draft bill was approved by the French Parliament (July 1st) that will set up an independent group call the "Authorite de Control des Nuisances Sonores Aeroportuaires" to monitor noise levels at French airports and will be allowed to impose fines of up to FF 80,000 ($13,000) on airlines and FF 10,000 on pilots that disregard noise abatement procedures on takeoff, landing or engine run-ups. This group is set to be and operating by fall 1999. The new law also restricts helicopter operations over over populated areas.

AIRPORT CURFEWS

Summary of the curfew restrictions:

Chapter 3 a ircraft that have a cumulative margin of less than 5 EPNdB can not operate at the airport.

Chapter 3 aircraft that have a cumulative margin of more than or equal to 5 EPNdB and less than 8 EPNdB can not land between 2330-0615 or take-off 2315-0600.

Aircraft that pass the Chapter 3 minus requirements but have take-off levels greater than 99 EPNdB can not take-off between 0000-0459.

Aircraft that pass the Chapter 3 minus requirements but have a landing level greater than 104.5 EPNdB can not land 0000-0459.

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTION

Engines may be tested at predetermined points and in accordance with procedures as defined by Airports de Paris.

"Testing of engines" means all operations carried out on an aircraft which is stationary with its engines going for more than 5 minutes at a power setting greater than power used for starting up engines or taxiing.
As from 1st January 1998, the testing of engines may not be carried out from 2200 to 0600 local time.

Derogations can be granted from firstly 2200 to 2300 and secondly from 0500 to 0600 by the minister in charge of civil aviation, requested by the flight supervisor, owner, technical or commercial operator of the aircraft.

APU OPERATING RESTRICTION - NONE

NOISE BUDGET RESTRICTION
The following 2 files contain information on the noise ordinance for chapter 2 airplanes.

Noise Budget Information
CDG Noise Overall Index

NOISE SURCHARGE
4/1/2011 IATA Airport, ACT and Fuel Charges Monitor

In order to calculate the landing fee(s) excluding passenger fee, etc, follow the three part process. First calculate the landing fee, next calculate the adjustment to the landing fee and then calculate the noise tax.

LANDING FEE *** Note:** Per AIP France 05 Jul 07, GEN 4.1.1 under Airport Fees, 1.1 Landing Fee - This fee is payable by any aircraft making a landing or water landing at an airport open to the public. **It is calculated according to the maximum take off weight indicated on the certificate of airworthiness of the aircraft, rounded off to the next HIGHER ton.**		
International and Domestic		
MTOGW*	Fixed Charge	+ Rate per tonne
Up to 6 tonnes	EUR 168.01	
6 to 40 tonnes	EUR 168.01	
over 40 tonnes	EUR 168.01	+ 5.734 over 40t

ADJUSTMENT TO THE LANDING FEE:

Landing fees are multiplied by a noise level coefficient (see below) based on the aircraft's noise classification; acoustic groups are defined in the 26th February 2009 decree amending the modified 24th January 1956 decree which draws up conditions of calculation and payment of landing and lighting fees levied on airfields opened to public air traffic.

	Day 0600-2200	Night 2200-0600
Acoustic Group TNSA 1	1.30	1.95
Acoustic Group TNSA 2	1.20	1.80
Acoustic Group TNSA 3	1.15	1.725
Acoustic Group TNSA 4	1.00	1.50
Acoustic Group TNSA 5a	0.85	1.275
Acoustic Group TNSA 5b	0.70	1.05

Note: subsonic aircraft belonging to Group 1 are banned from operating in Paris

Click here for Aircraft Acoustic Group - 26 Feb 2009
Please note that the Acoustic Groups to calcultate the Landing Fee and the Tax on air noise pollution are now the same since April 1, 2009

TAX ON AIR NOISE POLLUTION - click here for the details

The Tax on air noise pollution (TNSA) is part of the general tax on polluting activities (GTPA). This charge is in addition to the landing fee which is based on the aircraft's acoustic group.

