

DEPARTURE and ARRIVAL PROCEDURES AERODROME of VILLACOUBLAY - VELIZY

GENERAL PROVISIONS

OAT DEP and ARR procedures of VILLACOUBLAY-VELIZY are usable by all the state ACFT which for technical or operational reasons cannot leave or join VILLACOUBLAY in GAT-IFR, To use them, the ACFT will have to be equipped with the mode 3/A+C transponder. These flights are carried out in OAT I under radar monitoring ,

The described procedures are established only as a support of trajectories or as an help in case of radio or radar breakdown.

These procedures are applicable during the openings hours of the concerned ATC. Except particular instruction of control, maximum speed is 250 kt in the PARIS TMA. The AFLD and the concerned ATC must be recipients of the OAT FPL

Unavailability of the EVREUX APP :

The transfers are carried out directly between the VILLACOUBLAY APP and the CDC of RAKI (or any other CDC transferee of the zone in the event of plan of replacement) in the window of transfer to the FL 70.

PROCEDURES VILLACOUBLAY - CREIL**APPLICABILITY**

These procedures are carried out under the control of VILLACOUBLAY APP and CHARLES DE GAULLE APP. They can be followed or preceded by transfer with other military ATC.

CONDITION FOR IMPLEMENTATION

Concerning the military control at ROISSY-CHARLES DE GAULLE, refer to MIAC 2 and MIAC 4.

Characteristic point: MERUE : geographical position 49°18'25.7"N 001°51'30.4"E (RDL 276° CRL D 26 NM)

PARTICULARITIES

The QFU in service at VILLACOUBLAY and the configuration at ROISSY-CHARLES DE GAULLE determine the trajectory to use.

Their coding is made up:

of a figure 27 or 09 according to the QFU in service at VILLACOUBLAY
followed of a letter E or W according to the configuration E/East - W/West at ROISSY.

These elements are provided by CHARLES DE GAULLE or VILLACOUBLAY APP.

REGULATION OF FLIGHTS

The flights following the same direction will be separate in accordance with the request of the receiving ATC.

The arrivals and departures being carried out in theory at the same level, two movements of contrary direction are allowed only if the radar separation can be assured

EMERGENCY PROCEDURES**Radar breakdown**

In case of Impossibility to provide radar service of one of the APP, crews must conform strictly to the instructions of CTL.

Radiocommunication break down

Squawk 3/A 7600.

Except way VILLACOUBLAY - CREIL

Apply the procedures envisaged in case of radio breakdown in flight.

(MILAIP France ENR 1.1.3)

In this case do not undertake the part of flight VILLACOUBLAY - CREIL.

On way VILLACOUBLAY - CREIL

The ACFT continues on the departure trajectory published or joined it quickly.

In this case the special procedure at VILLACOUBLAY could not be carried out.

PROCEDURES EAC / CREIL to VILLACOUBLAY**Arrival 09 W**

After CREIL, intercept and follow RDL 276° CRL (MT 276°),
then intercept and follow RDL 011° PON then RDL 191° PON (MT 191°),
intercept and follow RDL 267° TA (MT 087°) for ILS RWY 09.

Specification of descent :

Initial climb to 4000 ft AMSL,
Leave 4000 ft AMSL to 3000 ft AMSL when crossing QDR 299° POY.

Arrival 09 E

After CREIL, intercept and follow RDL 276° CRL (MT 276°),
then intercept and follow RDL 208° BVS (MT 208°)
At D 27 NM RBT intercept and follow RDL 343° RBT (MT 163°)
Intercept and follow RDL 267° TA (MT 087°) for ILS RWY 09.

Specification of descent :

Initial climb to 4000 ft AMSL,
Leave 4000 ft AMSL to 3000 ft AMSL when crossing QDR 299° POY.

