

Subject : Operational evaluation of five RNP1 initial approaches for RWY 27R at Paris Charles de Gaulle AD LFPG
With effect : From 31 December 2020 to 24 March 2021

1- Introduction

Throughout the validity of this AIP SUP, the procedures described below are temporarily implemented to evaluate with actual traffic and towards one runway (27R), the technical, operational and environmental efficiency of the *PBN to final* concept for intercepting a runway axis, with direct-to instructions, in a simultaneous parallel approaches context.

The final approach procedures for all other runways of LFPG and LFPB are still operated under simultaneous conditions and intercepted under radar vectoring.

A detailed description of this operational evaluation can be found in the AIC « **Operational evaluation of procedures for an RNP 1 initial approach towards the final approaches on Runway 27R at Paris-Charles de Gaulle (LFPG)** ».

2- Description

Creation of five RNP 1 initial approach procedures(INA) for LFPG arrivals facing West :

- For intercepting RWY 27R ILS/LOC final approaches :
 - INA RNP MOPAR 7X RWY 27R,
 - INA RNP LORNI 7X RWY 27R,
 - INA RNP OKIPA 7X RWY 27R,
- For intercepting RWY 27R RNP final approach :
 - INA RNP MOPAR 7R RWY 27R,
 - INA RNP LORNI 7R RWY 27R.

The above INA 7X and 7R are possible only for RNP1 aircraft, and upon ATC instructions,

Each of the above INA procedures ends at the IF of the intercepted final approach:

- IF GIZOQ for RWY 27R ILS/LOC final approaches, at the end of each INA 7X,
- IF PG650 for RWY 27R RNP final approach, at the end of each INA 7R.

All other procedures remain unchanged : SID, STAR, all other INA, all final approach procedures, including the associated missed approach procedures.

3- Evaluation conditions

3.1. Procedures 7X or 7R operating slots

Every time ATIS announces procedures INA 7X or 7R from MOPAR and LORNI as the approach procedures in force on a given time slot :

- every RNP1-capable ACFT coming from MOPAR and LORNI must, unless otherwise instructed, fly the corresponding 7X or 7R procedure, even in case of late transfer from PARIS Control to De Gaulle Approach,
- Therefore, on this given time slot, all arrivals via MOPAR or LORNI should expect landing on RWY 27R.

These procedures INA 7X and 7R from MOPAR and LORNI can be flown only when ATIS announces they are in force. The first operating slots of the 7X or 7R procedures will be announced in force on ATIS information starting from January 4, 2021.

The procedure 7X from OKIPA can be flown only upon ATC instruction at first contact with De Gaulle Approach.

Flying these procedures upon pilot request out of the given time slots is not possible

3.2. Aircraft special operational needs or traffic congestion on arrivals

Traffic overload for RWY 27R : arrivals via MOPAR or LORNI are controlled with radar vectoring towards RWY 26L or 26R.

Aircraft announcing they are not RNP1 capable or requesting a long RWY for landing (for operational reasons only) :

- Announce the above information at first contact with De Gaulle Approach,
- Fly the corresponding INA 6W,
- Then expect radar vectoring towards RWY 26L or 26R.

Traffic overload for RWY 26L or 26R : in both of the above situations (unable RNP1 or long RWY request for landing), the concerned aircraft is radar vectored towards RWY 27R or 27L.

3.3. Meteorological and operational conditions

All three 7X procedures towards final approach ILS 27R are possible :

- Including under LVP,
- Including in case of strong altitude wind (cross wind, face wind or downwind),

All three 7X procedures towards final approach LOC 27R are possible :

- Under the following meteorological conditions : ceiling $\geq$ 400 ft and VIS $\geq$ 1000 m,
- Including in case of strong altitude wind (cross wind, face wind or downwind),

The two 7R procedures towards final approach RNP 27R are possible :

- Under the following meteorological conditions : ceiling $\geq$ 1000 ft and VIS $\geq$ 3000 m, and crosswind $<$ 20 kt.

4- Methodology – Instructions for pilots

4.1. Discontinuity

Except if radio communication failure, proceed until further notice on the magnetic route prescribed on the hereinafter IAC, and never turn without ATC clearance towards the final approach connecting segments.

4.2. In case of temporary radar vectoring

Radar vectoring for ACFT flying a 7X or 7R procedure remains possible at any moment, for example if ACFT separation or sequencing of arrivals is needed.

