

GENERAL**Operational Hours****ATS Hours**

MON-FRI 0530-2130 \pm , SAT 0530-1930 \pm , SUN 0700-2130 \pm .

Possible extensions of one hour announced on ATIS.

AD ADMIN Hours

Winter: MON-FRI 0430-2200, SAT 0430-1830, SUN 0800-2200.

Summer: MON-FRI 0330-2100, SAT 0330-1830, SUN 0600-2100.

Airport Information

RFF: CAT 7 MON-FRI 0500-2200 \pm , SAT 0500-1900 \pm , SUN 0630-2200 \pm , other CAT O/R.

Fuel: MON-SAT 0500-2000 \pm , SUN 0630-2000 \pm , other times PN before 1900 \pm .

PCN: RWY 15/33: 40/F/C/W/T

Customs: 0700-1700 \pm

Non-Schengen flights PPR mandatory: MON-FRI PN 24HR, SAT/SUN, HOL PN 48HR.

Operation**RWY Restriction**

THR 15: 180° turns AVBL up to code letter C ACFT and only if TWY A cannot be used.

If crosswind, RWY 15/33 limited to:

- 25KT on dry RWY
- 20KT on wet RWY

TWY Restrictions

TWY K width 21m / 66ft.

TWY C, H, R, U width 20m / 67ft.

TWY Q, T, V width 10m / 33ft.

TWY D not AVBL for ACFT with MTOW above 5.7t / 12500lbs.

TWY C and K between C and G MAX wingspan 36m / 118ft.

TWY L MAX wingspan 52m / 170ft and MAX main gear overall width 9m / 30ft.

TWY F CLSD.

Taxi/Parking

Due to jet blast, reduced thrust is recommended during start-up and taxiing.

PPR PN 24HR for parking is mandatory for all non home-based ACFT.

Warnings

Wildlife strike hazard.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below FL100

ARRIVAL**Communication****COM Failure**

Expected APCH time given at LANET take AD pattern into account after crossing LANET before intercepting D11 PPG Arc.

In case of MISAP

Apply the MISAP up to LANET to attempt a new APCH from this point.

If 2nd attempt results in a further MISAP, leave TMA following R043 PPG to seek VMC.

DEPARTURE**Take-off Minima**

RWY		15/33	
All ACFT	ft - m/km	0 - 550v	-

Speed

MAX IAS 250KT below FL100.

Communication**COM Failure**

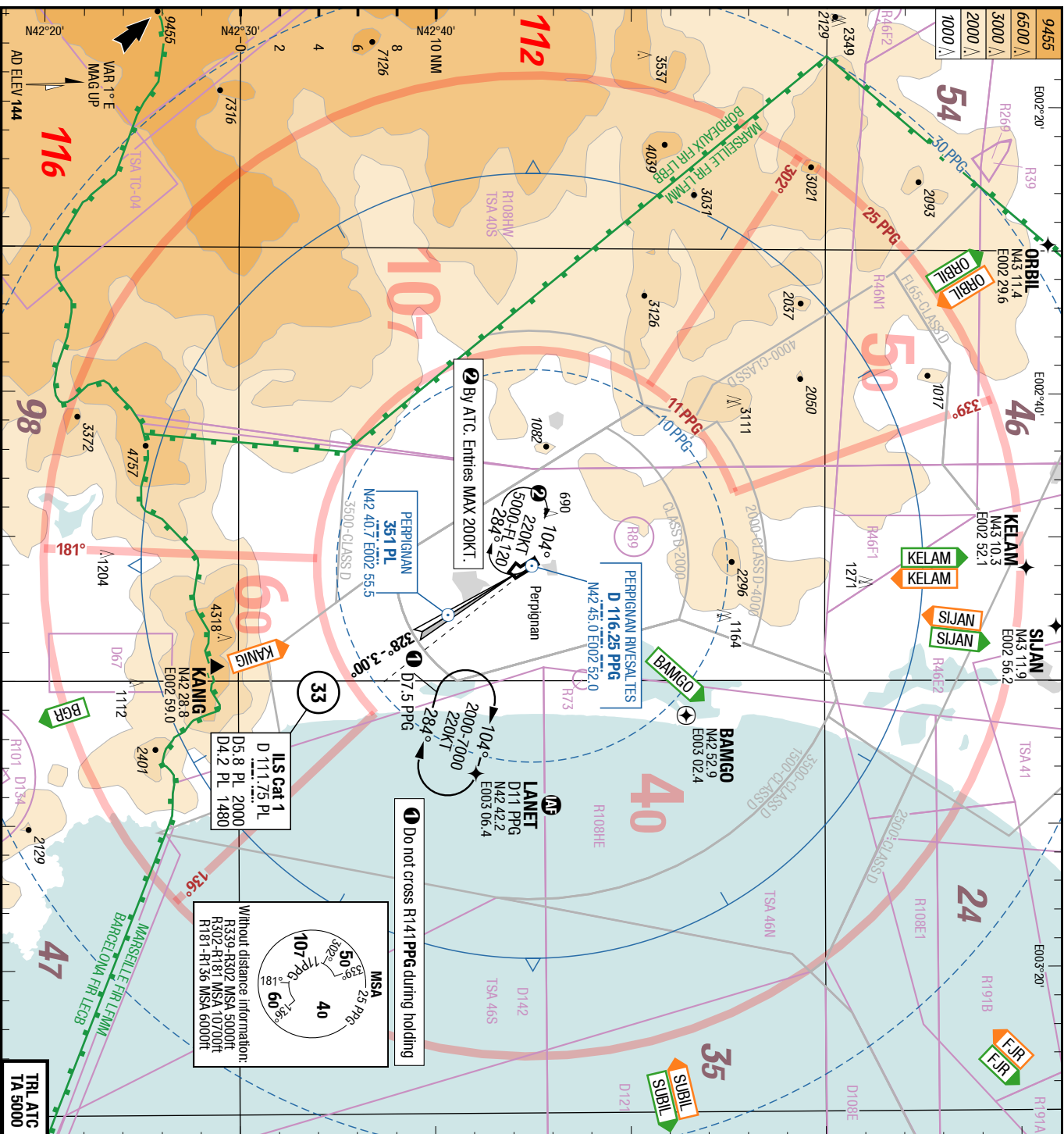
In VMC: Turn back and land on AD.

In IMC: Fly to limits of TMA according DEP route at last assigned FL and then climb to cruising LVL.

Note: In case last assigned FL not compatible with MSA, keep on climbing to cruising LVL.

