

**GENERAL****Operational Hours**

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

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

**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‡. Other times and from 1 NOV - 31 MAR 0/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.

Effective 13-SEP-2018

06-SEP-2018

CCF-LFMK

# France Carcassonne Salvaza

AGC

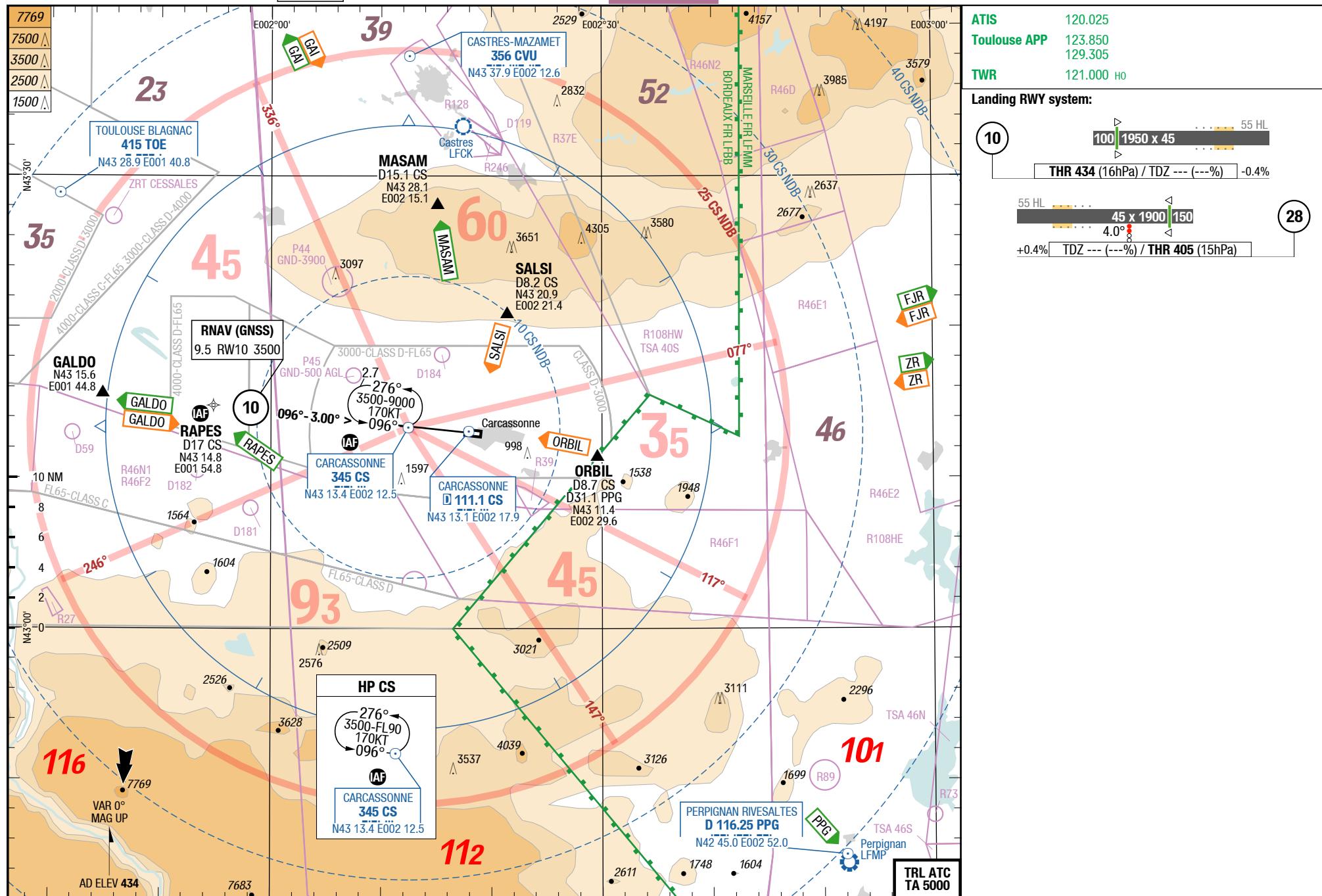
AFC

# Salvaza Carcassonne France

AGC

AFC

2-10



Changes: FREQ

Effective 13-SEP-2018

06-SEP-2018

CCF-LFMK

France Carcassonne Salvaza

Salvaza Carcassonne France

3-20

AGC

AGC

AGC

E002° 18'

E002° 19'

ATIS 120.025  
TWR 121.000 HO

CARCASSONNE  
D 111.1 CS

N43° 13'