In such a situation (intermediary radar headings instructions by ATC), **pilots must leave waypoints of 7X or 7R procedures downstream of the actual position available in the navigation system (FMS).**

4.3. Warning about flight levels and speeds

At all stages of a 7X or 7R procedure, flight levels and speeds are subject to ATC instructions for each flight.

Pilots must systematically comply with any speed instruction from ATC that would be different from the restriction published on the hereinafter IAC.

4.4. Instructions for intercepting RWY 27R final axis

Automatic Pilot / Flight Director System required : use of Automatic Pilot or Flight Director is required until interception of RWY 27R localiser axis for ILS/LOC final approaches, and RNP 27R axis for RNP final approach.

ILS or LOC final approaches :

- **LOC activation** : the LOC capture mode shall be activated only from waypoint DIZNE for 7X procedures towards 27R ILS/LOC final approaches ;
- **NAV/LOC transition** : pilots must inform ATC without delay about any problem encountered or anticipated on board that could impact the transition from LNAV mode (on RNP 1 segment DIZNE-GIZOQ of INA 7X) to LOC mode (on RWY 27R LOC axis), at waypoint GIZOQ (IF of the ILS/LOC final approaches).

RNP final approach : pilots must inform ATC without delay about any failure of the GNSS signal, to prevent from overshooting the RNP 27R final axis and for being radar vectored towards ILS final approach.

4.5. Special procedures

Any deteriorated situation requiring temporary suspension of 7X or 7R procedures will result in controlling all arrivals with radar vectoring.

Instructions in case of radio communication failure are published on the hereinafter IAC charts for each INA 7X and 7R procedure.

All ACFT on a missed approach RWY 27R should fly the missed approach procedure published for RWY 27R, then they will be radar vectored.

5- Phraseology

Initial approach clearance at first contact with De Gaulle Approach :

- For RWY 27R ILS/LOC final approaches :

« [Call sign], cleared [MOPAR 7X or LORNI 7X or OKIPA 7X] approach, expect [ILS or LOC] 27R »

- For RWY 27R RNP final approach :

« [Call sign], cleared [MOPAR 7R or LORNI 7R] approach, expect RNP 27R »

In case of inability to follow the 7X and 7R procedures announced by the ATIS, pilots must inform ATC as soon as possible :

« De Gaulle, [call sign], unable RNP1, request vectoring to RWY [26L or 26R] »

6- IAC, coding proposal and Data

See APPENDIXES 1 to 8.