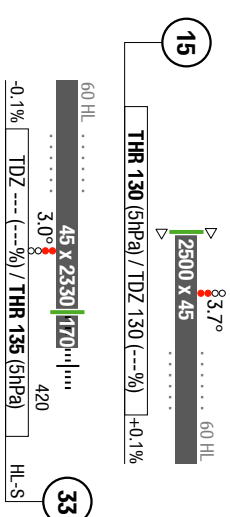
De-Icing

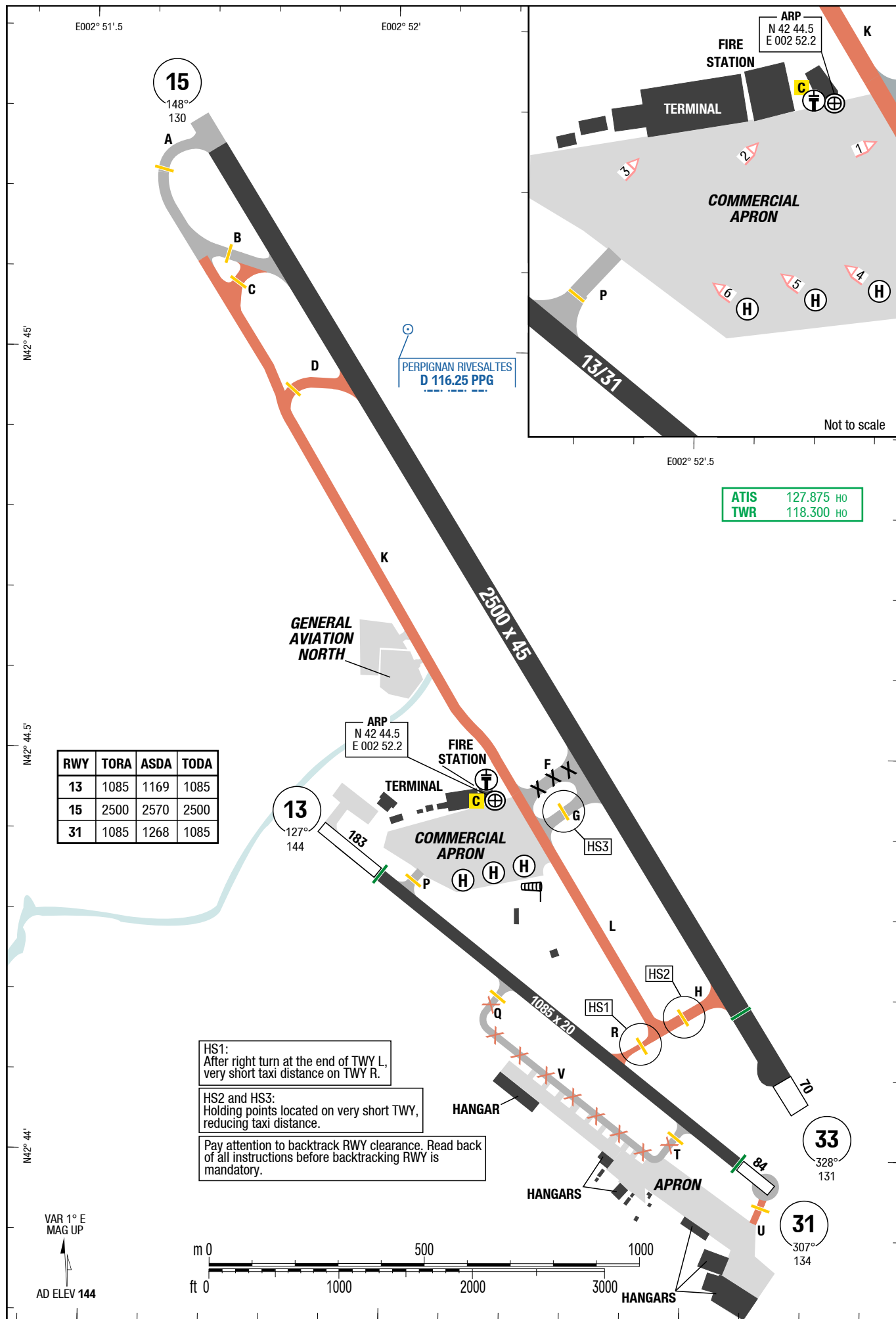
AVBL



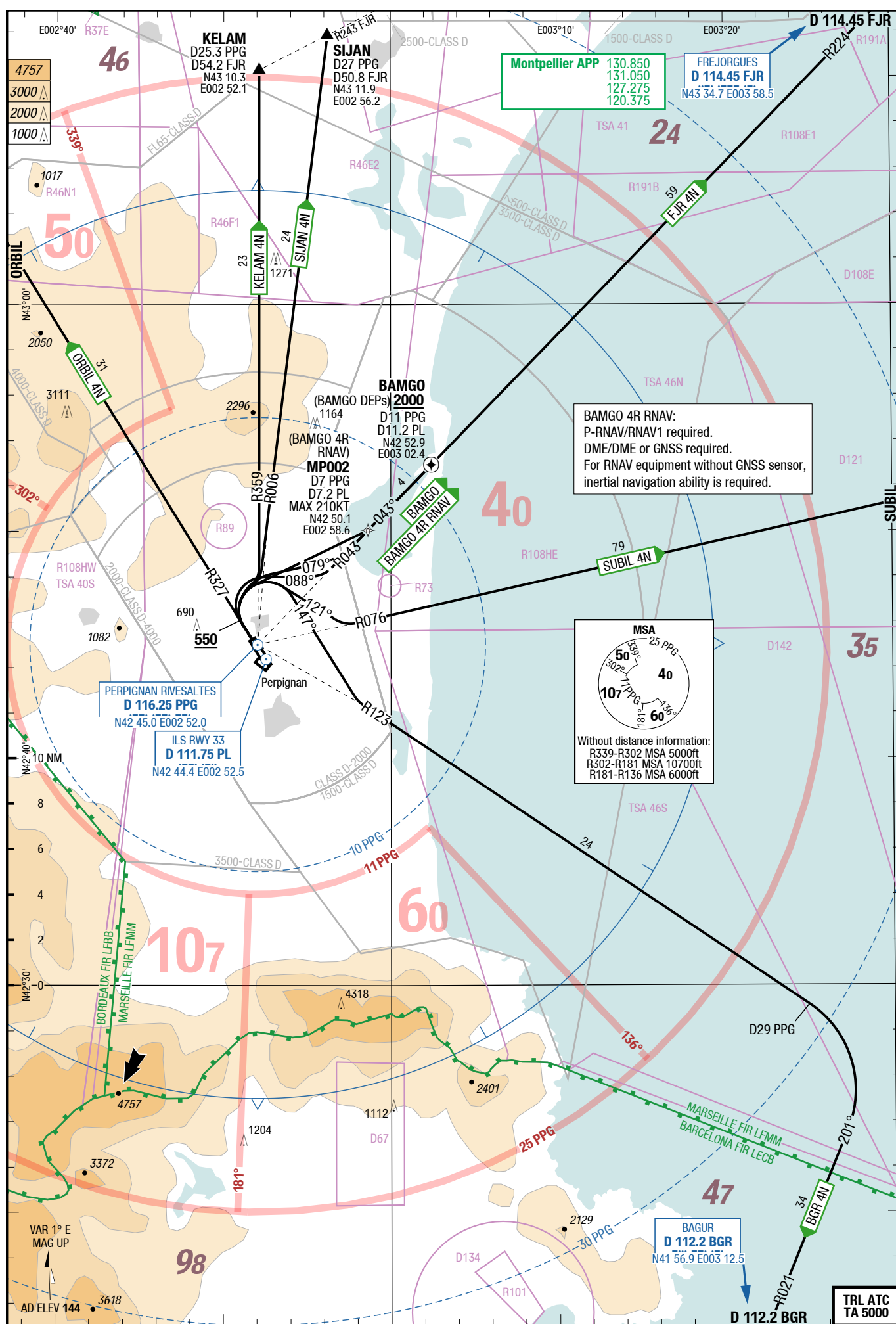
ATIS	127.875 HO
Montpellier APP	130.850
	131.050
	127.275
	120.375
TWR	118.300 HO