OAT

03 VILLACOUBLAY LFPV

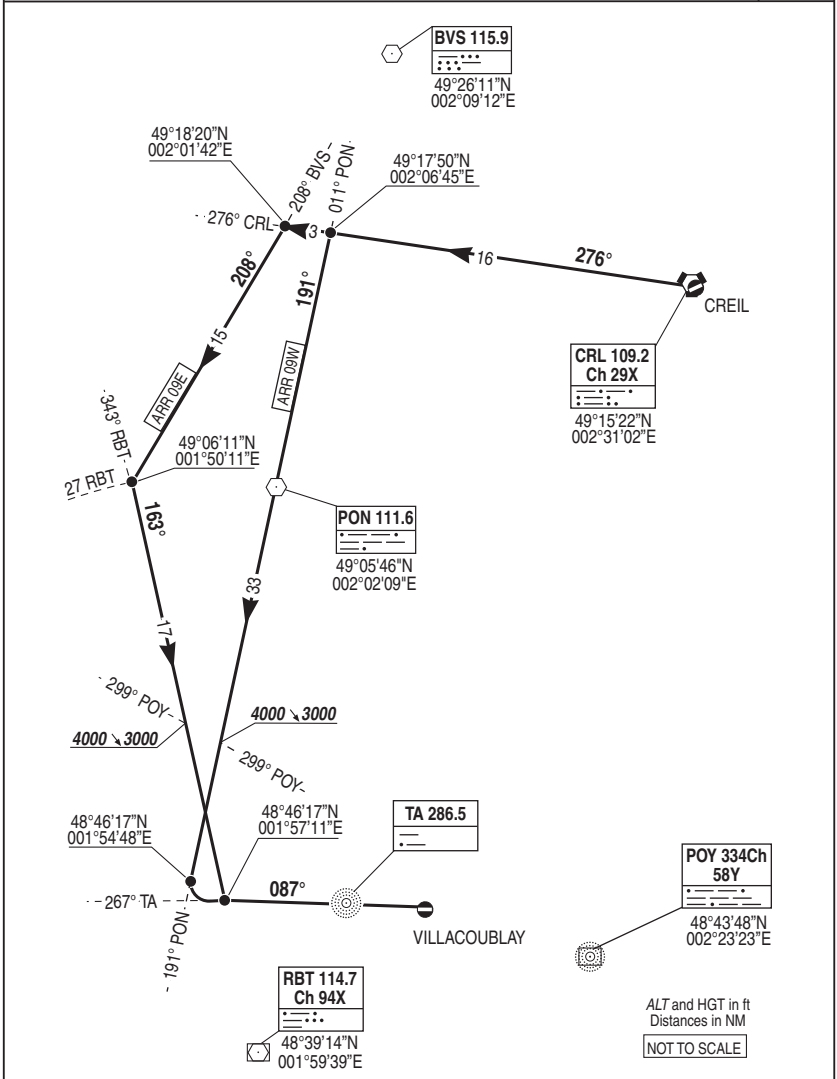
08 OCT 2020

ARR 09 FROM CREIL

APP : 119.425 - 123.750 - 123.300 - 142.450 - 246.950

TWR : 122.100 - 128.950 - 343.175

VAR
1°E
(20)



ARR 09 FROM CREIL

CHG : VAR.

03 VILLACOUBLAY LFPV

PROCEDURES EAC / CREIL to VILLACOUBLAY**Arrival 27 W**

After CREIL, intercept and follow RDL 276° CRL (MT 276°), then intercept and follow RDL 011° PON then RDL 191° PON (MT 191°)

At D 17 NM PON, turn left to intercept and follow RDL 267° CLM (MT 087°),

When crossing QDR 297° POY turn right MT 095°, to avoid overflying PARIS (P23),

When crossing QDR 337° POY turn right for ILS or SPAR RWY 27.

Specification of altitude and speed :

Initial climb 4000 ft AMSL.

Leave 4000 ft AMSL to 3000 ft AMSL when crossing RDL 267° CLM (MT 087°),

Leave 3000 ft AMSL to 2000 ft AMSL when crossing QDR 297° POY and reduce speed to IAS MAX 160kt.

Arrival 27 E

After CREIL, intercept and follow RDL 276° CRL (MT 276°), then

Intercept and follow RDL 208° BVS (MT 208°),

At D 27 NM RBT intercept and follow RDL 343° RBT (MT 163°),

Intercept and follow RDL 267° CLM (MT 087°),

When crossing QDR 297° POY turn right MC 095°, to avoid overflying PARIS (P23),

When crossing QDR 337° POY turn right for ILS or SPAR RWY 27.

