

GENERAL**Operational Hours**

ATS Hours: See Notam. EXT for commercial FLTs only PPR. EXT for SKED FLT announced by ATIS.

AD ADMIN Hours: MON-FRI: 0700-1730 \pm , SAT/SUN and HOL: 0700-1700 \pm .

Airport Information

RFF: CAT 7, HRs see Notam. O/T CAT 7 O/R

PCN: RWY 10/28: 50/F/C/W/T

Customs: 1 APR - 31 OCT 0600-1600 \pm . Other times and from 1 NOV - 31 MAR O/R 24PN

Operation**RWY Restriction**

RWY 10/28: MAX crosswind 25KT when RWY is dry, MAX crosswind 20KT when RWY is wet.

180° turn on RWY end only.

TWY Restriction

TWY B1 width 18.5m / 61ft.

TWY D, E, F width 14m / 46ft.

TWY B width 12m / 39ft.

TWY A width 9.3m / 31ft.

TWY T4 - T6 width 8m / 26ft.

TWY T1-T3 width 7.5m / 25ft.

Warnings

Avoid overflying the medieval City.

Wildlife strike hazard.

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

Communication**COM Failure**

- Follow or join the authorized STAR or, if not possible, the nearest.
- Go to the IAF and to the last assigned read back LVL if it is usable in the HLDG, if not possible, to the HLDG highest LVL.
- Hold at this LVL until last of these 2 HRs:
 - EAT
 - HLDG ARR time plus 10min
- Then enter the HLDG circuit.
- Leave IAF to make APCH PROC.
- If QFU is known, apply ICAO PROC.
- If QFU is unknown, apply the published LDG PROC (possibly followed by a visual APCH according to wind).

After MISAP:

If LDG is impossible within defined delay, reroute to the diversion AD provided in the PLN in compliance with the appropriate SID or omnidirectional DEPs, climbing up to the enroute MNM safety ALT or FL070 for AD located within the lateral TMA limits.

DEPARTURE

Take-off Minima

RWY		10/28	
A, B, C	ft - m/km	0 - 550V	HJ only
		0 - 800V	HN
D		Not applicable	-

Speed

MAX IAS 250KT below FL100.

Communication

COM Failure

Perform FLT up to TMA limits complying with the previous SID at the last assigned FL, then climb up to the FL stipulated in the FPL in force. If the last FL assigned is not compatible with the MNM safety ALT, climb up to cruising LVL.

If the failure occurs during radar DEP, join the SID assigned ASAP.

De-Icing

AVBL.