ANNEXE / APPENDIX 1

AIP
FRANCE

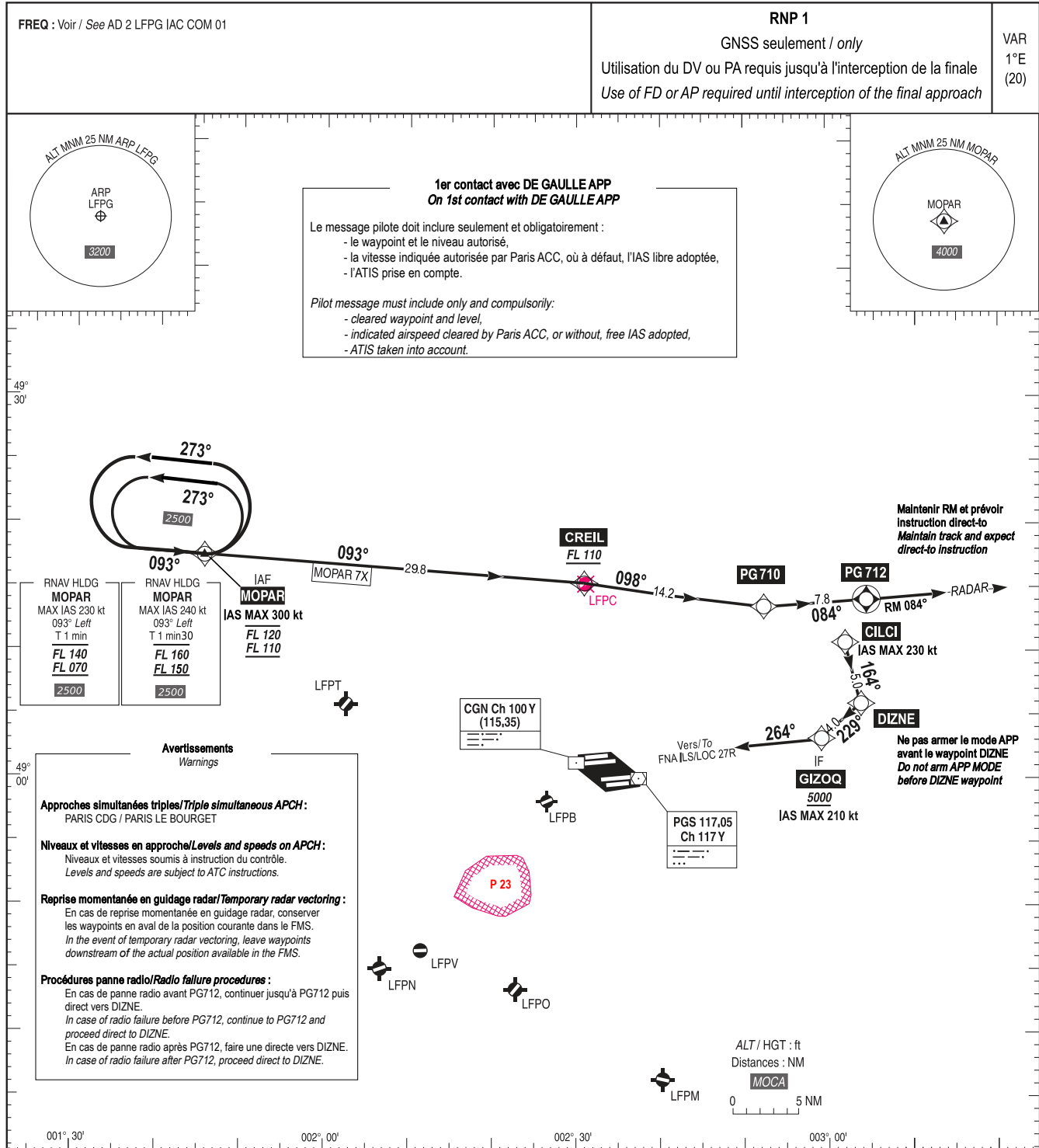
AD 2 LFPG IAC RWY27R - INA RNP MOPAR

APPROCHE AUX INSTRUMENTS
Instrument approach

PARIS CHARLES DE GAULLE

CAT A B C D

INA RNP MOPAR 7X RWY 27R



ANNEXE / APPENDIX 2

AIP
FRANCE