Specification of altitude and speed :

Initial climb 4000 ft AMSL.

Leave 4000 ft AMSL to 3000 ft AMSL when crossing RDL 267° CLM (MT 087°),

Leave 3000 ft AMSL to 2000 ft AMSL when crossing QDR 297° POY and reduce speed to IAS MAX 160 kt.

Special arrival RWY 27 (With APP CLR and VMC condition)

With VMC condition and due to traffic, VILLACOUBLAY APP may allowed a special arrival for a presentation South downwind RWY 27.

Follow initial leg of an arrival RWY 09 E or 09 W until TA,

At TA, turn right QDR 281° POY (MT 101°),

for a presentation South downwind RWY 27.

Specification of descent :

Leave 3000 ft AMSL to 1300 ft AMSL (700 ft AAL) when over flying TA.

OAT

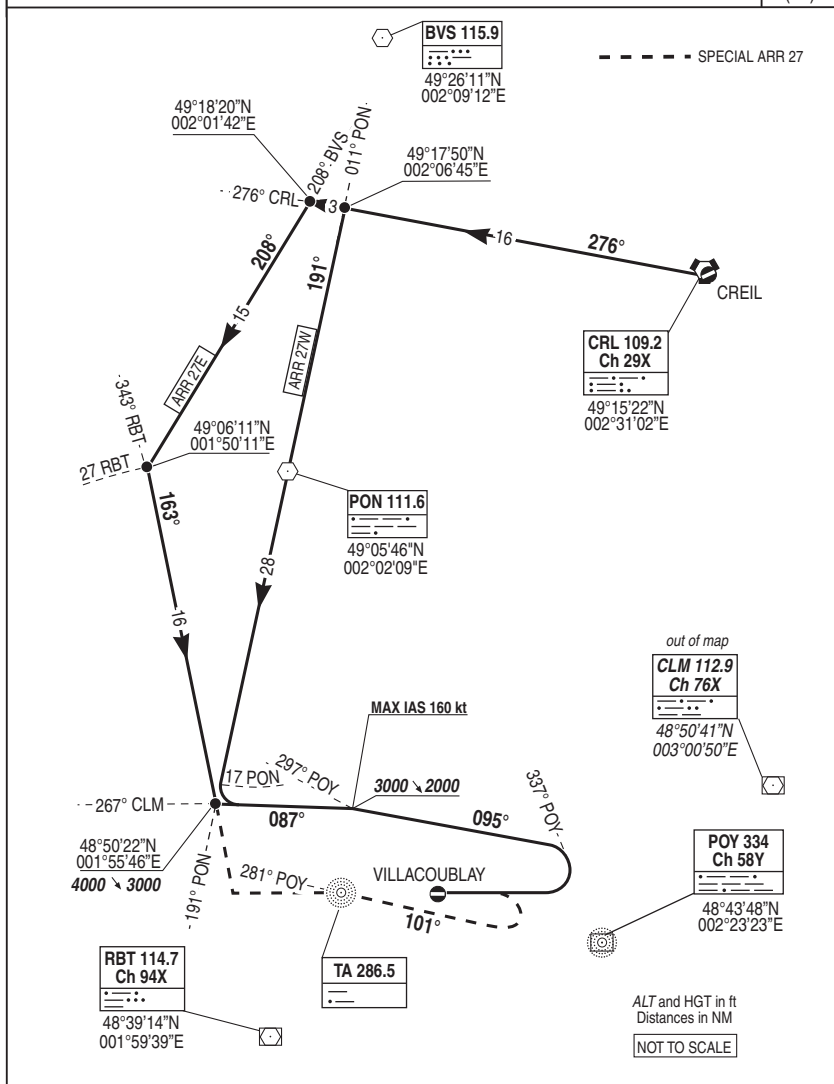
05 VILLACOUBLAY LFPV ARR 27 FROM CREIL

08 OCT 2020

APP : 119.425 - 123.750 - 123.300 - 142.450 - 246.950

TWR : 122.100 - 128.950 - 343.175

VAR
1°E
(20)



ARR 27 FROM CREIL

CHG : VAR.