Landing RWY system:









Changes: OBST, SUAS

BAGUR 4S / BAMGO / BAMGO 4L RNAV / FREJORGUES 4S / KELAM 4S / ORBIL 4S / SIJAN 4S / SUBIL 4S

RWY 15 (148°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
3.6%	ft/MIN	500	600	700	800	900	1000
3.8%	ft/MIN	500	600	700	900	1000	1100
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
BAGUR 4S BGR 4S	at MNM 550 LT intercept R123 PPG - at D29 PPG RT intercept R021 BGR to BGR	
BAMGO 3.5% to 4200 ①	at MNM 550 LT 358° - intercept R043 PPG to D7 PPG / D7.2 PL (MAX 210KT) - BAMGO (D11 PPG / D11.2 PL) - direct to safe enroute altitude	BAMGO MNM 2000
BAMGO 4L RNAV 3.5% to 4200 ①	at MNM 550 LT direct MP002 (MAX 210KT) - BAMGO - direct to safe enroute altitude FMS [A550+ ;L] - MP002 [K210-] - BAMGO - direct to safe enroute altitude	BAMGO MNM 2000 BAMGO MNM 2000
FREJORGUES 4S FJR 4S	at MNM 550 LT 358° - intercept R043 PPG to BAMGO - FJR	
KELAM 4S 3.8% to 2320 3.9% to 4200 ②	at MNM 550 LT 317° - intercept R359 PPG to KELAM	
ORBIL 4S 3.9% to 1500 3.6% to 4200 ③	at MNM 550 LT 297° - intercept R327 PPG to ORBIL	
SIJAN 4S 3.8% to 2320 3.9% to 4200 ②	at MNM 550 LT 317° - intercept R006 PPG to SIJAN	
SUBIL 4S	at MNM 550 LT 031° - intercept R076 PPG to SUBIL	

① 3.5% to 4200 to overfly R46 F1 with a 500ft vertical separation.

② 3.9% to 4200 to overfly R46 F1 with a 500ft vertical separation.

③ 3.6% to 4200 to overfly R46 F1 with a 500ft vertical separation.

BAGUR 4N / BAMGO / BAMGO 4R RNAV / FREJORGUES 4N / KELAM 4N / ORBIL 4N / SIJAN 4N

RWY 33 (328°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
4.2%	ft/MIN	600	700	800	900	1100	1200
4.4%	ft/MIN	600	700	900	1000	1100	1300
4.6%	ft/MIN	600	700	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
BAGUR 4N BGR 4N	at MNM 550 RT 147° - intercept R123 PPG at D29 PPG RT intercept R021 BGR to BGR	
BAMGO 3.5% to 4200 ①	at MNM 550 RT 079° - intercept R043 PPG to D7 PPG / D7.2 PL (MAX 210KT) - BAMGO (D11 PPG / D11.2 PL) - direct to safe enroute altitude	BAMGO MNM 2000
BAMGO 4R RNAV 3.5% to 4200 ①	at MNM 550 RT direct MP002 (MAX 210KT) - BAMGO - direct to safe enroute altitude FMS [A550+ ;R] - MP002 [K210-] - BAMGO - direct to safe enroute altitude	BAMGO MNM 2000 BAMGO MNM 2000
FREJORGUES 4N FJR 4N	at MNM 550 RT 088° - intercept R043 PPG to BAMGO - FJR	
KELAM 4N 4.6% to 2320 4.4% to 4200 ②	at MNM 550 RT intercept R359 PPG to KELAM	
ORBIL 4N 5.5% to 1500 4.2% to 4200 ③④	R327 PPG to ORBIL	
SIJAN 4N 4.6% to 2320 4.4% to 4200 ②	at MNM 550 RT intercept R006 PPG to SIJAN	

① 3.5% to 4200 to overfly R46 F1 with a 500ft vertical separation.

② 4.4% to 4200 to overfly R46 F1 with a 500ft vertical separation.

③ Initial climb gradient noise abatement for jet engines, maintain take-off power until 1650, then power climbing speed V2 + 10KT until 3000.

④ 4.2% to 4200 to overfly R46 F1 with a 500ft vertical separation.

SUBIL 4N

RWY 33 (328°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
SUBIL 4N	at MNM 550 RT 121° - intercept R076 PPG to SUBIL	

05-JAN-2017
PGF-LFMP

France **Perpignan Rivesaltes**

(NIL)