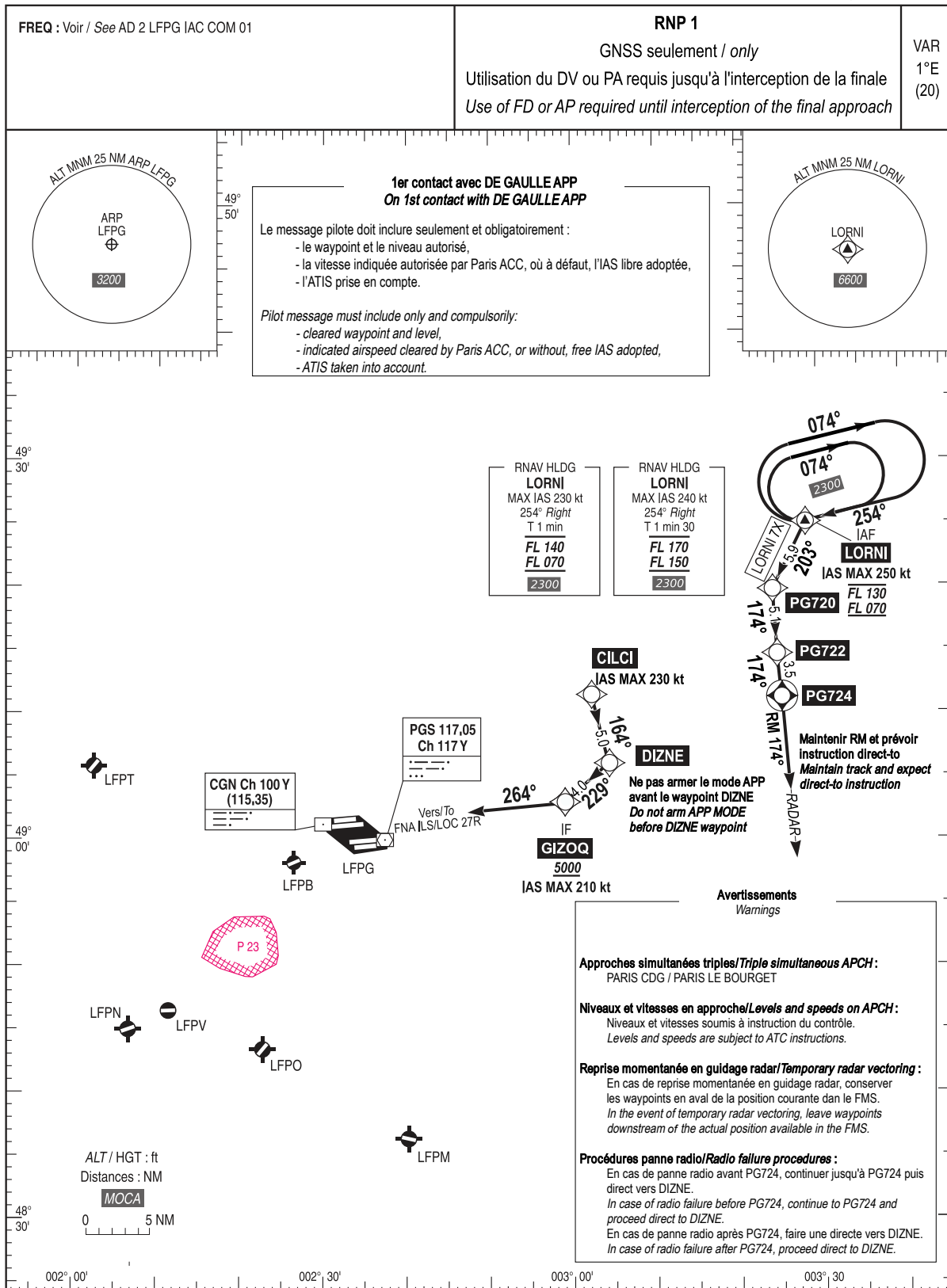
AD 2 LFPG IAC RWY27R - INA RNP LORNI

APPROCHE AUX INSTRUMENTS
Instrument approach

PARIS CHARLES DE GAULLE

CAT A B C D

INA RNP LORNI 7X RWY 27R



ANNEXE / APPENDIX 3

AIP
FRANCE

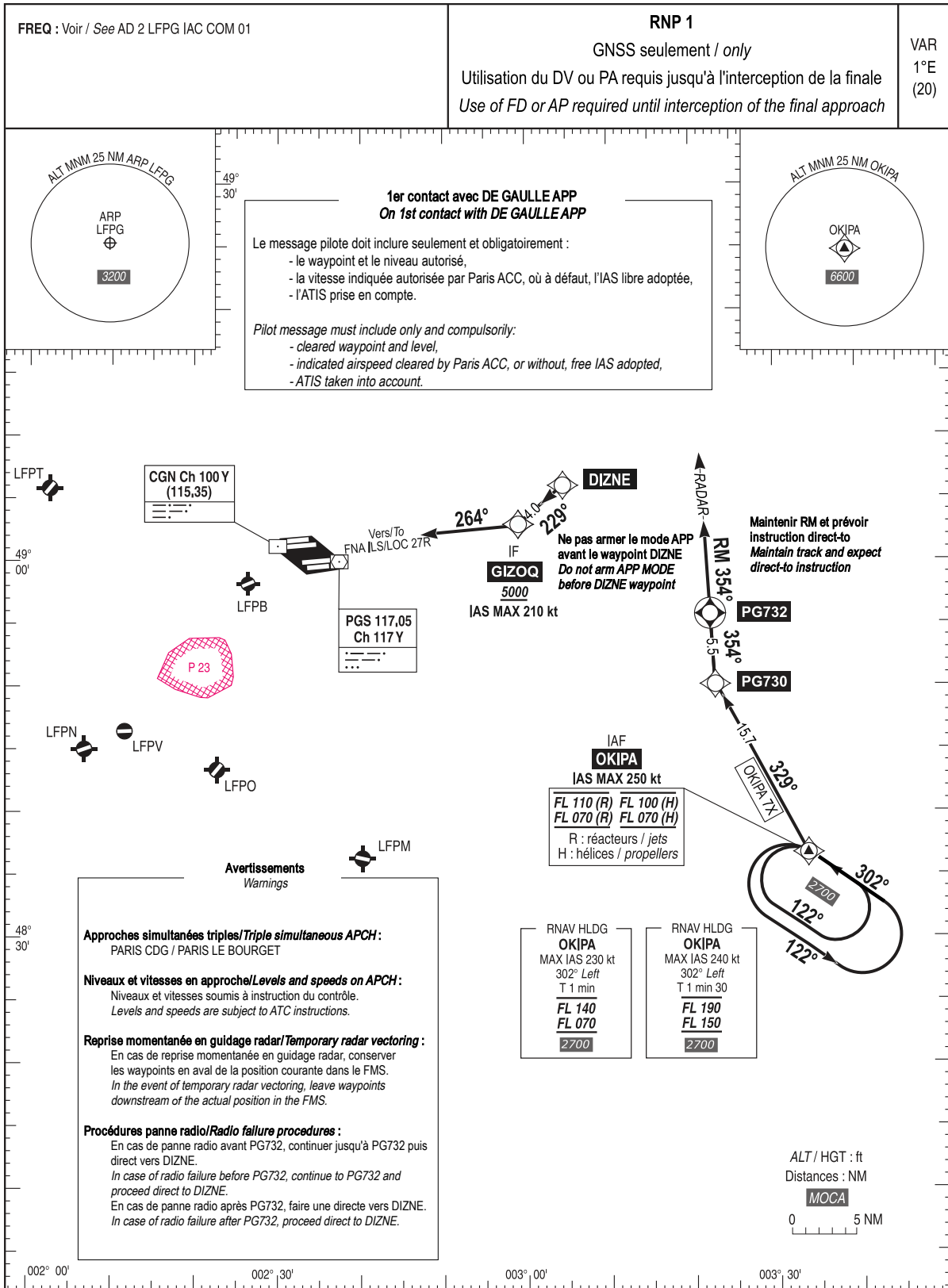
AD 2 LFPG IAC RWY27R - INA RNP OKIPA

