



**Subject** : Temporary replacement of the VOR/DME « PPG ». Impact on aerodrome IFR procedures and on the ATS route network in lower airspace

**With effect** : From 9 September 2021 to 26 January 2022

**Location** : FIR : Marseille LFMM, Bordeaux LFBB – AD : Perpignan Rivesaltes LFMP, Montpellier Méditerranée LFMT, Béziers Vias LFMU, Istres le Tubé LFMI, Toulouse Blagnac LFBO, Carcassonne Salvaza LFMK, Pamiers lès Pujols LFDJ.

### 1. Commissioning of a provisional VOR/DME without change of call sign (PPG) :

As part of the renewal of the Perpignan Rivesaltes VOR/DME "PPG", will be unavailable from Thursday 9 September 2021 (AIRAC cycle 09/21) to Wednesday 26 January 2022 included.

To compensate for this interruption, a temporary Mobile VOR/DME will be put into service nearby (140 m) from 9 September 2021 until 26 January 2022 included.

This temporary mobile VOR/DME will keep the same call sign (PPG) and will have the specific characteristics defined below :

#### Temporary mobile VOR/DME

Call sign : PPG

Frequency : 117.2 MHz / 119 X

Location : 42°44'57.6"N 002°52'04.8"E

A NOTAM will confirm the shutdown of the PPG VOR/DME published in AIP France (ENR 4.1) and the commissioning of the replacement VOR/DME (FIR NOTAM and NOTAM per affected airfield).

### 2. Impacts on approach, holding, departure (SID) and arrival (STAR) procedures :

Given the proximity of the location of the temporary mobile VOR/DME to the "PPG" VOR/DME which is temporarily replaced, the radials and DME distances of the PPG-based procedures remain unchanged.

Within this framework, the trajectories of the various instrument flight procedures of the aerodromes concerned (see ANNEX 1) remain identical with the exception of the APIs of the ILS Z, LOC Z and VOR RWY 33 approach procedures of Perpignan-Rivesaltes (LFMP) - see ANNEX 2

**Warning** : During the validity of this SUP AIP the conventional omnidirectional BAMGO Type B RWY 15/33 "BAMGO 4N" and "BAMGO 4S" departures of Perpignan-Rivesaltes (LFMP) (ref. AIP France AD2 LFMP SID RWY ALL CONV BAMGO) are not usable.

A NOTAM will confirm the unavailability of the BAMGO 4N and BAMGO 4S departures (NOTAM LFMP).

### 3. Impacts on the ATS route network (AWY) and on standard transit routes in low-level airspace :

The provisional mobile VOR/DME replaces the PPG VOR/DME published in AIP France (ENR 4.1) in the definition :

- ATS routes (AWY réf AIP France ENR3.1) :
  - A27
  - B384
  - G36
  - J27
  - R17
  
- Standardised transit routes (réf AIP France AD2 LFMT ARC 02)
  - AKUNU – PPG
  - SUBIL – PPG

**Impacted maps and aeronautical information components**

The provisional mobile VOR/DME defined in §1 replaces the PPG VOR/DME published in AIP France for the following procedures (AIP France reference in brackets) :

**Perpignan Rivesaltes (LFMP)**

- **Departure procedures**  
All SID CONV RWY15 (ref. AD2 LFMP SID RWY15 CONV)  
All SID CONV RWY33 (ref. AD2 LFMP SID RWY33 CONV)  
Reminder : Conventional omnidirectional BAMGO departures Type B RWY 15/33 **BAMGO 4N/4S** (ref. AIP France AD2 LFMP SID RWY ALL CONV BAMGO) **NOT USABLE**.
- **Arrival procedures**  
STAR FJR 2P – SUBIL 2P – KANIG 2P – HLDG PPG – HLDG LANET (ref. AD2 LFMP STAR RWY ALL RNAV CONV)
- **Approach**  
VPT RWY 15 (ref. AD2 LFMP IAC RWY15 VPT)

**Montpellier Méditerranée (LFMT)**

- **Departure procedures**  
SID CONV KELAM 6N/6S and PPG 6N/6S (ref. AD2 LFMT SID RWY12L-30R CONV and AD2 LFMT SID RWY 12L-30R CONV INI)
- **Arrival procedures**  
STAR KELAM 6T and PPG 6T (ref. AD2 LFMT STAR RWY ALL RNAV CONV)
- **Holding**  
HLDG AKUNU (ref. AD2 LFMT ARC 01/02)

**Béziers Vias (LFMU)**

- **Departure procedures**  
SID KELAM 6E and AFRIC 6E (ref. AD2 LFMU SID RWY09 CONV)  
SID KELAM 6W and AFRIC 6W (ref. AD2 LFMU SID RWY27 CONV)
- **Arrival procedures**  
STAR SIJAN 2Z and AFRIC 2Z (ref. AD2 LFMU STAR RWY ALL CONV)
- **Approach**  
NDB RWY 09 (ref. AD2 LFMU IAC RWY 09 NDB)