STARs/RNAV STARs

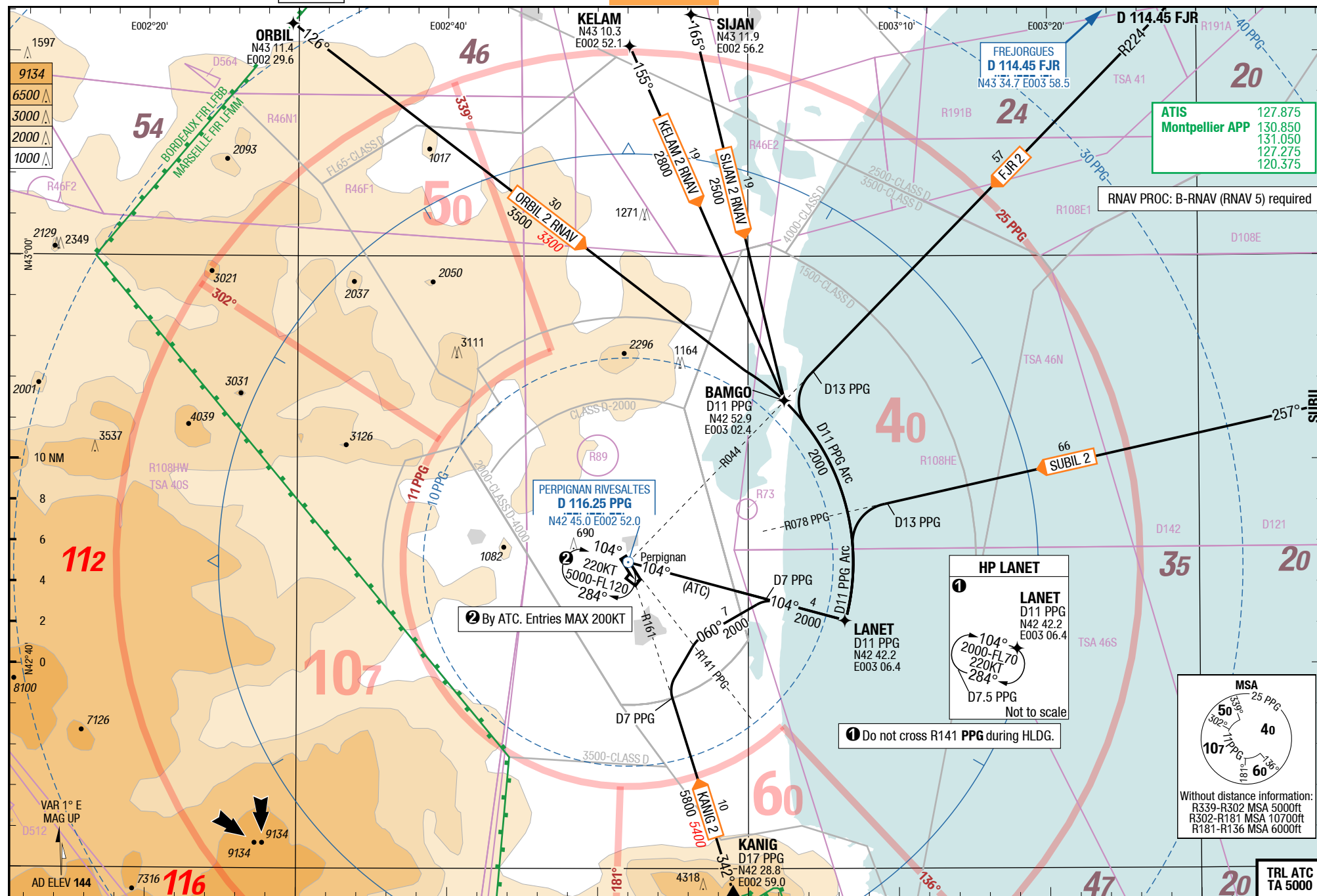
STAR

STAR

Rivesaltes **Perpignan France**

(NIL)