APPROCHE AUX INSTRUMENTS
Instrument approach

PARIS CHARLES DE GAULLE

CAT A B C D

INA RNP OKIPA 7X RWY 27R



ANNEXE / APPENDIX 4

AIP
FRANCE

AD 2 LFPG IAC RWY27R - INA RNP MOPAR

APPROCHE AUX INSTRUMENTS
Instrument approach

PARIS CHARLES DE GAULLE

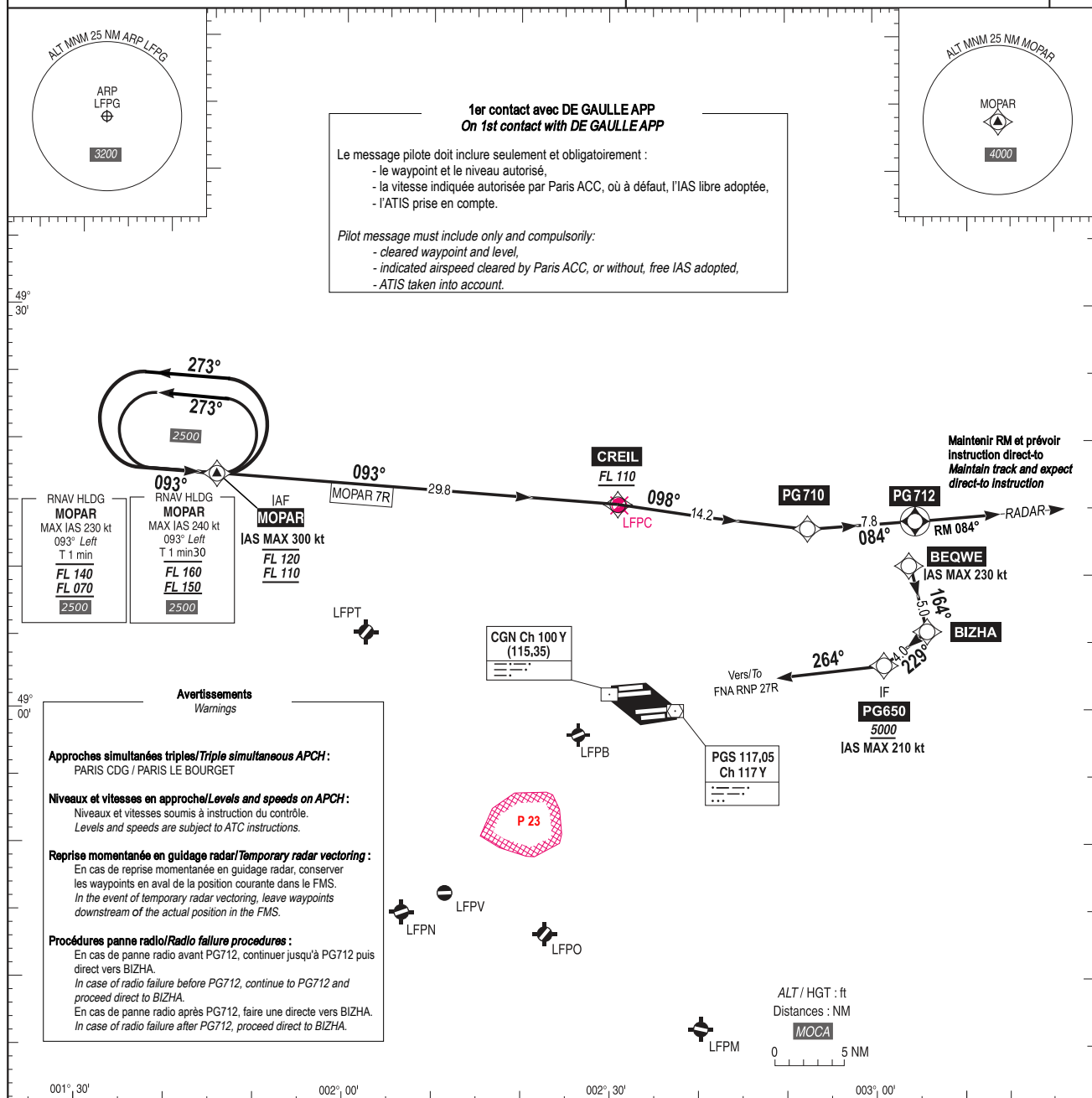
CAT A B C D

INA RNP MOPAR 7R RWY 27R

FREQ : Voir / See AD 2 LFPG IAC COM 01

RNP 1

GNSS seulement / only

Utilisation du DV ou PA requis jusqu'à l'interception de la finale
Use of FD or AP required until interception of the final approachVAR
1°E
(20)