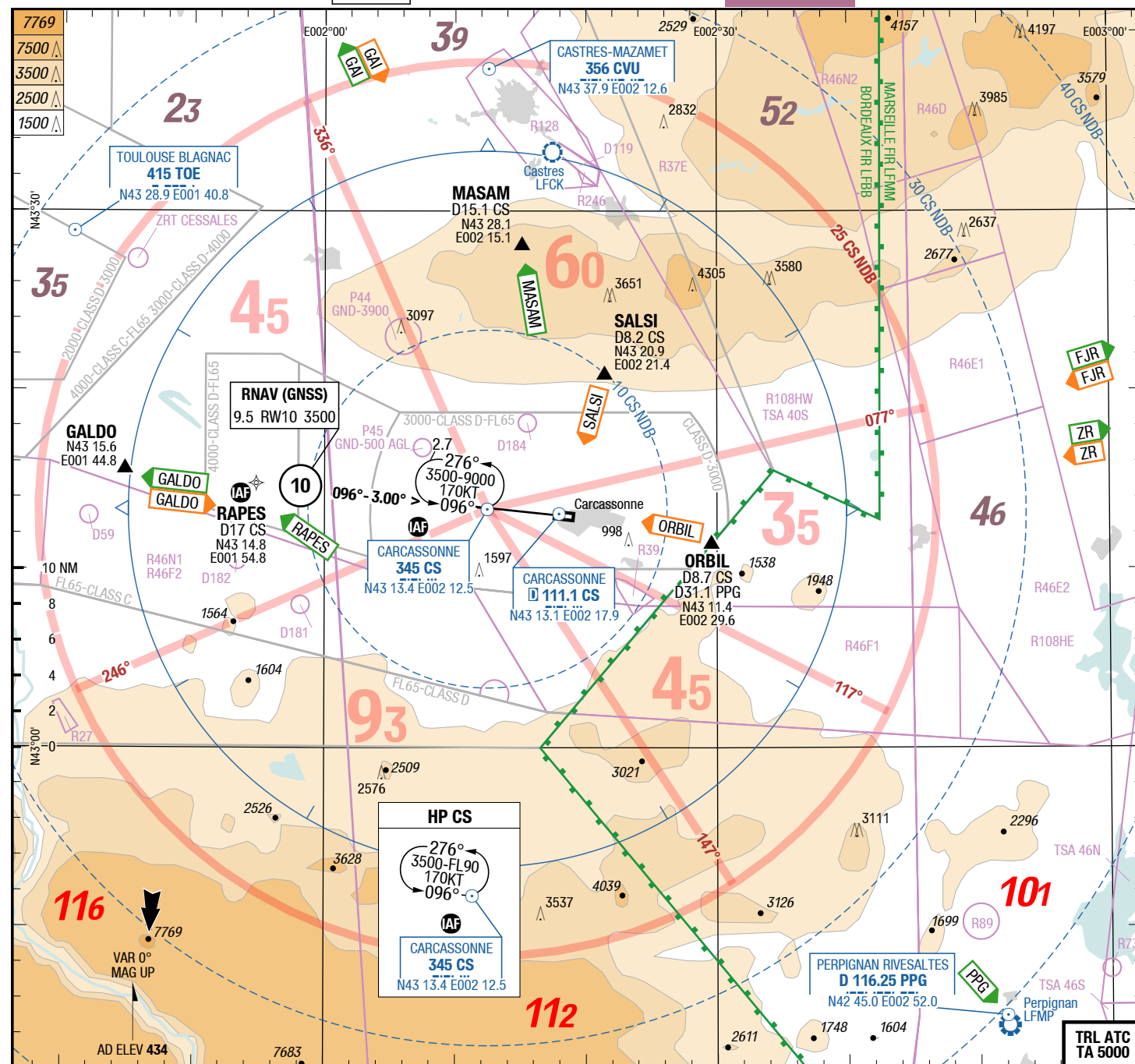
CCF-LFMK

AFC

AFC

AFC

AFC



ATIS	120.025
Toulouse APP	123.850
	129.305
TWR	121.000 HO

Landing RWY system:

10

100 | 1950 x 45 55 HL

THR 434 (16hPa) / TDZ --- (---%) -0.4%

55 HL 45 x 1900 150
4.0°
+0.4% TDZ --- (---%) / THR 405 (15hPa)

Changes: FREQ

Effective 13-SEP-2018

06-SEP-2018

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France Carcassonne Salvaza

AGC

AGC

AGC

Salvaza Carcassonne France

AGC

3-20

E002° 18'

E002° 19'

ATIS 120.025
TWR 121.000 HO

CARCASSONNE
D111.1 CS

ARP
N 43 12.9
E 002 18.5

10
096°
431

10L

28R

28
276°
402

2050 x 45

GENERAL
AVIATION
APRON

HANGARS

APRON

TERMINAL

ENAC
APRON

RWY	TORA	ASDA	TODA
10	2050	2050	2150
28	2050	2050	2110

VAR 0°
MAG UP
AD ELEV 434



Changes: Nil

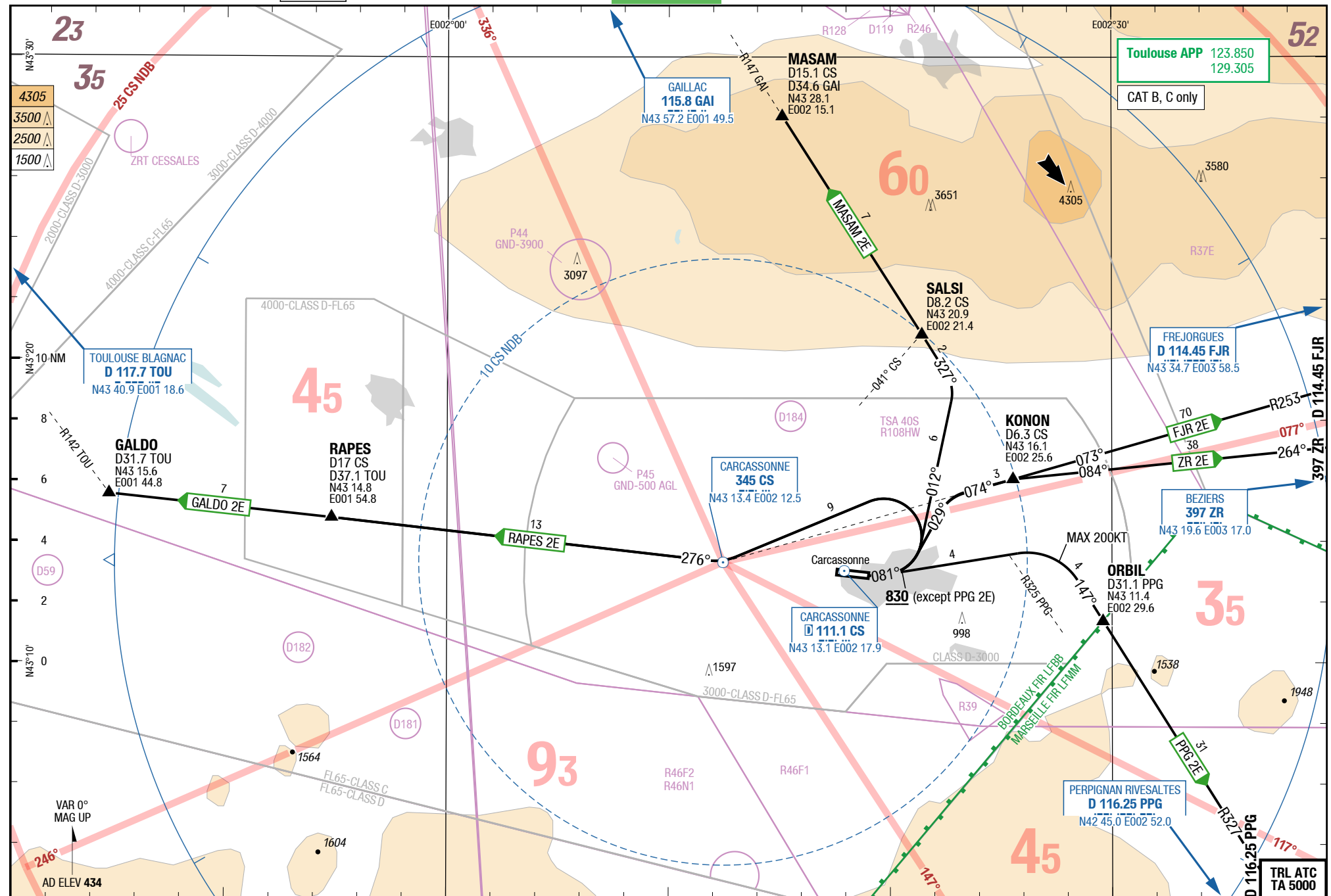
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SIDs RWY 10