STARs/RNAV STARs

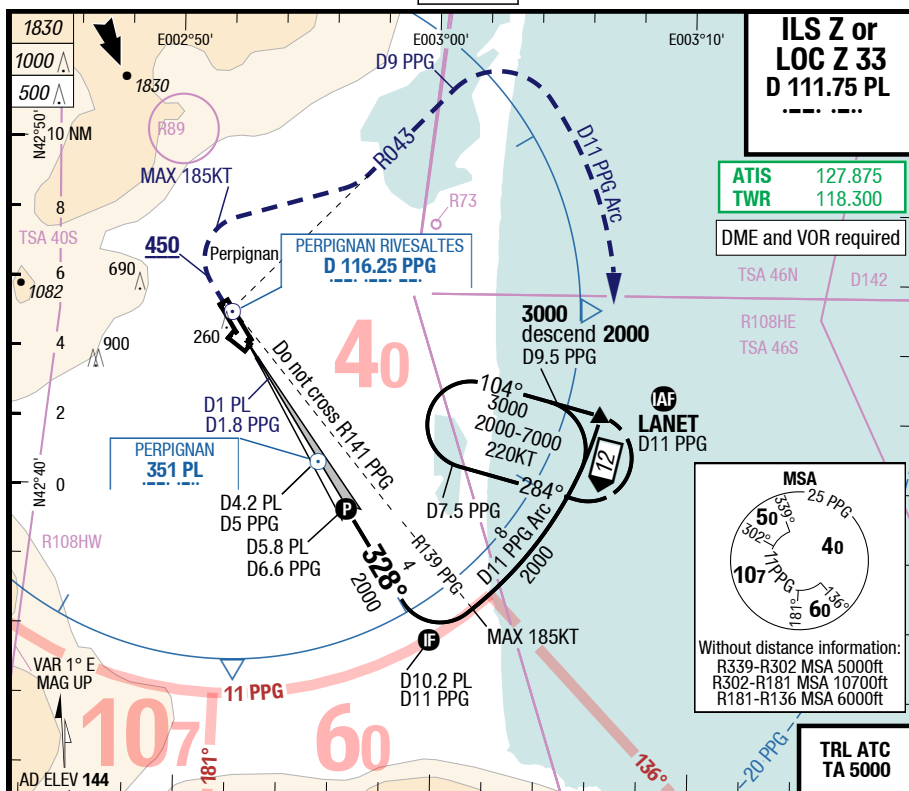


Changes: OBST, SUAs

PGF-LFMP

7-10

ILS Z or LOC Z 33



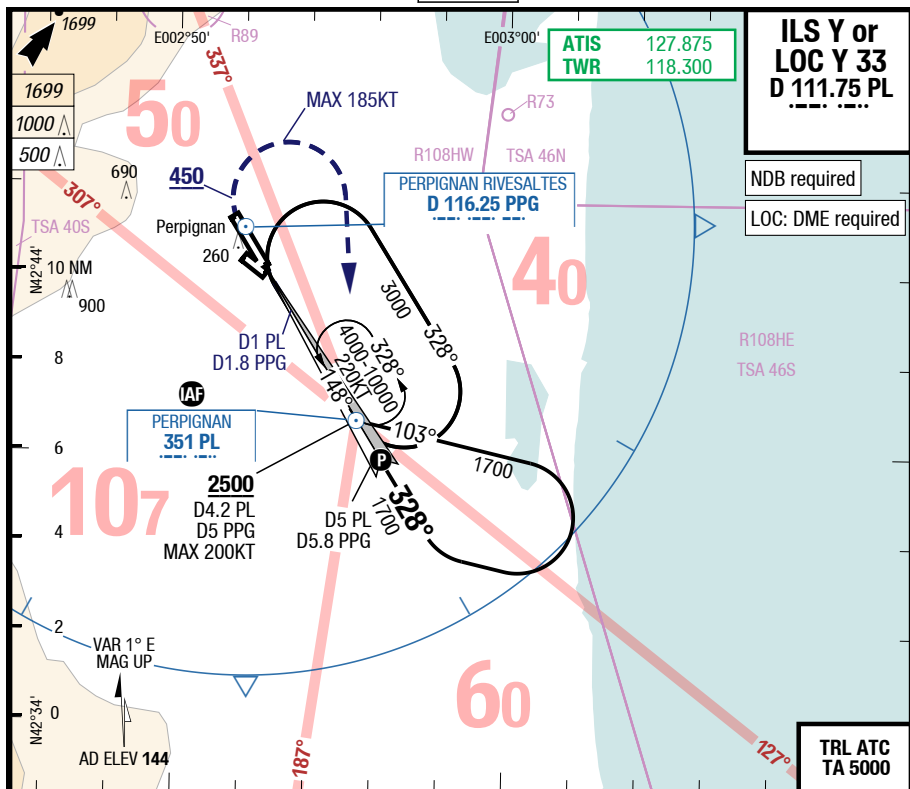
60 HL		45 x 2330 170	3.0°	420	33	2	3	4	5	5.8	LOC 3.04° D PL
-0.1%		TDZ	---	(---%)	THR 135 (5hPa)	770	1100	1420	1740	2000	
ILS: 328° at MNM 450 RT (MAX 185KT) (do not turn before MAPt)		PPG PL DME D1.8									
LOC: RT (MAX 185KT)		D5 D4.2 D6.6 PPG									
Intercept R043 PPG - at D9 PPG		PL NDB									
RT follow D11 PPG Arc to LANET		1480									
climb 2000		328°									
climb 1500 prior to level acceleration		2000									
GS		MDA									
D4.2 PL		910									
-MAPt		DIST to displaced THR									
120											
140											
160											
650											
750											
860											
1:36											
1:23											
1:12											
33											
Cat 1 DME											
LOC DME											
Circling											
C											
ft - m/km											
200 - 750											
340											
430 - 1.6											
560											
1290 - 2.4V											
1430											
D											
ft - m/km											
200 - 750											
340											
430 - 1.6											
560											
1800 - 3.6V											
1940											

1) With EVS 550m, wo EVS use STD

2) Do not turn before reaching MAPt

3) To RWY 15/33 and E of RWY 15/33 only

Changes: APL

PGF-LFMP**7-20****ILS Y or LOC Y 33**

60 HL

45 x 2330 170

-0.1% TDZ --- (---%) / THR 135 (5hPa)

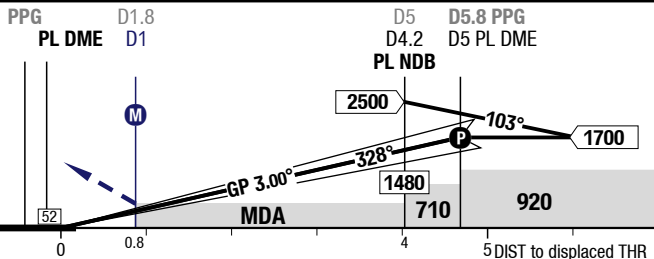
33

HL-S

2	3	4	5							LOC 3.02°
770	1090	1410	1700							D PL

ILS: 328°
at MNM 450 RT (MAX 185KT)
(do not turn before MAPt)
LOC: RT (MAX 185KT)
direct PL
climb 4000

GS	120	140	160
D4.2 PL	640	750	850
-MAPt	1:36	1:23	1:12



33	Cat 1 DME 1)	LOC DME 2)				Circling 3)
C	ft - m/km ft	200 - 750 340	430 - 1.6 560			1290 - 2.4V 1430
D	ft - m/km ft	200 - 750 340	430 - 1.6 560			1800 - 3.6V 1940

1) With EVS 550m, wo EVS use STD

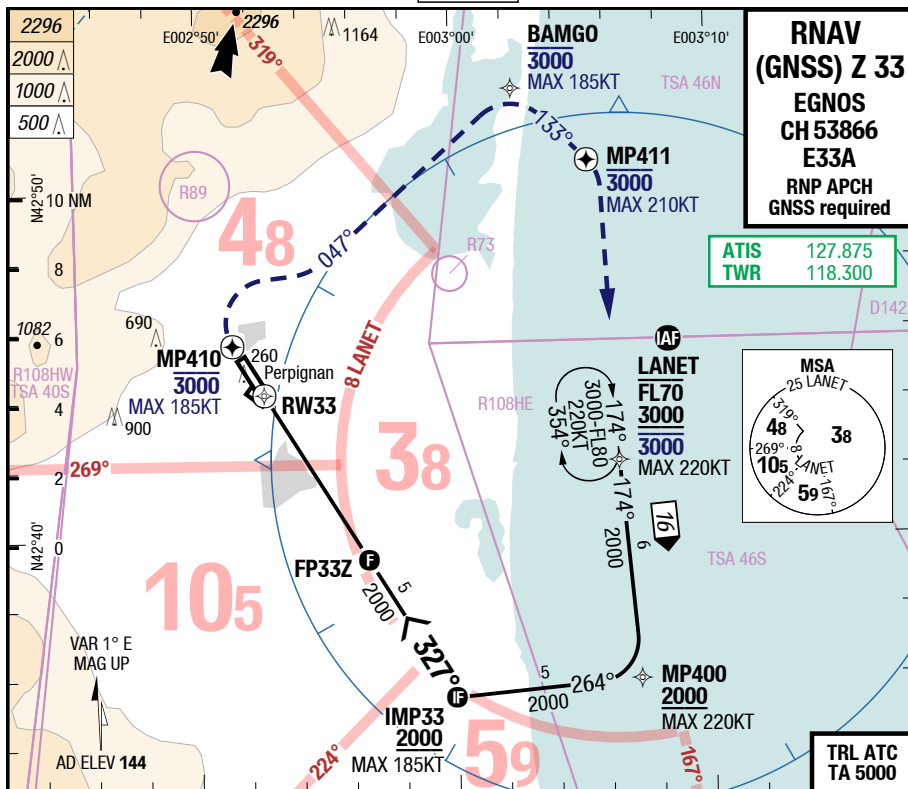
2) Do not turn before reaching MAPt

3) To RWY 15/33 and E of RWY 15/33 only

PGF-LFMP

7-30

RNAV (GNSS) Z 33



33		RNAV GNSS LPV		Circling ¹⁾	
C	ft - m/km ft	260 - 800 390 ²⁾		1280 - 2.4V 1420	
D	ft - m/km ft	270 - 900 400 ³⁾		1940 - 3.6V 2080	