05 VILLACOUBLAY LFPV

PROCEDURES VILLACOUBLAY to EAC / CREIL**Departure 09 W**

After TKOF, turn left to intercept and follow QDR 299° POY (MT 299°),
Intercept and follow RDL 191° PON (MT 011°) then RDL 011° PON,
Intercept and follow RDL 276° CRL (MT 096°) to CRL.

Climb specification :

Initial climb to 2000 ft AMSL,
Leave 2000 ft AMSL to 3000 ft AMSL at D 17 Nm POY,
Leave 3000 ft AMSL to 4000 ft AMSL at D 12 Nm PON.

Departure 09 E

After TKOF, turn left to intercept and follow QDR 299° POY (MT 299°),
Intercept and follow RDL 343° RBT (MT 343°),
Intercept and follow RDL 208° BVS (MT 028°) at D 27 Nm RBT,
Intercept and follow RDL 276° CRL (MT 096°) to CRL.

Climb specification :

Initial climb to 2000 ft AMSL,
Leave 2000 ft AMSL to 3000 ft AMSL at D 17 Nm POY,
Leave 3000 ft AMSL to 4000 ft AMSL at D 32.5 Nm RBT.

NOTA :**Flight to en route control centre,**

After CRL, vectoring and climb with ATC clearance

PROCEDURES VILLACOUBLAY to EAC / CREIL**Departure 27 W**

After TKOF, maintain RWY axis to TA (MT 267°),
Intercept and follow RDL 310° TSU (MT 310°),
Intercept and follow RDL 191° PON (MT 011°) then RDL 011° PON,,
Intercept and follow RDL 276° CRL (MT 096°) to CRL.

Climb specification :

Initial climb to 3000 ft AMSL,
Leave 3000 ft AMSL to 4000 ft AMSL at 12 Nm PON.

Departure 27 E

After TKOF, maintain RWY axis to TA (MT 267°),
Intercept and follow RDL 310° TSU (MT 310°),
Intercept and follow RDL 343° RBT (MT 343°),
Intercept and follow RDL 208° BVS (MT 028°) at D 27 Nm RBT,
Intercept and follow RDL 276° CRL (MT 096°) to CRL.

Climb specification :

Initial climb to 3000 ft AMSL,
Leave 3000 ft AMSL to 4000 ft AMSL at D 32,5 Nm RBT.

NOTA :**Flight to en route control centre,**

After CRL, vectoring and climb with ATC clearance.