**Toulouse Blagnac (LFBO)**

- **Departure procedures**  
SID PPG 5A (ref. AD2 LFBO SID RWY14 CONV and AD2 LFBO SID RWY 14L-14R CONV INI)  
SID PPG 5B (ref. AD2 LFBO SID RWY32 CONV and AD2 LFBO SID RWY 32L-32R CONV INI)

**Carcassonne Salvaza(LFMK)**

- **Departure procedures**  
SID PPG 2E (ref. AD2 LFMK SID RWY10 CONV)  
SID PPG 2W (ref. AD2 LFMK SID RWY28 CONV) Pamiers Iès Pujols (LFDJ)
- **Arrival procedures**  
Specified arrival PPG NDB RWY 09 (ref. AD2 LFDJ IAC RWY09 NDB)

**Istres le Tubé (LFMI)**

- **Departure procedures**  
SID PPG 7D (ref. AD2 LFMI SID RWY ALL RNAV CONV)
- **Arrival procedures**  
STAR PPG 3D (ref. AD2 LFMI STAR RWY ALL CONV)

ANNEXE 2

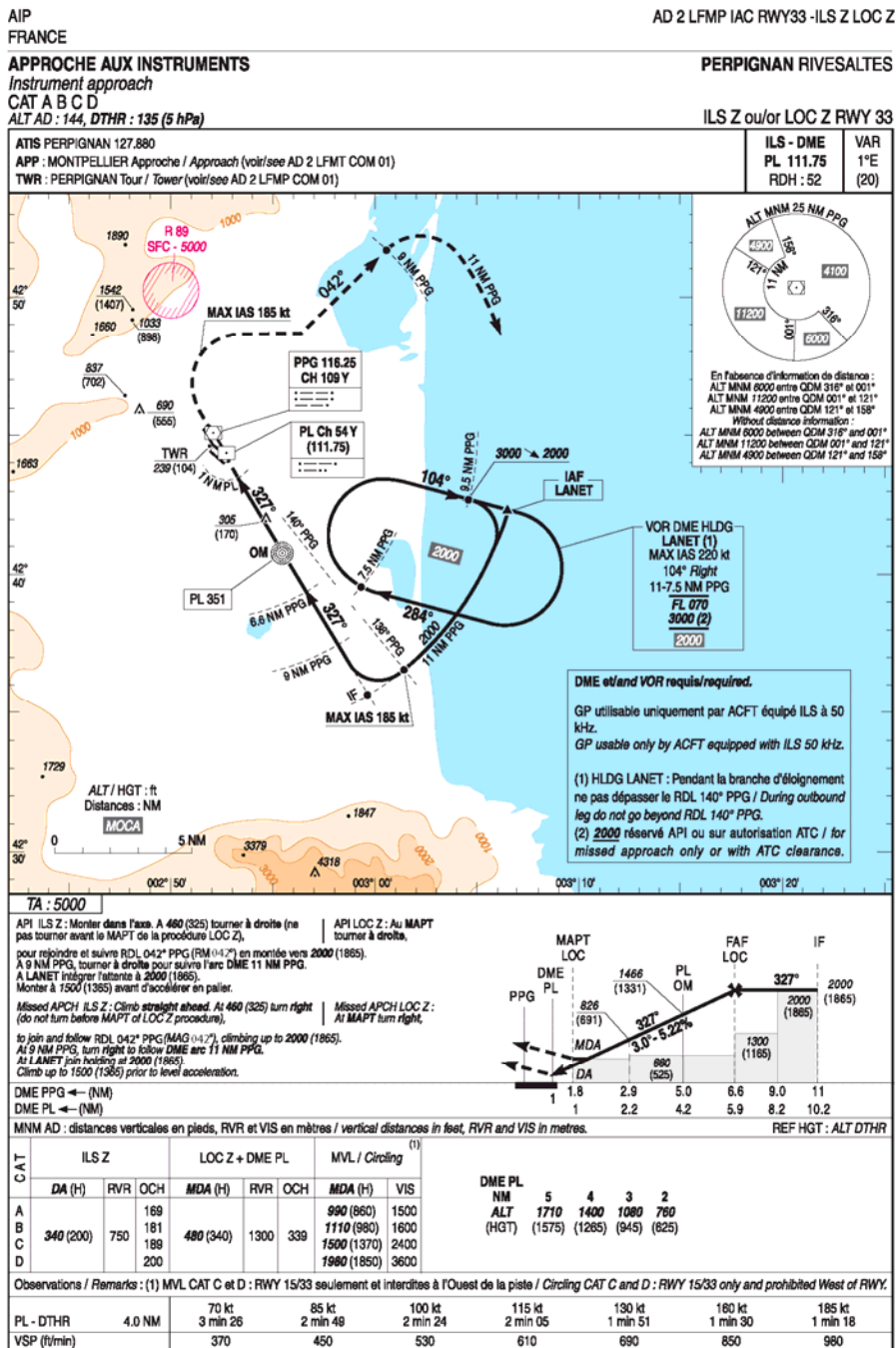
**Amended maps and aeronautical information components**

**Perpignan Rivesaltes (LFMP)**

The temporary use of the provisional mobile VOR/DME to replace the PPG VOR/DME published in AIP France changes the API segment definition of PPG-based conventional approach procedures.