The formula for the noise tax which is applied to each take-off:

Tax = b x t x log(MTOW)

t= Unit rate: EUR 19.00 (adjusted each year based on the domestic retail price index)

b= Coefficient according to the departure time and to the acoustic group to which the aircraft belongs.

Aircraft Acoustic Group	Coefficient		
	Departure time (local between)		
	0600-1800	1800-2200	2200-0600
1	12	36	120
2	12	36	120
3	6	18	50
4	2	6	12
5a	1	3	6
5b	.5	1.5	5

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1995 > 2003 2004 > 2008	4,597 Residences insulated - 40 M€ 55 public buildings - 9.55 M€ 10,940 residences insulated - 97 M€ 14 publics buildings - 4,7 M€
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	-
Avigation Easements	none	-
Zoning Laws	1985 2003	Noise contours and Land use planning around airports New noise contours requested wih the Lden as noise descriptor

Real Estate/Property Disclosure Laws	2003	Between Lden 55 and Lden 50, a zone of disclosure is created.
Acquire Land for Noise Compatibility to date	1973	Program in progress
Population within each noise contour level relative to aircraft operations	-	Within Lden 70: 0 Lden 65< pop < Lden 70 1 206 Lden 55< pop < Lden 65 153 272
Airport Noise Contour Overlay Maps	1985 1993 2004	For Land use planning purpose For noise insulation CDG 2004 Noise Contour
Total Cost of Noise Mitigation Programs to Date	-	Total to date unknown
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Special tax paid by airlines for each take-off, amount calculated according MTOW, acoustical category of aeroplane, and period (day vs evening vs night)

NOISE MONITORING SYSTEM - Provided by the airport 4/2006
Click for full size map showing monitor locations

Station	Lat Nord	Lon Est
Deuil-la-Barre	48 58 54	2 19 52
E1	49 1 41	2 39 7
E2	49 0 9	2 40 11
E3	49 1 46	2 37 41
E4	48 59 52	2 39 46

Ecouen	49 02 52	2 40 87
Gonesse	48 59 21	2 26 23
Goussainville	49 0 47	2 27 51
Juilly-saint-Mard	49 1 52	2 42 22
Juilly-Ville	49 1 15	2 42 23
Le-Mesnil-Amelot	49 1 18	2 36 7
Le-Mesnil-Aubry	49 2 57	2 23 47
Louvres	49 2 25	2 30 3
Nantouillet	49 0 14	2 42 16
Roissy	49 0 25	2 30 46
Sarcelles	48 59 15	2 24 3
Villiers-le-Bel	49 0 53	2 24 30
Vinantes	49 0 20	2 44 25
W1	49 1 3	2 26 40
W2	48 59 30	2 28 16
W3	49 1 18	2 27 53
W4	48 59 11	2 26 60

FLIGHT TRACK MONITORING SYSTEM - Yes

NOISE LEVEL LIMITS

Effective from March 28, 2004

Night Operating Restrictions at Paris-Charles de Gaulle AIC 01/04 France

In order to reduce noise nuisances in the vicinity of Paris Charles de Gaulle airport, the following operating restrictions are decided with effect from March 28, 2004.

1. Aircraft takeoff between 0000 and 0459, off block local time, is prohibited from this airport if a departure time slot within this time segment has not been issued.

2. a) No aircraft for which the certified noise level at the point called "fly over point", according to Standards specified in ICAO Annex 16, is more than 99 EPNdB, can take off from the airport between 0000 and 0459, off block local time.

b) No aircraft for which the certified noise level at the point called "approach point", according to Standards specified in ICAO Annex 16, is more than 104.5 EPNdB, can land at the airport between 0030 and 0529, local time of arrival to the parking area.

c) However, the authorization to operate movements during these time slots may be granted by the Minister responsible for Civil Aviation, if a reproducible operating method provides and equivalent environmental impact.

3. Landing and takeoff for some aircraft (humanitarian, ambulance, government flights or flights in emergency condition due to human of flight safety reasons), are not subject to these conditions.

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

See information under Airport Curfews