OAT

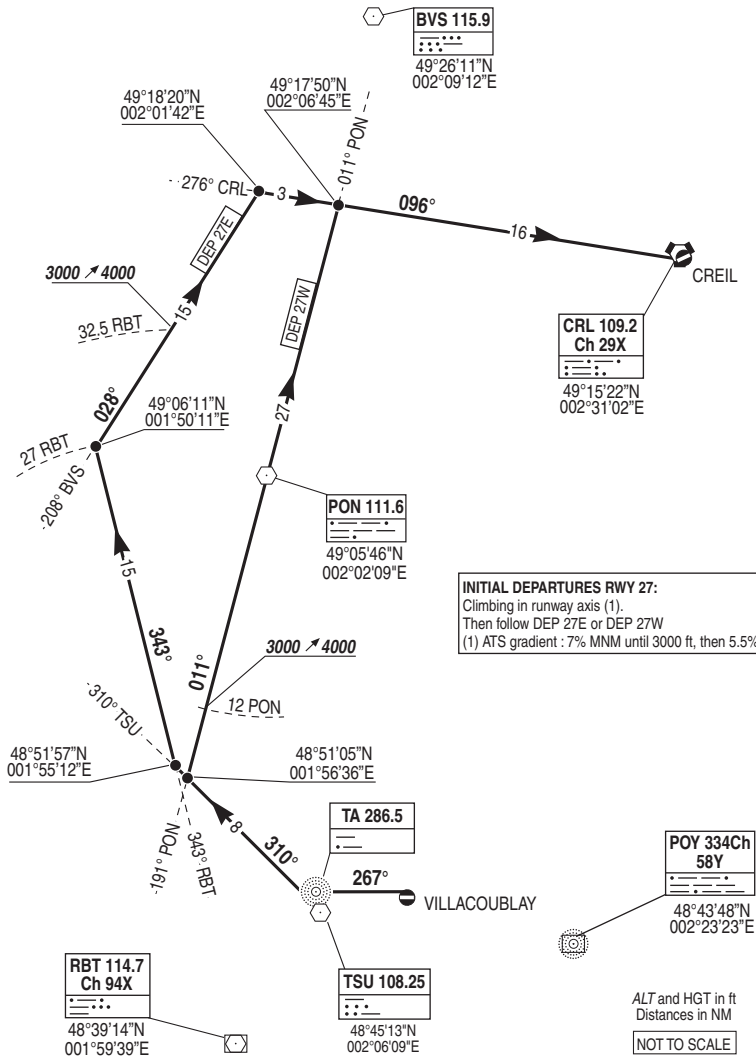
09 VILLACOUBLAY LFPV DEP 27 TO CREIL

08 OCT 2020

APP : 119.425 - 123.750 - 123.300 - 142.450 - 246.950

TWR : 122.100 - 128.950 - 343.175

VAR
1°E
(20)



DEP 27 TO CREIL

CHG : VAR.

09 VILLACOUBLAY LFPV

PROCEDURES VILLACOUBLAY – EVREUX

These procedures are executed under the control of VILLACOUBLAY APP and EVREUX APP. They can be followed or preceded by a transfer between EVREUX and the CDC of CINQ MARS LA PILE (RAKI), or of any other CDC in case of replacement plan.

Special points : **TANGO** 48°51'02"N – 000°51'43"E (RDL 234°/ EVX D 18 Nm)
VICTOR 48°52'24"N – 001°13'15"E (RDL 277°/ VILLA D 39 Nm)

ARRIVAL PROCEDURES**RWY 09**

Proceed to VICTOR at 5000 ft AMSL.

After VICTOR, proceed to EPR (MT 129°)

At D 13,5 NM/EPR align on RDL 268° TA (MT 088°)

For final ILS RWY 09

Descent specification :

Enter PARIS TMA at 5000 ft AMSL MAX.

Leave 5000 ft AMSL to 3000 ft AMSL when crossing RDL 020° EPR.

VILLACOUBLAY - RAKI procedures (or other CRC in charge of RAKI area of responsibility)

Procedures are used when ALADIN radar is U/S or EVREUX APP closed.

TANGO presentation at FL 070.

At TANGO, proceed to VICTOR descending to 5000 ft AMSL. (MT 080°)

Then arrival procedures are the same as VILLACOUBLAY - EVREUX procedures.

Holding pattern :

In case of delay prior to integrate OAT in PARIS TMA, an holding pattern should be imposed by VILLACOUBLAY under radar control by RAKI or EVREUX APP.

Radar failure

In case of Impossibility to provide radar service of one of the APP, crews must strictly comply to the control instructions.

Communication failure**Flight to VILLACOUBLAY :**

a) After transfer to VILLACOUBLAY APP, the ACFT carry on its flight on the OAT track published or join it as quick as possible, squawking 3/A 7600.

In this case the special procedure will not be perform.

b) Before transfer to VILLACOUBLAY APP, the ACFT must divert to EVREUX.

Flight from VILLACOUBLAY :

The ACFT carry on the published departure track, squawking 3/A 7600 then divert to EVREUX.

OAT

08 OCT 2020

11 VILLACOUBLAY LFPV ARR RWY 09 FROM EVREUX

APP : 119.425 - 123.750 - 123.300 - 142.450 - 246.950

TWR : 122.100 - 128.950 - 343.175

VAR
1°E
(20)

UNDER RADAR SURVEILLANCE

EVX 112.4
Ch 71X
.....
49°01'54"N
001°13'15"E

EVREUX

234° SRE EVREUX -

VICTOR
48°52'24"N
001°13'15"E

277° SRE VILLACOUBLAY -

129° - 9.4 -

23 EPR

5000

FL070

14

080°

18 EVX

268° TA

135 EPR

308° EPR

48°46'16.96"N

001°24'03.96"E

27.6

5000

3000

020° EPR

3.6

SRE

TA 286.5

48°46'18"N

002°05'51"E

EPR 115.65

Ch 103Y

.....