SID

SID

SIDs RWY 10



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Effective 13-SEP-2018

06-SEP-2018

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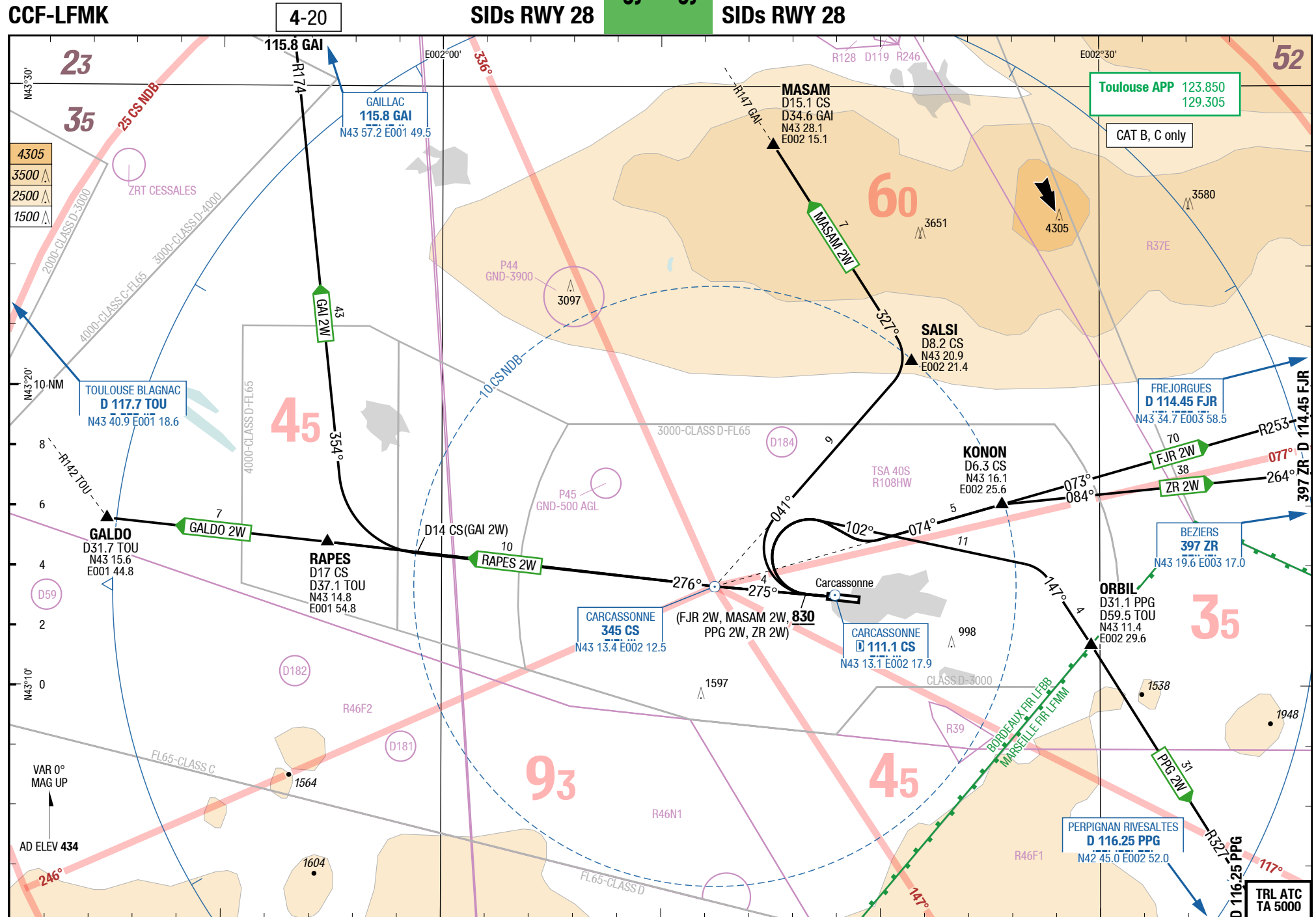
France Carcassonne Salvaza