The approach procedures and charts (IAC) in force during the duration of this SUP AIP are as follows :

- ILS Z and LOC Z RWY 33 (ref. AD2 LFMP IAC RWY 33 – ILS Z LOC Z)



- VOR RWY 33 (ref. AD2 LFMP IAC RWY 33 VOR)

AIP  
FRANCE

AD 2 LFMP IAC RWY33 VOR

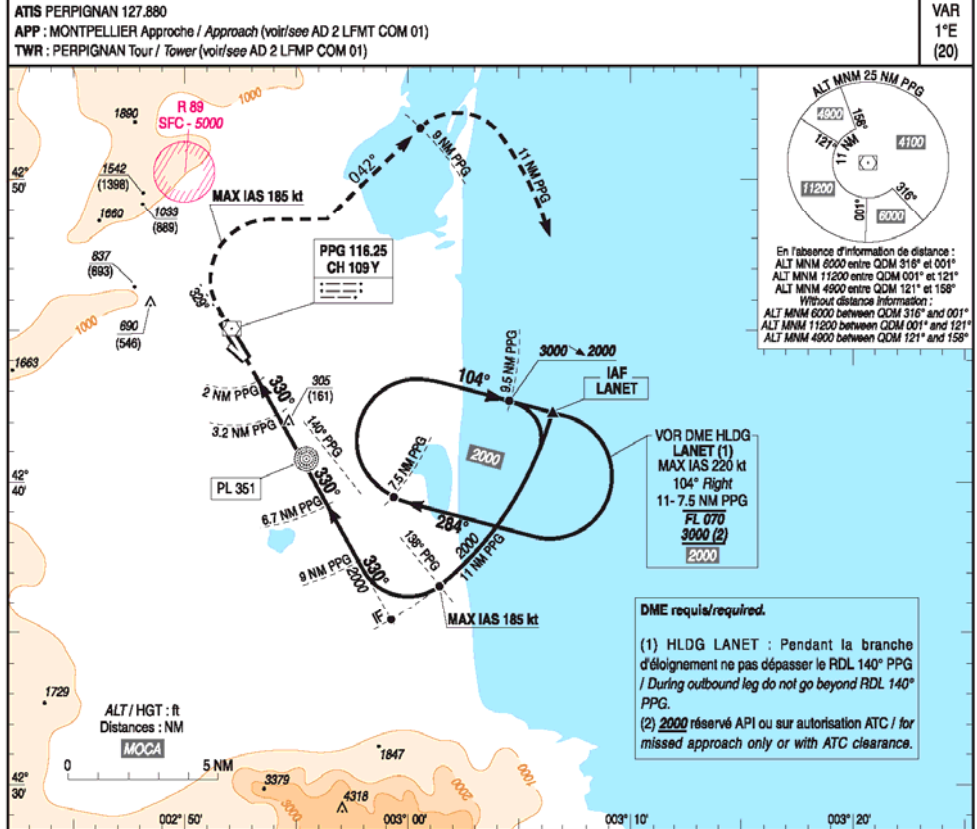
**APPROCHE AUX INSTRUMENTS**

**PERPIGNAN RIVESALTES**

Instrument approach  
CAT A B C D

ALT AD : 144 (6 hPa), DTHR : 135

VOR RWY 33



TA : 5000

API : Monter sur RDL 150° PPG (RM 330°).  
 A PPG, tourner à droite pour rejoindre et suivre RDL 042° PPG (RM 042°) en montée vers 2000 (1856). A 9 NM PPG, tourner à droite pour suivre l'arc DME 11 NM PPG. A LANET intégrer l'attente à 2000 (1856). Monter à 1500 (1356) avant d'accélérer en palier.

Missed APCH : Climb RDL 150° PPG (MAG 330°).  
 At PPG, turn right to join and follow RDL 042° PPG (MAG 042°) climbing up to 2000 (1856). At 9 NM PPG, turn right to follow DME arc 11 NM PPG. At LANET join holding at 2000 (1856). Climb up to 1500 (1356) prior to level acceleration.

PPG ← (NM)  
 DTHR ← (NM)

MNM AD : distances verticales en pieds, RVR et VIS en mètres / vertical distances in feet, RVR and VIS in metres. REF HGT : ALT AD

CAT	VOR-DME PPG			MVL / Circling (1)		DME PPG	NM	ALT (HGT)
	MDA (H)	RVR	OCH	MDA (H)	VIS			
A				990 (860)	1500	6	1780	1460
B	530 (390)	1500	382	1110 (980)	1600	5	1460	1140
C				1500 (1370)	2400	4	1140	820
D				1980 (1850)	3600	3	820	676

Observations/Remarks : (1) MVL CAT C et D : RWY 15/33 seulement et interdites à l'Ouest de la piste / Circling CAT C and D : RWY 15/33 only and prohibited West of RWY.

	70 kt	85 kt	100 kt	115 kt	130 kt	160 kt	185 kt
VSP (ft/min)	370	450	530	610	690	850	980



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