48°37'33"N

001°39'24"E

ALT and HGT in ft
Distances in NM
NOT TO SCALE

002° 00'

001° 30'

001° 00'

ARR RWY 09 FROM EVREUX

CHG : VAR.

11 VILLACOUBLAY LFPV

DIRCAM

ARRIVAL PROCEDURES**RWY 27**

Proceed to VICTOR at 5000 ft AMSL.

From VICTOR, proceed to EPR (MT 129°),

At D 13,5 Nm EPR align on RDL 268° TA (MT 088°),

Intercept and follow RDL 045° EPR (MT 045°),

Intercept and follow RDL 267° CLM (MT 087°),

When crossing QDR 297°POY follow MT 095° (to avoid over flying P23 Paris),

When crossing QDR 337°POY turn right to proceed for final ILS or SPAR RWY 27.

Descent and speed specification :

Enter PARIS TMA at 5000 ft AMSL MAX.

Leave 5000 ft AMSL to 3000 ft AMSL when crossing RDL 020° EPR.

Leave 3000 ft to 2000 ft AMSL and reduce speed to 160 KT MAX when crossing QDR 297° POY.

NOTA: Special arrival RWY 27

In VMC condition, VILLACOUBLAY APP may impose, for traffic reason, a special arrival by proceeding South downwind RWY 27.

Follow the initial legs of an arrival RWY 09 until TA. From that point, turn right to proceed South downwind RWY 27.

Enter PARIS TMA at 5000 ft AMSL MAX.

Leave 5000 ft AMSL to 3000 ft AMSL when crossing RDL 020° EPR.

Leave 3000 ft to 1300 ft AMSL (700 ft AAL) over flying TA.

VILLACOUBLAY - RAKI procedures (or other CRC in charge of RAKI area of responsibility)

TANGO presentation at FL 070.

At TANGO, proceed to VICTOR descending to 5000 ft AMSL.

Then arrival procedures are the same as VILLACOUBLAY - EVREUX procedures.

HOLDING PATTERN :

In case of delay prior to integrate OAT in PARIS TMA, an holding pattern should be imposed by VILLACOUBLAY under radar control by RAKI or EVREUX APP.

DEPARTURE PROCEDURES.**RWY 09**

After TKOF, turn left to TA then intercept and follow RDL 268°TA (MT 268°),

Intercept and follow RDL 309° EPR (MT 309°) to VICTOR,

At VICTOR turn left to TANGO (MT 260°).

From TANGO join the junction point to the appropriate OAT route according to the destination.

Climb specification :

Initial climb 2000 ft AMSL .

At D 14 NM /POY leave 2000 ft AMSL to 3000 ft AMSL,

When crossing RDL 326° RBT (D 20 NM/POY) leave 3000 ft AMSL to 5000 ft AMSL,

Flight to EVREUX maintain 5000 ft AMSL.

Flight followed by a transfer to a CCT leave 5000 ft AMSL to FL 070.

Transfer window : between VICTOR and TANGO.

DEPARTURE PROCEDURES.**RWY 27**

After TKOF, maintain RWY axis until TA (MT 268°),

After TA maintain MT 268°,

Intercept and follow RDL 309° EPR (MT 309°) to VICTOR,

At VICTOR turn left to TANGO (MT 260°)

From TANGO join the junction point to the appropriate OAT route according to the destination.

Climb specification :

Initial climb 2000 ft AMSL

At D 14 Nm/POY leave 2000 ft AMSL to 3000 ft AMSL,

When crossing RDL 326°RBT (D 20 Nm/POY) leave 3000 ft AMSL to 5000 ft AMSL,

Flight to EVREUX, maintain 5000 ft AMSL

Flight followed by a transfer to a CCT, leave 5000 ft AMSL to FL 070

Transfer window : between VICTOR and TANGO.