SID

SID

Salvaza Carcassonne France

SIDs RWY 28



22-JUN-2017

CCF-LFMK

5-10

SIDs RWY 10**SIDPT****BEZIERS 2E / FREJORGUES 2E / GALDO 2E / MASAM 2E / OMNIDIRECTIONAL DEP / PERPIGNAN RIVESALTES 2E / RAPES 2E**

RWY 10 (096°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
BEZIERS 2E ZR 2E ⑥	081° - at MNM 830 LT 029° intercept QDR 074 CS - at KONON intercept QDM 084 ZR to ZR	
FREJORGUES 2E FJR 2E ⑥	081° - at MNM 830 LT 029° intercept QDR 074 CS to KONON - FJR	
GALDO 2E ⑥	081° - at MNM 830 LT direct CS - QDR 276 CS to RAPES - GALDO	
MASAM 2E ①⑥	081° - at MNM 830 LT 012° intercept R147 GAI inbound to SALSJ - MASAM	
OMNIDIRECTIONAL DEP 6.1% to 4700 ②③⑥	081° - at MNM 830 depart omnidirectional to the northern sector	
PERPIGNAN RIVESALTES 2E PPG 2E 5.5% to 4500 ④⑤⑥	081° - crossing R325 PPG RT (MAX 200KT) intercept R327 PPG via ORBIL to PPG	
RAPES 2E ⑥	081° - at MNM 830 LT direct CS - QDR 276 CS to RAPES	

- ① Theoretical climb gradient 4.7% due to obstacle of 3688ft.
 ② Climb gradient due to airspace R39.
 ③ Due to high terrain south of airport, omnidirectional departures are limited to the northern sector.
 ④ Theoretical climb gradient 3.4%.
 ⑤ Climb gradient 5.5% necessary to overfly R46F1 with a vertical separation of 500ft.
 ⑥ CAT B, C only.

Changes: Note

22-JUN-2017

CCF-LFMK**5-20****SIDs RWY 28****SIDPT**

**BEZIERS 2W / FREJORGUES 2W / GAILLAC 2W / GALDO 2W / MASAM 2W /
OMNIDIRECTIONAL DEP / PERPIGNAN RIVESALTES 2W / RAPES 2W**
RWY 28 (276°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.9%	ft/MIN	800	900	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
BEZIERS 2W ZR 2W ⑤	at MNM 830 RT intercept QDR 074 CS - at KONON intercept QDM 084 ZR to ZR	
FREJORGUES 2W FJR 2W ⑤	at MNM 830 RT intercept QDR 074 CS to KONON - FJR	
GAILLAC 2W GAI 2W ⑤	intercept QDM 275 CS to CS - QDR 276 CS - at D14 CS RT intercept R174 GAI to GAI	
GALDO 2W ⑤	intercept QDM 275 CS to CS - QDR 276 CS to RAPES - GALDO	
MASAM 2W ①⑤	at MNM 830 RT intercept QDR 041 CS - at SALSI LT intercept R147 GAI inbound to MASAM	
OMNIDIRECTIONAL DEP 5.9% to 4700 ②③⑤	276° - at MNM 830 depart omnidirectional to the northern sector	
PERPIGNAN RIVESALTES 2W PPG 2W 4.8% to 4500 ④⑤	at MNM 830 RT 102° intercept R327 PPG via ORBIL to PPG	
RAPES 2W ⑤	intercept QDM 275 CS to CS - QDR 276 CS to RAPES	

- ① Theoretical climb gradient 4.9%.
 ② Climb gradient due to airspace R39.
 ③ Due to high terrain south of airport, omnidirectional departures are limited to the northern sector.
 ④ Climb gradient 4.8% necessary to overfly R46F1 with a vertical separation of 500ft.
 ⑤ CAT B, C only.