1) To RWY 15/33 and E of RWY 15/33 only

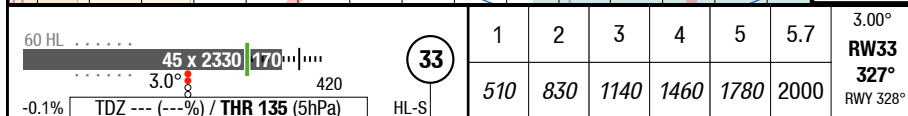
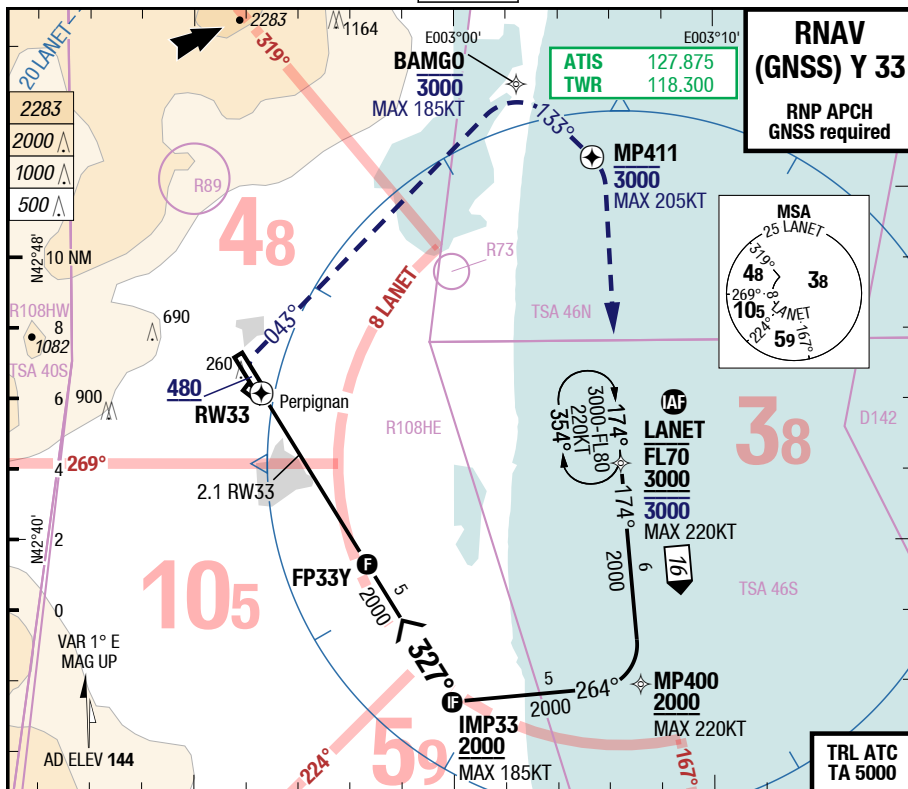
3) With EVS 600m

2) With EVS 550m

Changes: APL

7-40

RNAV (GNSS) Y 33

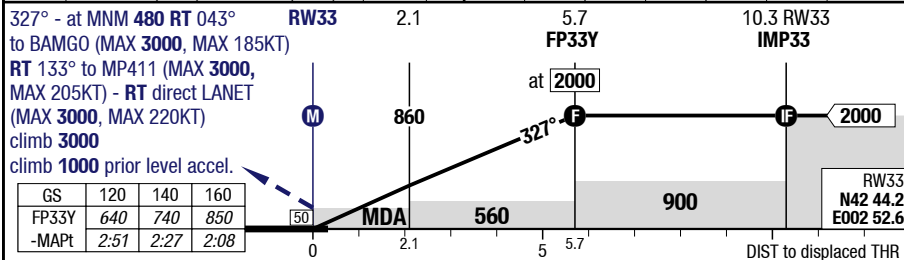


327° - at MNM 480 RT 043° RW33
to BAMGO (MAX 3000, MAX 185KT)

RT 133° to MP411 (MAX 3000, MAX 205KT) - RT direct LANET (MAX 3000, MAX 220KT)

climb **3000**
climb **1000** prior level accel.

GS	120	140	160
FP33Y	640	740	850
-MAPt	2:51	2:27	2:08



33		RNAV GNSS VNAV GA 3.5% ¹⁾	RNAV GNSS VNAV GA 2.5% ¹⁾	RNAV GNSS LNAV		Circling ²⁾
C	ft - m/km ft	260 - 800 390 ³⁾	290 - 900 420 ⁴⁾	350 - 1.2 480		1280 - 2.4V 1420
D	ft - m/km ft	270 - 900 400 ⁴⁾	320 - 1.0 450 ⁵⁾	350 - 1.2 480		1940 - 3.6V 2080

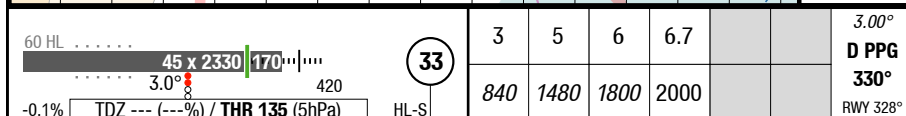
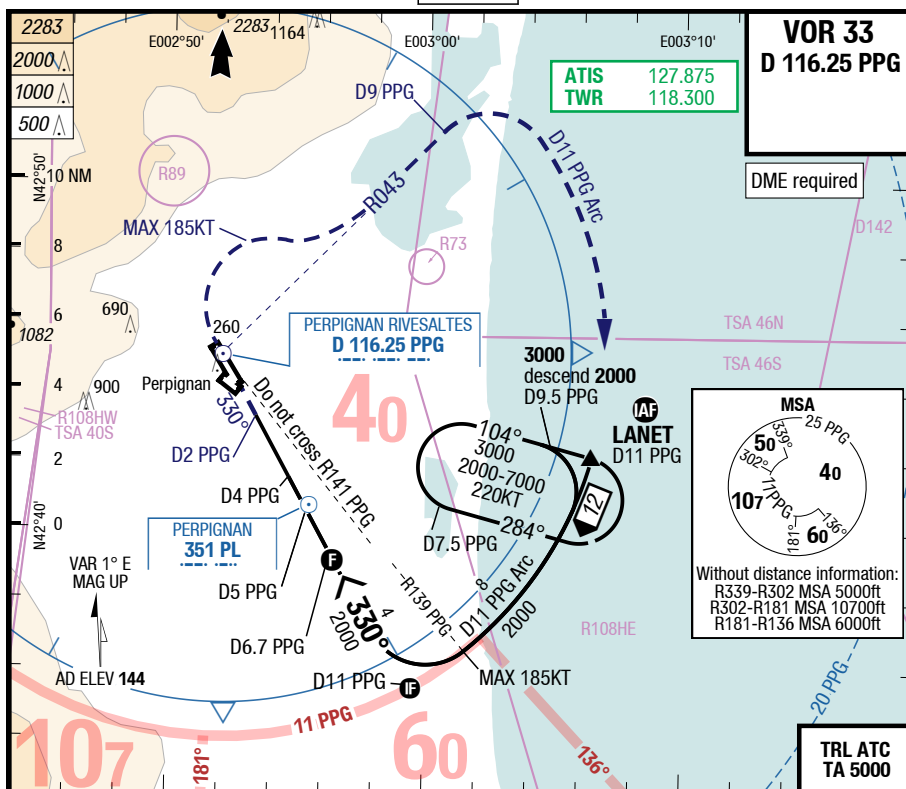
1) Uncompensated BARO VNAV NA below -20°C (-4°F) 2) To RWY 15/33 and E of RWY 15/33 only 3) With EVS 550m 4) With EVS 600m
5) With EVS 650m