ANNEXE / APPENDIX 5

AIP
FRANCE

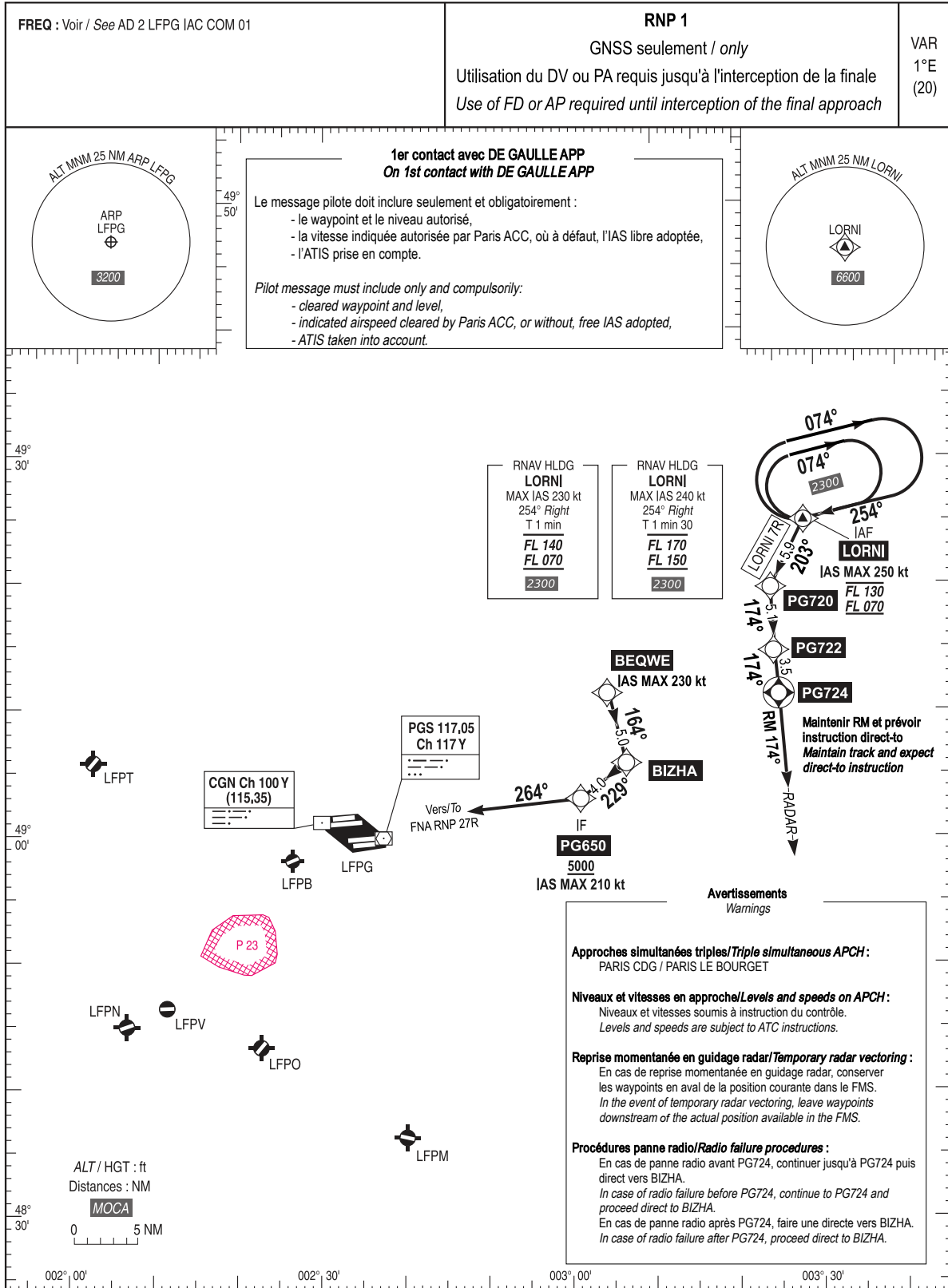
AD 2 LFPG IAC RWY27R - INA RNP LORNI

APPROCHE AUX INSTRUMENTS
Instrument approach

PARIS CHARLES DE GAULLE

CAT A B C D

INA RNP LORNI 7R RWY 27R



ANNEXE / APPENDIX 6

INA RNP MOPAR 7X, LORNI 7X, OKIPA 7X RWY27R												
RMK	Lié à/Linked to FNA ILS/LOC RWY 27R (1) Réacteurs / Jets = (R) - Hélices / Propellers = (H)							MAG VAR 2020 1.1°E			REF NAVAIID : BT	
Leg sequence	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MNM Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)	MAX IAS (kt)	Vertical angle (°) / TCH (m)	NAV Spec
HLDG		MOPAR	-	-	-	-	-	-	-	-	-	-
		LORNI	-	-	-	-	-	-	-	-	-	-
		OKIPA	-	-	-	-	-	-	-	-	-	-
INA MOPAR 7X	IF	MOPAR	-	-	-	-	-	FL110	FL120	300	-	RNP1
	TF	CREIL	-	093	093.9	29.8	-	FL110	-	-	-	RNP1
	TF	PG710	-	098	098.8	14.2	-	-	-	-	-	RNP1
	TF	PG712	Yes	084	085.3	7.8	-	-	-	-	-	RNP1
	FM	PG712	-	084	085.3		-	-	-	-	-	RNP1
	DF	CILCI	-	-	-	-	-	-	-	230	-	RNP1
	TF	DIZNE	-	164	165.3	5.0	-	-	-	-	-	RNP1
INA LORNI 7X	TF	GIZOQ	-	229	230.4	4.0	-	5000	-	210	-	RNP1
	IF	LORNI	-	-	-	-	-	FL070	FL130	250	-	RNP1
	TF	PG720	-	203	204.5	5.9	-	-	-	-	-	RNP1
	TF	PG722	-	174	175.3	5.1	-	-	-	-	-	RNP1
	TF	PG724	Yes	174	175.3	3.5	-	-	-	-	-	RNP1
	FM	PG724	-	174	175.3		-	-	-	-	-	RNP1
	DF	CILCI	-	-	-	-	-	-	-	230	-	RNP1
INA OKIPA 7X	TF	DIZNE	-	164	165.3	5.0	-	-	-	-	-	RNP1
	TF	GIZOQ	-	229	230.4	4.0	-	5000	-	210	-	RNP1
	IF	OKIPA	-	-	-	-	-	FL070	FL110 (R) (1) FL100 (H) (1)	250	-	RNP1
	TF	PG730	-	329	330.5	15.7	-	-	-	-	-	RNP1
	TF	PG732	Yes	354	355.3	5.5	-	-	-	-	-	RNP1
	FM	PG732	-	354	355.3		-	-	-	-	-	RNP1
	DF	DIZNE	-	-	-	-	-	-	-	-	-	RNP1
	TF	GIZOQ	-	229	230.4	4.0	-	5000	-	210	-	RNP1

