

LFPB / Paris-Le Bourget / LBG

This document is intended to draw commercial and private pilots' attention to the aeronautical context and main threats related to an aerodrome. They have been identified in a collaborative way by the main organisations operating, on the platform (airlines, airport operator, air navigation service provider, aero clubs, Meteo-France...) by comparing items from their respective safety management systems (SMS). Such information has been validated by the members of the Local Safety Teams (LST) of the aerodromes.

Approved on 11 February 2021 by Le Bourget LRST

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DISCLAIMER

The pieces of information provided are published only for indication, information and are not exhaustive. We make our best to keep them updated. They are a valuable complement for flight preparation but they cannot and should not replace the reference aeronautical information contained in the AIP France (Aeronautical Information Publication), AIP sup, AIC (Aeronautical Information Circular) and NOTAM.

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Triple simultaneous parallel approaches

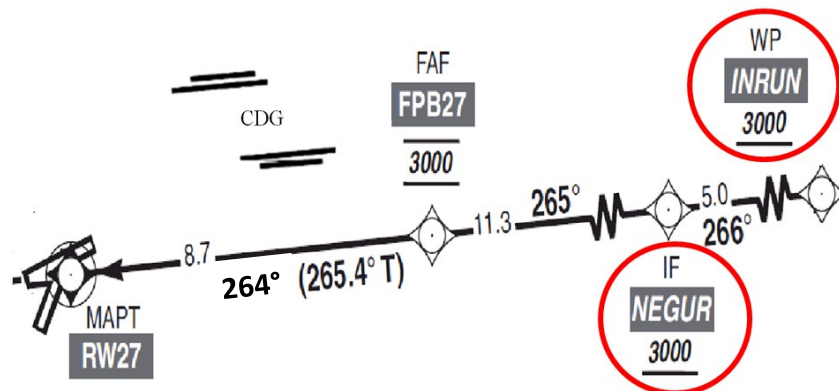
Simultaneous parallel approach are provided in all weather conditions to runway 27 at PARIS—LE BOURGET and the two sets of twin parallel runways 26 & 27 at PARIS - CHARLES DE GAULLE.

In this particular context, crews have to be aware that **ATC will usually optimize the global traffic** instead of optimizing a single flight., except in particular circumstances (failure, emergency...)

Specificities of RNP 27 LB final approach procedures

- RNP 27 LB approaches allowed with a simultaneous parallel approach ILS 26 at CDG :
 - LNAV/VNAV 27 (*Baro VNAV*)
 - LPV 27 (*SBAS CAT I*)
- RNP APCH capacity must be included in all IFR flight plans inbound Le Bourget.
 - Using "R" marker in field 10a **AND** "PBN / S2" in field 18 => indication of LNAV/VNAV (*Baro VNAV*) capacity
 - Using "B" marker in field 10a => indication of LPV (*SBAS*) capacity
- Interception of the final axis of any RNP 27 LB procedures at Le Bourget shall only be performed at 3000ft by NEGUR or INRUN.

Operating restrictions and procedures for Larger Aeroplanes (code E and F)



According to the European Airport Safety Certificate received by Le Bourget, the operating scope is restricted to aircraft meeting the **landing gear features of the B777-200 LR or less**. (overall width of the main landing gear : 12.90m / wheelbase : 25.27m), on published ground movement charts.

Therefore operating procedures for **aircraft wider** than the criteria mentioned above require a **prior coordination of 3 (three) months** with the aerodrome operator, *except for an emergency on board*.

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Separation minima infringement risk if delay in complying with ATC clearance

Because of the congested airspace, **ATC instructions must be followed without any delay.**

Risks of triggering TCAS RA

On departure:

When reaching cleared flight level, **adjust vertical speed to avoid TCAS RA** between departing and arriving aircraft.