Changes: APL

PGF-LFMP

7-50

VOR 33



330° / R150 PPG

PPG

D2

D4

D5

PL

D6.7 PPG

at PPG RT (MAX 185KT)

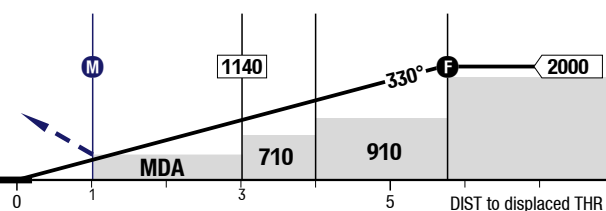
intercept R043 PPG - at D9 PPG

RT follow D11 PPG Arc to LANET

climb 2000

climb 1500 prior to level
acceleration

GS	120	140	160
D4 PPG	640	740	850
-MAPt	1:00	0:51	0:45



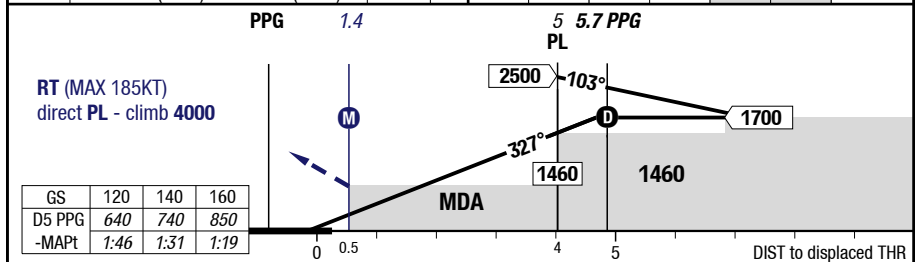
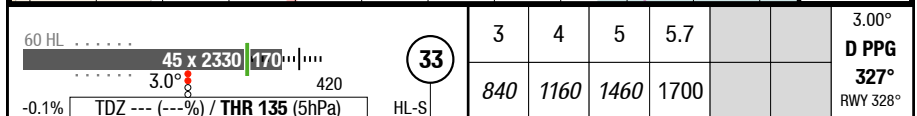
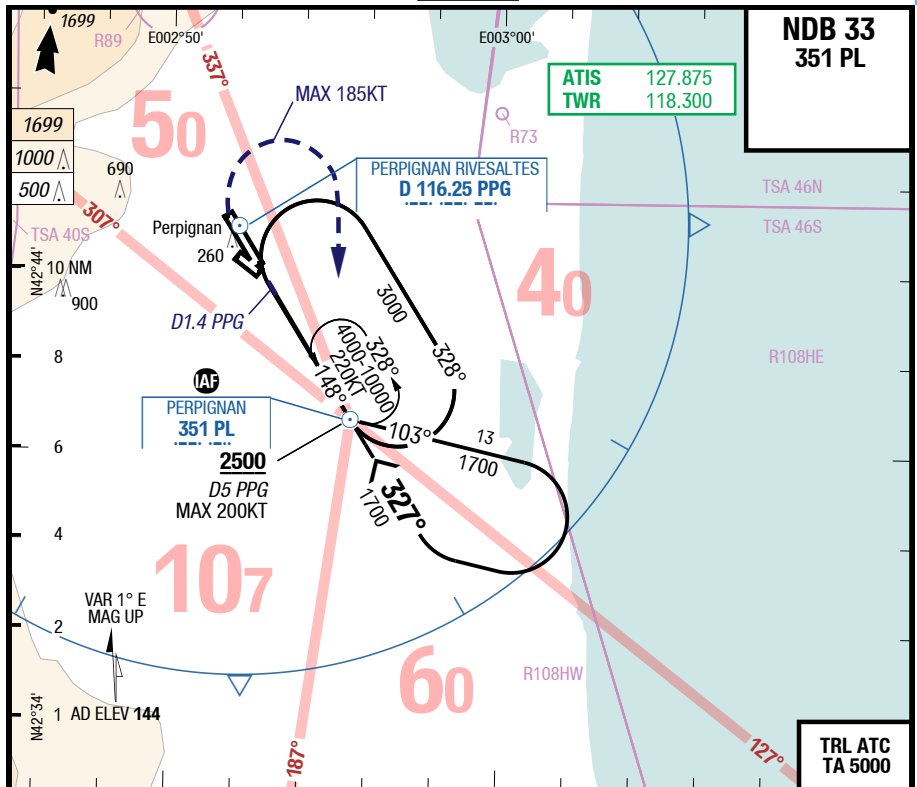
33