Changes: Note

Effective 13-SEP-2018

06-SEP-2018

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France Carcassonne Salvaza

NIL

STARs

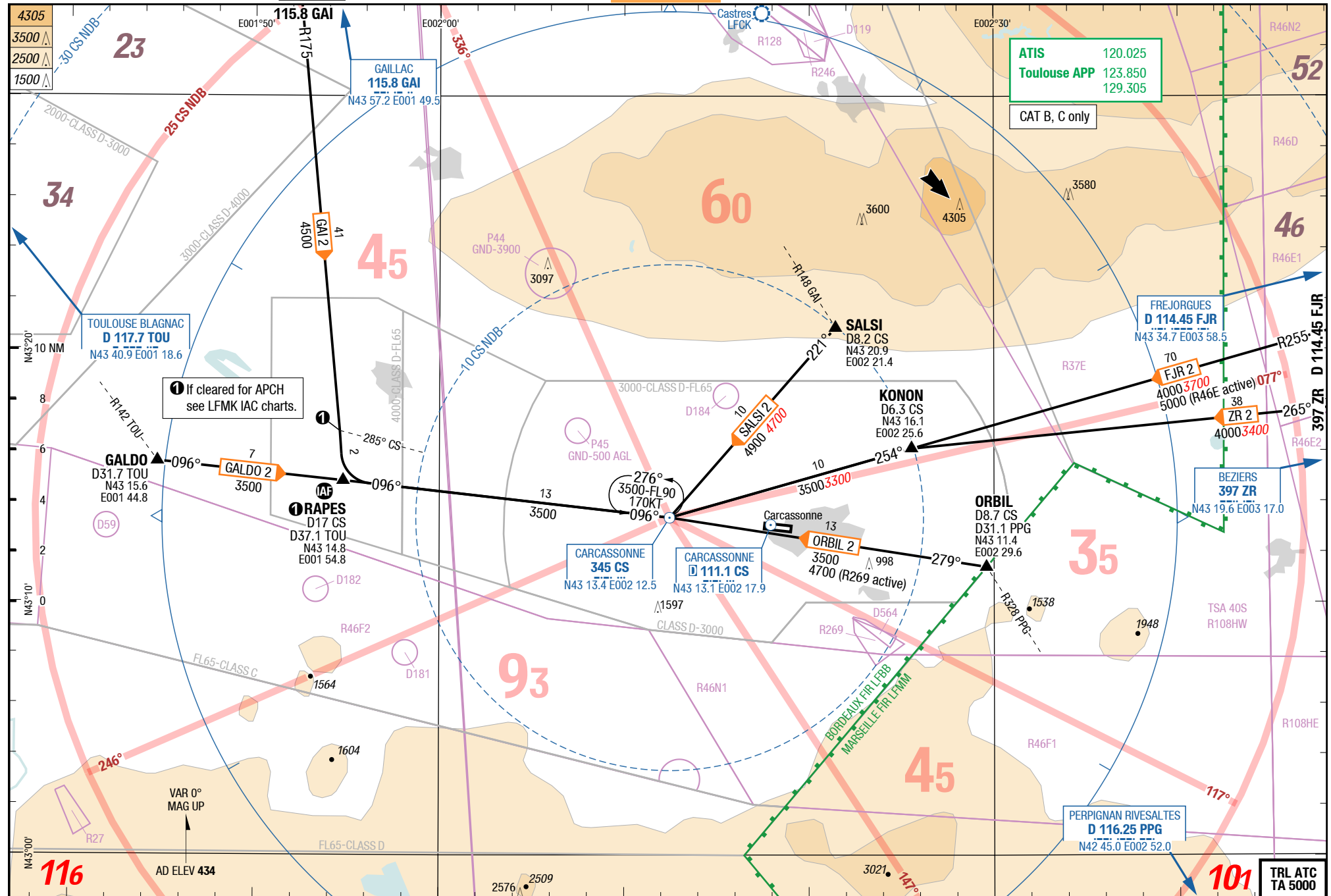
STAR

STAR

Salvaza Carcassonne France

NIL

STARs



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7-10

RNAV (GNSS) 10

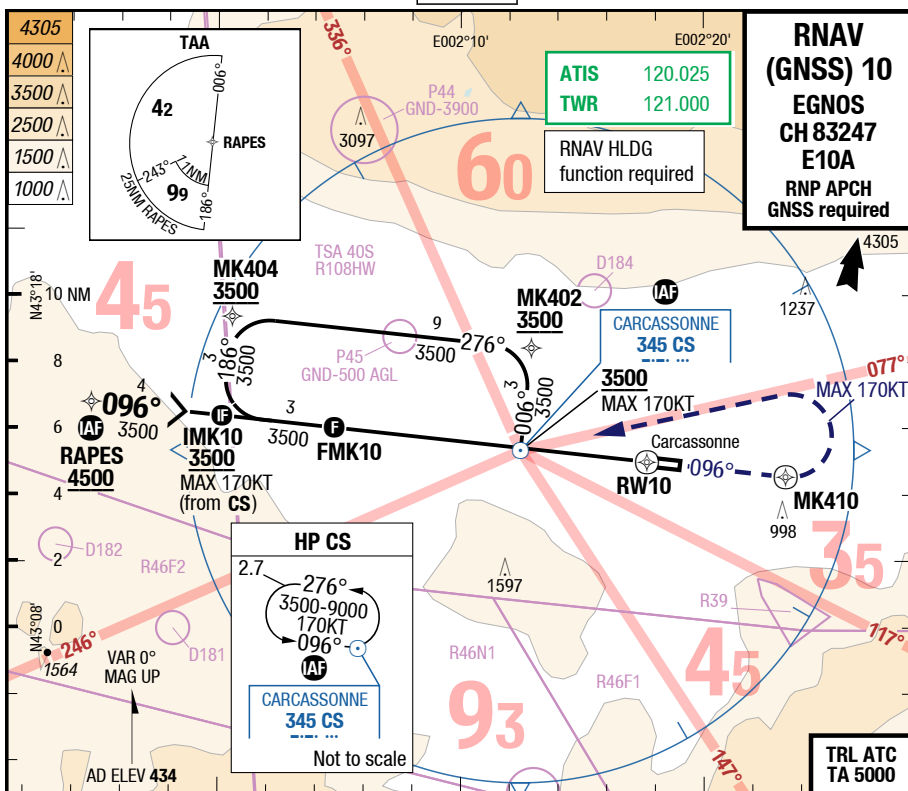
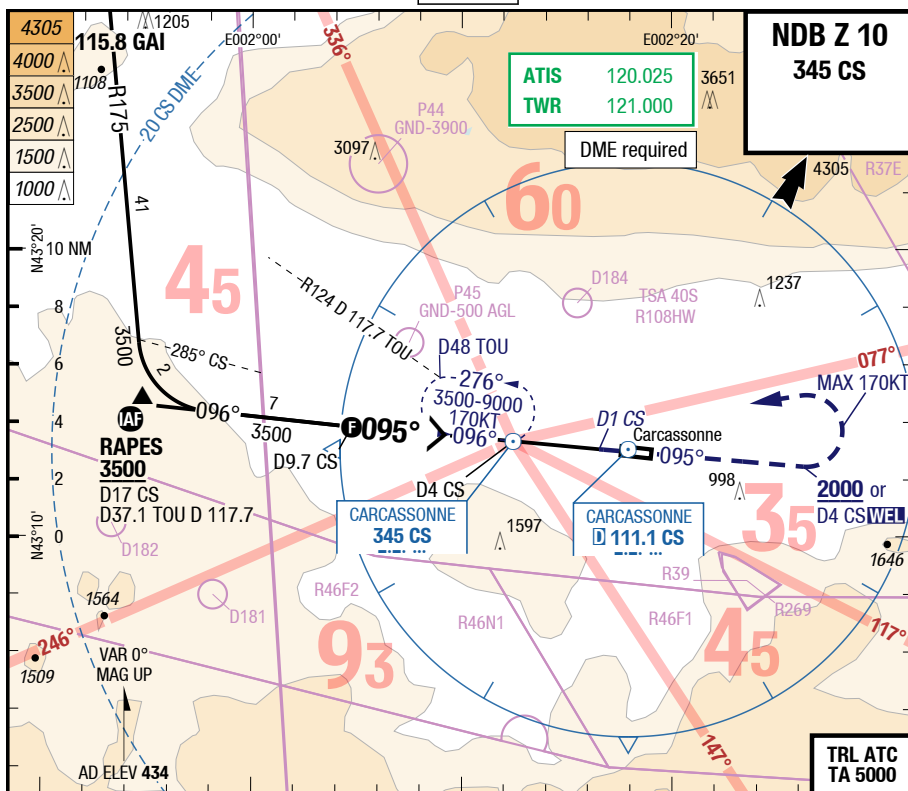


Figure 1 is a 3D visualization of a 4th class instrument approach chart. It shows a 3D perspective of the approach path, including the runway (RW10), the threshold (THR 434), and the minimum descent altitude (MDA). The chart includes a 3D visualization of the approach path, showing the runway (RW10), the threshold (THR 434), and the minimum descent altitude (MDA). The chart also includes a 3D visualization of the approach path, showing the runway (RW10), the threshold (THR 434), and the minimum descent altitude (MDA).

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7-30

NDB Z 10



3.00°
D CS
095°
RWY 096°

9.7	9	8	6	3	2
3500	3290	2970	2340	1380	1060

10

THR 434 (16hPa) / TDZ --- (---%) -0.4%

D9.7 CS

D4 CS LCTR

D1 CS TACAN

QDR 095 CS
at **MNM 2000** or **D4 CS**
whichever is later,
LT (MAX 1700T)
direct **CS LCTR**
climb **3500**