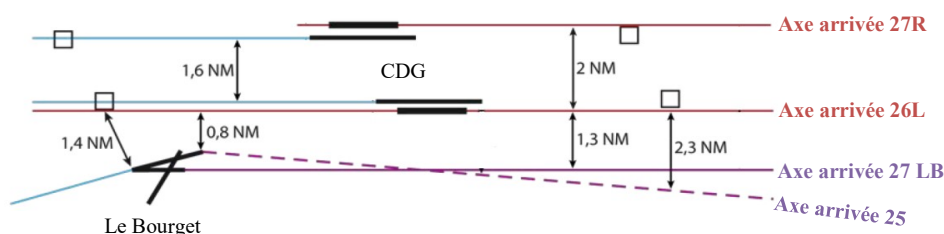
On arrival :

Between an aircraft on final 07 Le Bourget and a helicopter transiting VFR at 1500 ft on the published route: BH3 Sarcelles Sud - BH5 Ile Saint Denis (in either direction).

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Simultaneous parallel approaches

There are specific regulations to provide spacing between aircraft on parallel approach. At CDG and Le Bourget, distance between Localizer courses is less than 3 NM which is the minimum radar separation. That's why aircraft closing in on parallel approach courses must be vertically (1000 ft) separated.



Entering a hold without clearance is a threat for following aircraft

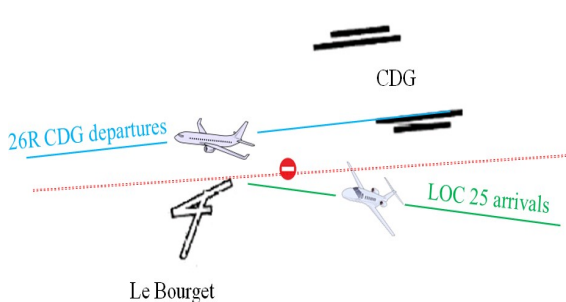
The absence of ATC approach clearance could be the result of a late transfert ACC/APP (at or after the IAF) and/or a busy frequency.

Do not hold at the initial approach fix, even if no approach clearance has been issued, unless instructed to by ATC. Follow the published standard approach path at the last cleared level you acknowledged.

Prevention of mid-air collision: interception on final approach course

When a vector instruction has been given leading to closing in on final approach course with an angle of less than 70°, and unless the pilot has been specifically instructed to cross the runway centerline by ATC, it is required that aircraft, even without interception clearance issued, intercept the ILS localizer course or any replacement approach aid.

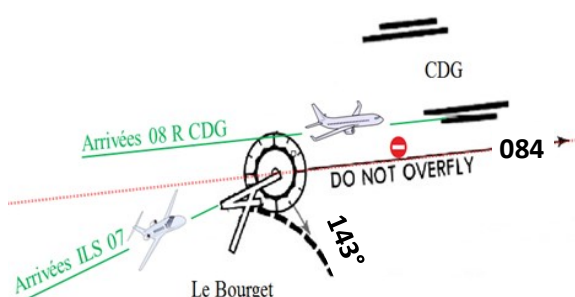
Absolute compliance with the final approach procedure LOC 25



△ Aircraft **must not** fly north of RDL 084° and 264° of BT => Conflict with departures from the southern set of runways of CDG. (*Immediate vicinity*)

△ Caution: Do not break left too soon => Risk of visual confusion concerning the run up area PAPA 1 (*a disused old runway*), so a runway closure cross has been put in place.

Compliance with Missed Approach Procedure 07



△ Unless instructed otherwise by ATC, **strict compliance with the missed approach procedure 07 will avoid conflict with aircraft on final 08 at CDG**. In case of missed approach before your minima, continue the descent below the first Missed APP altitude (700 or 730 ft) before turning right and climbing in accordance with the published missed approach procedure to avoid conflict with aircraft on final 08 at CDG.