ANNEXE / APPENDIX 7

INA RNP MOPAR 7R, LORNI 7R RWY27R												
RMK	Lié à/Linked to FNA RNP RWY 27R							MAG VAR 2020 1.1°E			REF NAVAID : BT	
Leg sequence	Path Terminator	Waypoint Identification	Fly Over	Direction MAG (°)	Direction True (°)	Distance (NM)	Turn direction	MNM Altitude (FL or AMSL ft)	MAX Altitude (FL or AMSL ft)	MAX IAS (kt)	Vertical angle (°) / TCH (m)	NAV Spec
HLDG		MOPAR	-	-	-	-	-	-	-	-	-	-
		LORNI	-	-	-	-	-	-	-	-	-	-
INA MOPAR 7R	IF	MOPAR	-	-	-	-	-	FL110	FL120	300	-	RNP1
	TF	CREIL	-	093	093.9	29.8	-	FL110	-	-	-	RNP1
	TF	PG710	-	098	098.8	14.2	-	-	-	-	-	RNP1
	TF	PG712	Yes	084	085.3	7.8	-	-	-	-	-	RNP1
	FM	PG712	-	084	085.3		-	-	-	-	-	RNP1
	DF	BEQWE	-	-	-	-	-	-	-	230	-	RNP1
	TF	BIZHA	-	164	165.3	5.0	-	-	-	-	-	RNP1
	TF	PG650	-	229	230.4	4.0	-	5000	-	210	-	RNP1
INA LORNI 7R	IF	LORNI	-	-	-	-	-	FL070	FL130	250	-	RNP1
	TF	PG720	-	203	204.5	5.9	-	-	-	-	-	RNP1
	TF	PG722	-	174	175.3	5.1	-	-	-	-	-	RNP1
	TF	PG724	Yes	174	175.3	3.5	-	-	-	-	-	RNP1
	FM	PG724	-	174	175.3		-	-	-	-	-	RNP1
	DF	BEQWE	-	-	-	-	-	-	-	230	-	RNP1
	TF	BIZHA	-	164	165.3	5.0	-	-	-	-	-	RNP1
	TF	PG650	-	229	230.4	4.0	-	5000	-	210	-	RNP1

ANNEXE / APPENDIX 8

	Identification	Coordonnées <i>Coordinates</i>	RNAV	CONV	SID STAR	IAC
→	BEQWE	49°10'22,7" N 003°03'30,4" E	X			X
→	BIZHA	49°05'32,7" N 003°05'26,1" E	X			X
→	CILCI	49°10'17,8" N 003°01'48,7" E	X			X
	CREIL	REF ENR 4.4	X			X
→	DIZNE	49°05'27,8" N 003°03'44,4" E	X			X
→	GIZOQ	49°02'54,9" N 002°59'03,2" E	X	X		X
	LORNI	REF ENR 4.4	X	X	X	X
	MOPAR	REF ENR 4.4	X	X	X	X
	OKIPA	REF ENR 4.4	X	X	X	X
	PG 650	49°02'59,8" N 003°00'44,9" E	X			X
→	PG 710	49°13'07,1" N 002°52'21,1" E	X			X
→	PG 712	49°13'44,5" N 003°04'13,1" E	X			X
→	PG 720	49°19'48,0" N 003°23'20,6" E	X			X
→	PG 722	49°14'46,0" N 003°23'58,2" E	X			X
→	PG 724	49°11'17,0" N 003°24'24,1" E	X			X
→	PG 730	48°50'21,3" N 003°22'05,5" E	X			X
→	PG 732	48°55'49,9" N 003°21'25,0" E	X			X