GS	120	140	160
D4 CS	640	740	850
-MAPt	1:30	1:17	1:07

3500

2300

1700

MDA

095°

1700

10

5

3.8

0.8

0

DIST to displaced THR

10	NDB DME CS				
C	ft - m/km ft	550 - 2.4 980 ¹⁾			
D	ft - m/km ft	Not published			

Circling
N of RWY only

1050 - 2.4V
1480

Circling
w/o ATS/LCA QNH
N of RWY only

1270 - 2.4V
1700

Not published

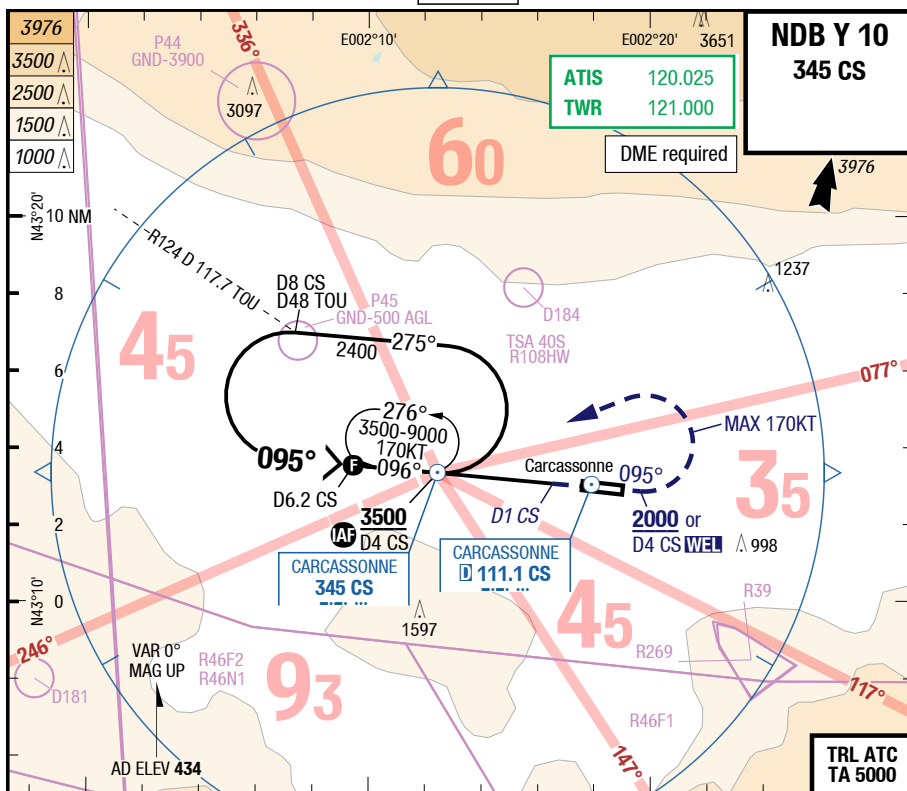
Not published

¹⁾ Timing to determine MAPt NA

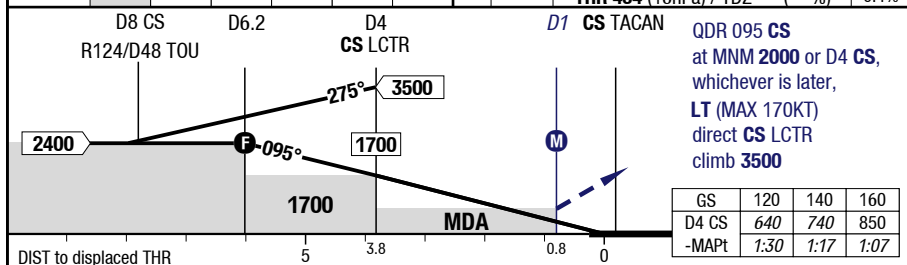
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7-40

NDB Y 10



3.00°		6.2	6	5	3	2	10	
D CS 095°								
RWY 096°		2400	2340	2020	1380	1060		THR 434 (16hPa) / IDZ --- (---%) -0.4%

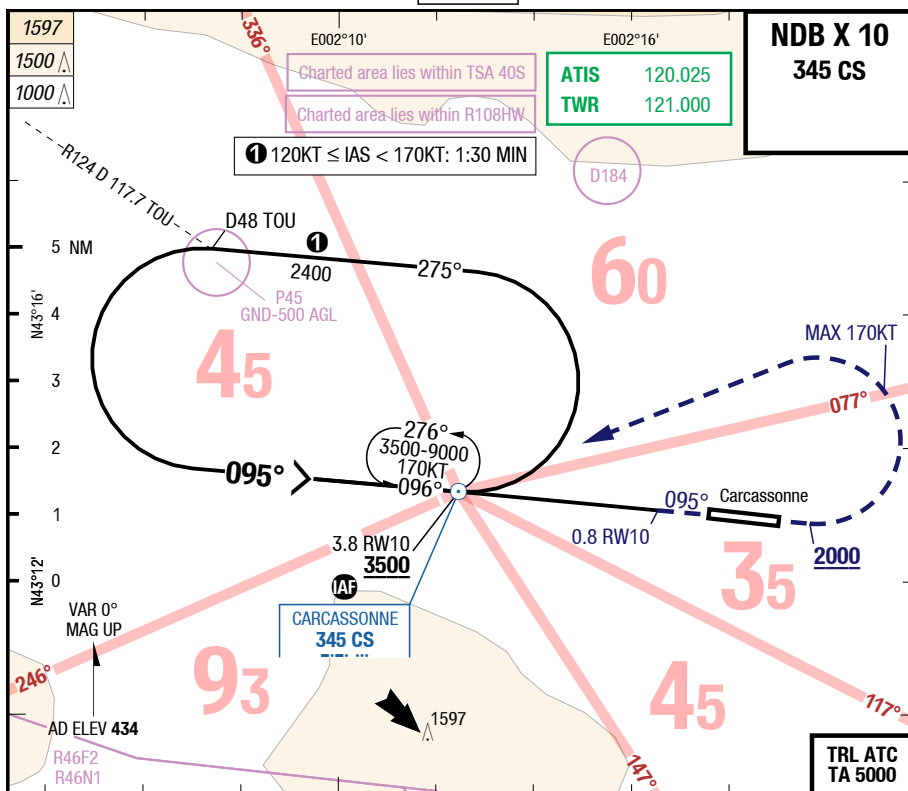




10		NDB DME CS				Circling N of RWY only	Circling w/ ATS/LCA QNH N of RWY only
C	ft - m/km ft	550 - 2.4 980				1050 - 2.4V 1480	1270 - 2.4V 1700
D	ft - m/km ft	Not published				Not published	Not published