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ILS 27 LB interception

Interceptions of the ILS runway 27 at Le Bourget are usually made at 3000 ft and sometimes at 5000 ft. In certain cases it can also be made at 2000 ft or 4000 ft (*emergency, safety, ...*)

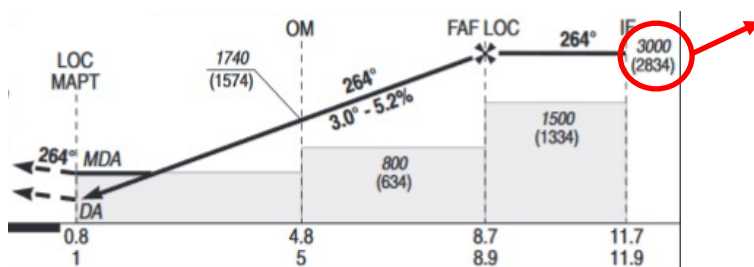
Secondary FAPs therefore exist at 2000 ft (5.7 NM RGE), 4000 ft (11.7 NM RGE) et 5000 ft (14.6 RGE).

En cas de clairance / In case of clearance :

à / at 2000 : FAP 5.7 NM RGE

à / at 4000 : FAP 11.7 NM RGE

à / at 5000 : FAP 14.6 NM RGE

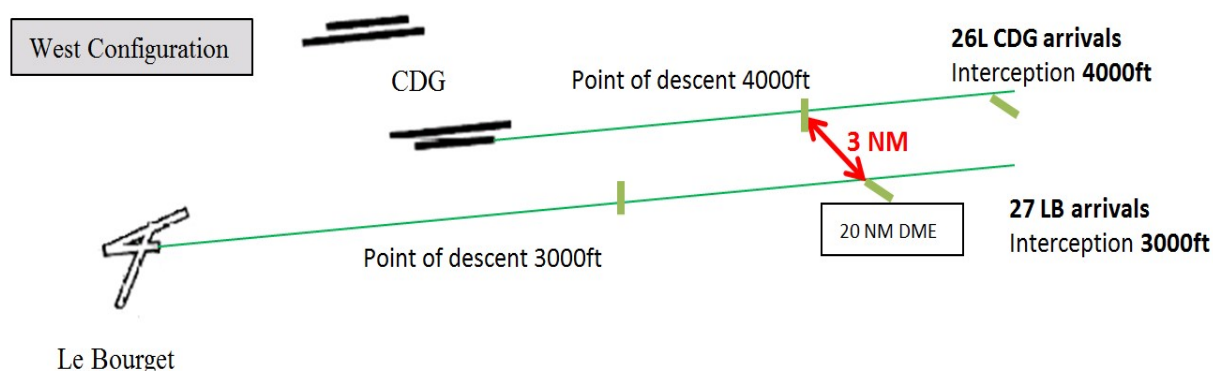


△ in the profile of the procedure, only the 3000ft altitude is published

Caution : if a crew is cleared to intercept ILS27LB at 5000 ft, do not descend below this altitude before intercepting the GP

In the case of simultaneous parallel approaches, a minimum radar separation of 3NM or 1000 ft must be maintained as long as the aircraft are not established on the LOC. The distance between Localizer tracks is less than 3 NM which is the minimum radar separation, as a result aircraft closing in on parallel approach courses must be vertically (1000 ft) separated. The reason why aircraft inbound Le Bourget intercept the Localizer 27 LB at 3000ft and at more than 20 NM DME is because this interception point is 3NM from the 4000 ft final descent point on the 26L GP of CDG.

Note: interception of approaches RNP 27LB and LOC/DME 27 **Only** at 3000 ft .



Precautions linked to circling to land runway 21

Anticipate any circling to land RWY 21 request because of the particularity of this trajectory.

Caution: Do not initiate the opening too early from axes 25/27 => associated risks with trajectories of CDG .
(Immediate proximity)

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Incursion risk runway 09/27

After landing QFU 07 and vacating via TWY B1, B and W3, **do not confuse** the old disused runway (today P1, P2) with the active runway 09/27 which could lead to a **runway incursion at the threshold of runway 27**.