VOR DME

Circling ¹⁾

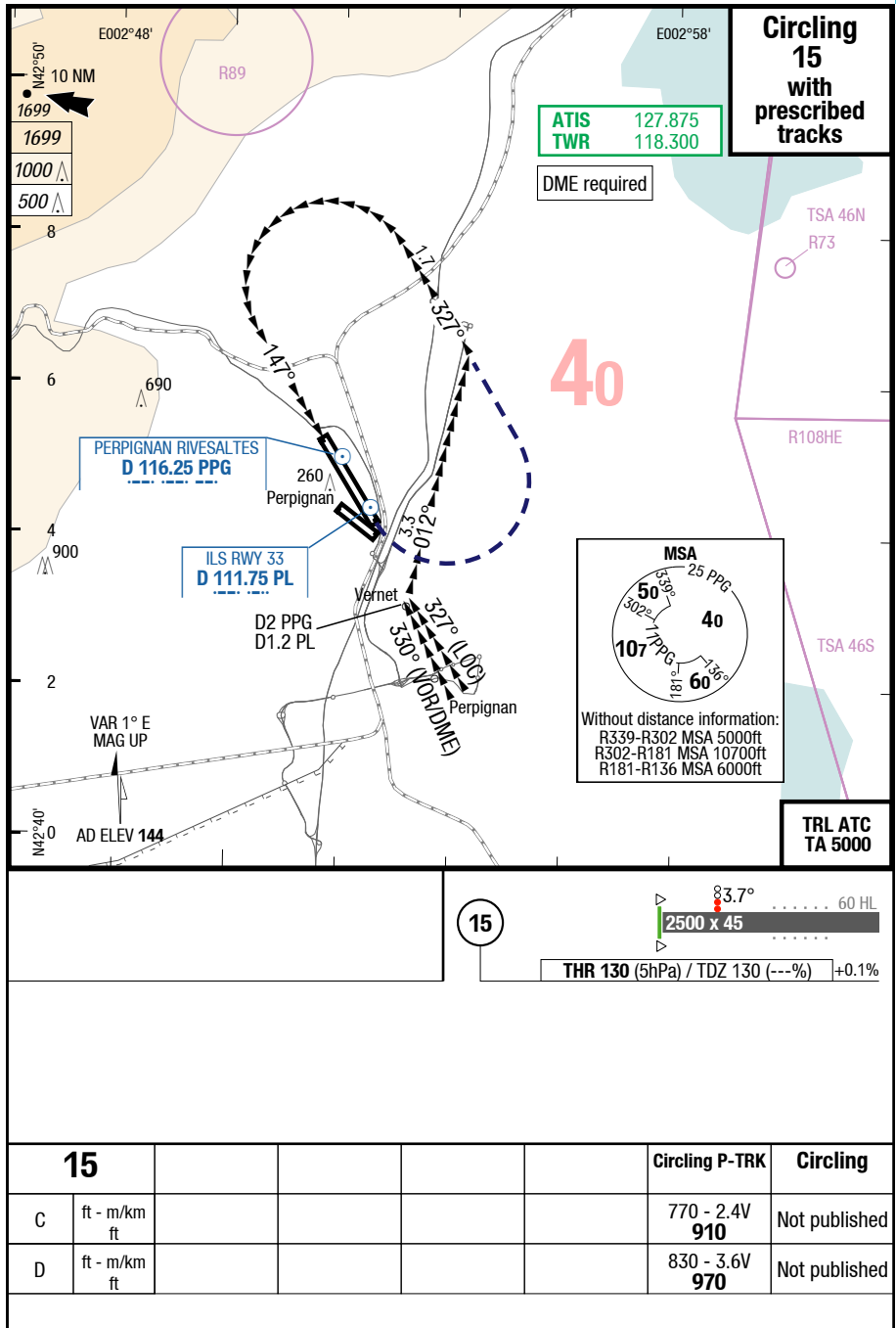
C	ft - m/km ft	430 - 1.6 560				1290 - 2.4V 1430
D	ft - m/km ft	430 - 1.6 560				1800 - 3.6V 1940

1) To RWY 15/33 and E of RWY 15/33 only



33		NDB				Circling 1)
C	ft - m/km ft	520 - 1.9 650				1290 - 2.4V 1430
D	ft - m/km ft	520 - 1.9 650				1800 - 3.6V 1940

1) To RWY 15/33 and E of RWY 15/33 only

PGF-LFMP**7-70****Circling 15 with prescribed tracks**

05-JAN-2017
PGF-LFMP

France **Perpignan** Rivesaltes


MRC

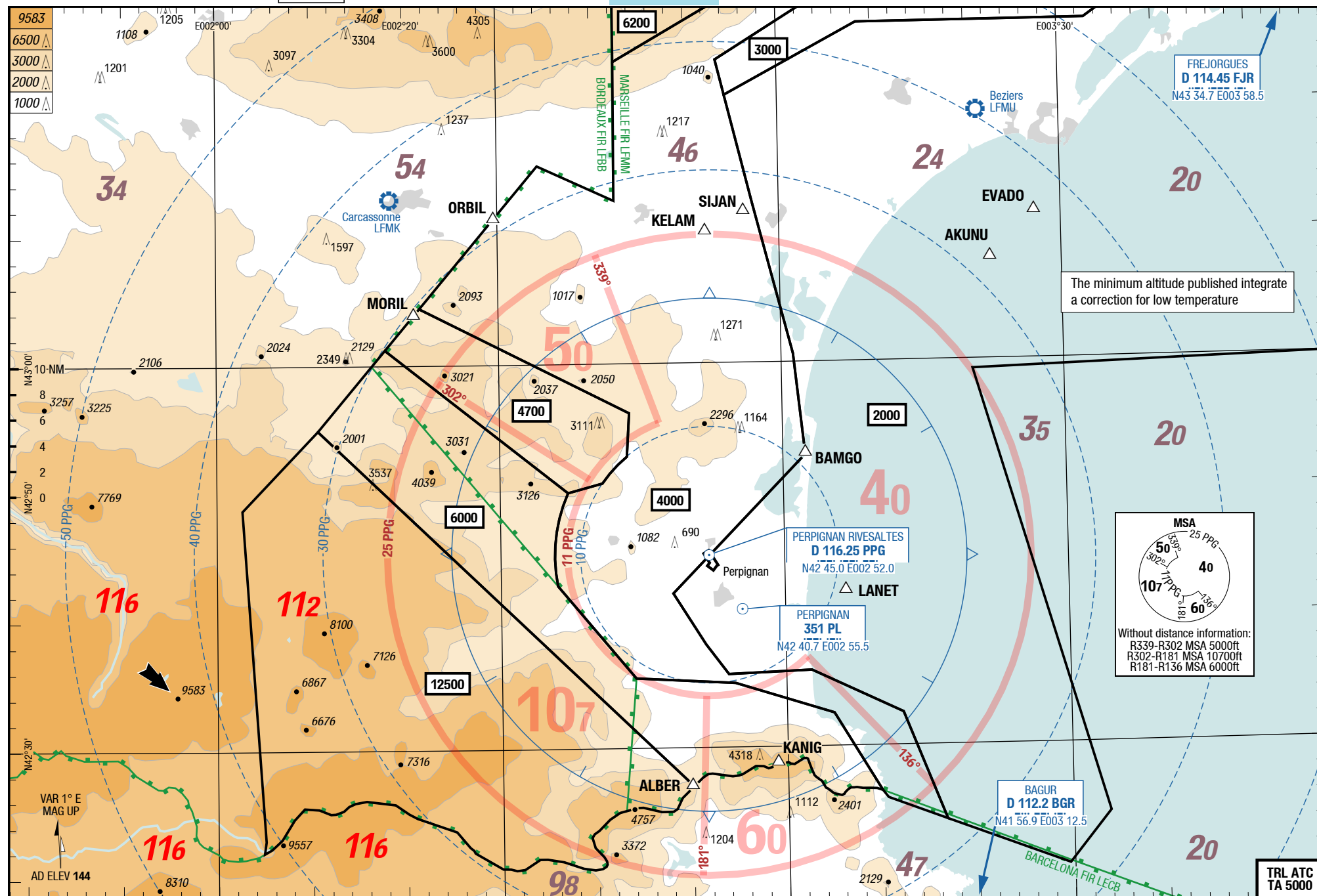
MRC

MRC

Rivesaltes **Perpignan** France


MRC

8-10



Changes: OBST, FIR