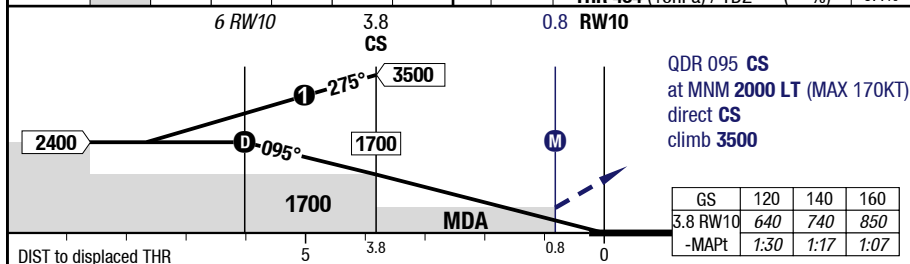
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7-50

NDB X 10



3.00°		6	5	4	3	2		
RW10 095° RWY 096°		2400	2080	1760	1440	1120		



10		NDB				Circling N of RWY only	Circling w/ ATS/LCA QNH N of RWY only
C	ft - m/km ft	550 - 2.4 980				1050 - 2.4V 1480	1270 - 2.4V 1700
D	ft - m/km ft	Not published				Not published	Not published

CCF-LFMK

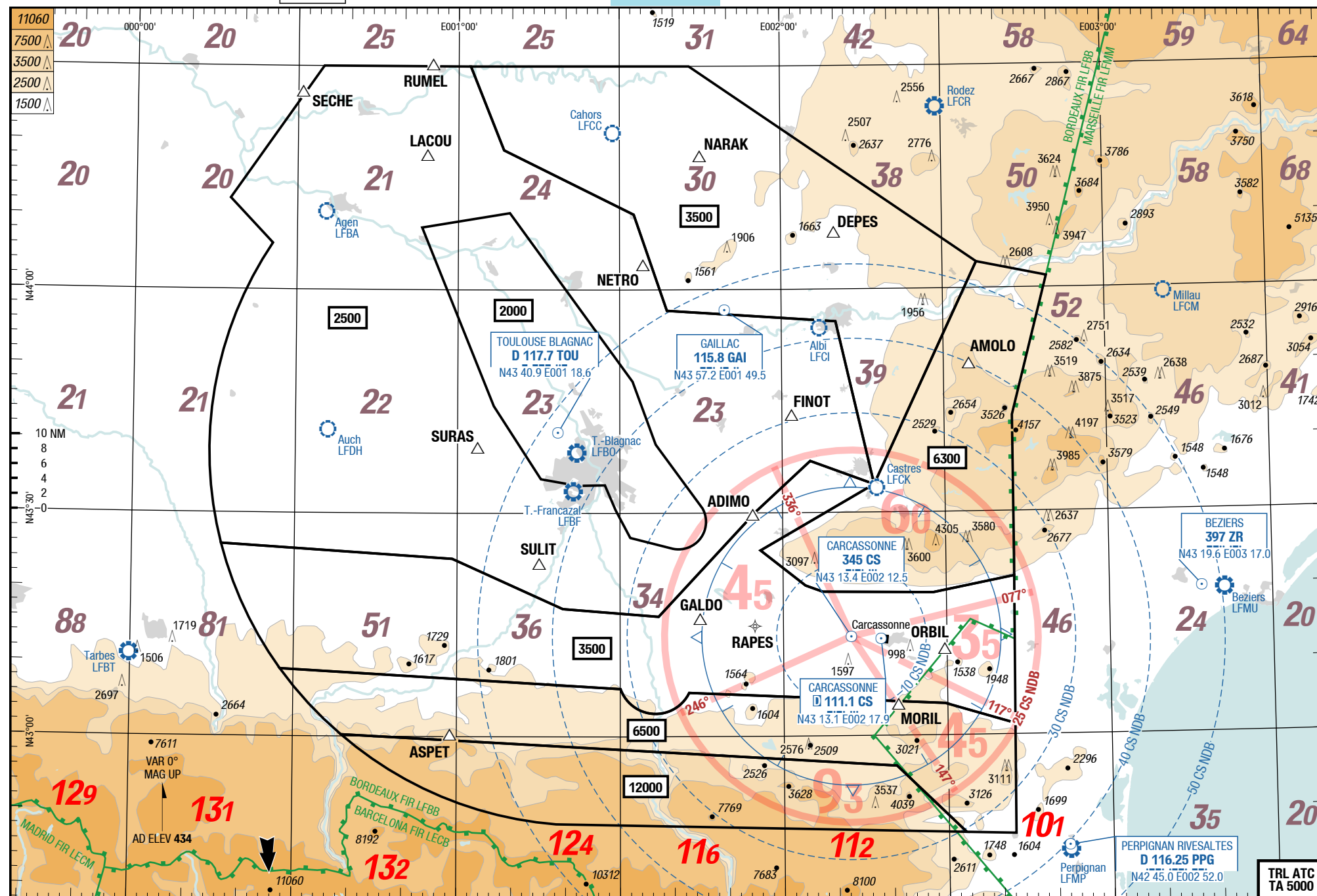
MRC

MRC

MRC

MRC

8-10



Changes: MGA, Editorial

TRL ATC
TA 5000

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