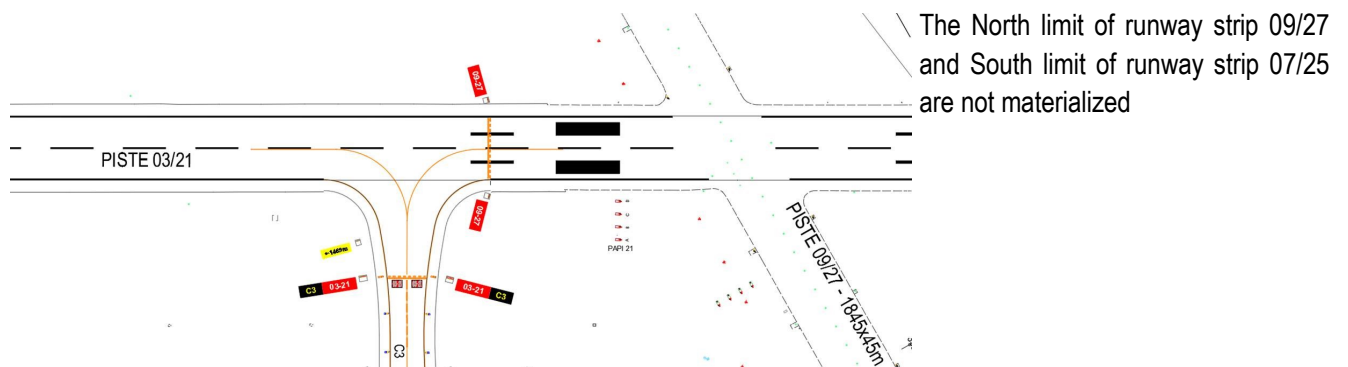
The ground markings have been modified to reduce this risk :

- Removal of « NO ENTRY » on TWY B1
- Red stop bar lights prohibiting line up on RWY 25 from B1
- Holding point B runway 27 has been moved further back and a runway indication sign has been added
- A part of the disused runway (PAPA 2) has been painted in blue to avoid any confusion with runway 09

Special management of runway 03/21

The particularity of the **runway 03/21** is that it can be used for taxiing, consequently **aircraft crossing remain on GROUND frequency** except when runway 03/21 is used for take-off or landing.

A holding point is materialized on runway 03/21 at the southern limit of the runway strip 27/09 « holding point 27/09 ».



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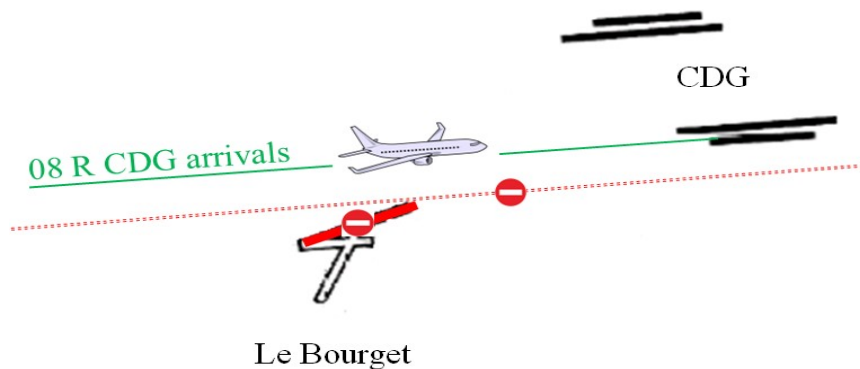
Risk of confusion 07/09 when lining up via TWY A

Taxiway A is the holding point for both runway 07 and runway 09.

After lining up, check your heading to make sure that you are on the correct runway. This can be required by ATC.

Risks associated with departure from runway 07

Be aware of the immediate proximity of the final approach 08R of PARIS—CDG.



Because of the converging centerlines of runways 07LB and 08L/R CDG, **Departures cannot take off from RWY 07LB if there is traffic on final 08L/R CDG.**

Immediate power-up is expected when instruction of taking-off runway 07 is given. Report any impossibility of reactive departure **no later than instruction of alignment runway 07.**

For a departure from runway 07 at Le Bourget, **a right turn must be executed at 620 ft AMSL to intercept RDL 095 ° BT.**

As soon as the start-up request is made, give your possible take-off time to determine, in coordination with CDG, **an effective departure time** in order to organize arrivals 08 R CDG and 07 Le bourget.

During an arrival peak at CDG, **a delay may be incurred** for all **QFU 07 take-off** at Le Bourget.

A departure in QFU 21 may be suggested to reduce the time delay.