10

096°  
431

10L

28R

28

276°  
402

2050 x 45

GENERAL  
AVIATION  
APRON

HANGARS

APRON

ENAC  
APRON

TERMINAL

A

T1

B

T2

B1

C

T3

D

T4

T5

E

F

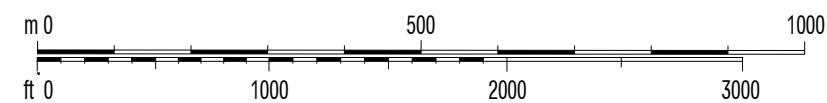
T6

N43° 12.7'

VAR 0°  
MAG UP

AD ELEV 434

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



Changes: Nil

Effective 13-SEP-2018

06-SEP-2018

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France Carcassonne Salvaza

SIDs RWY 28

4-10

SIDs RWY 10

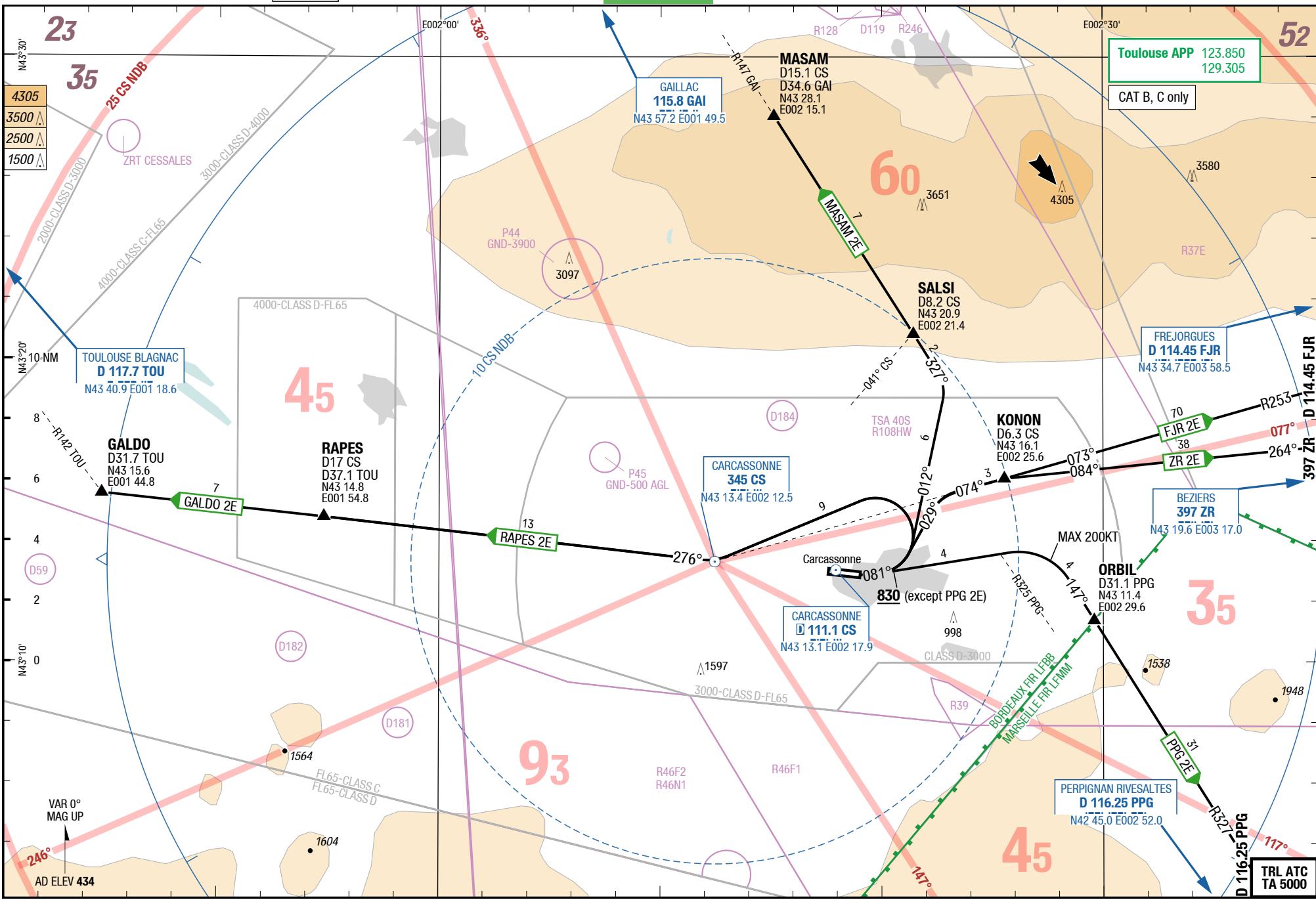
SID

SID

Salvaza Carcassonne France

SIDs RWY 28

SIDs RWY 10



Changes: FREQ

**Effective 13-SEP-2018**

06-SEP-2018

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# France **Carcassonne** Salvaza

Salvaza Carcassonne France

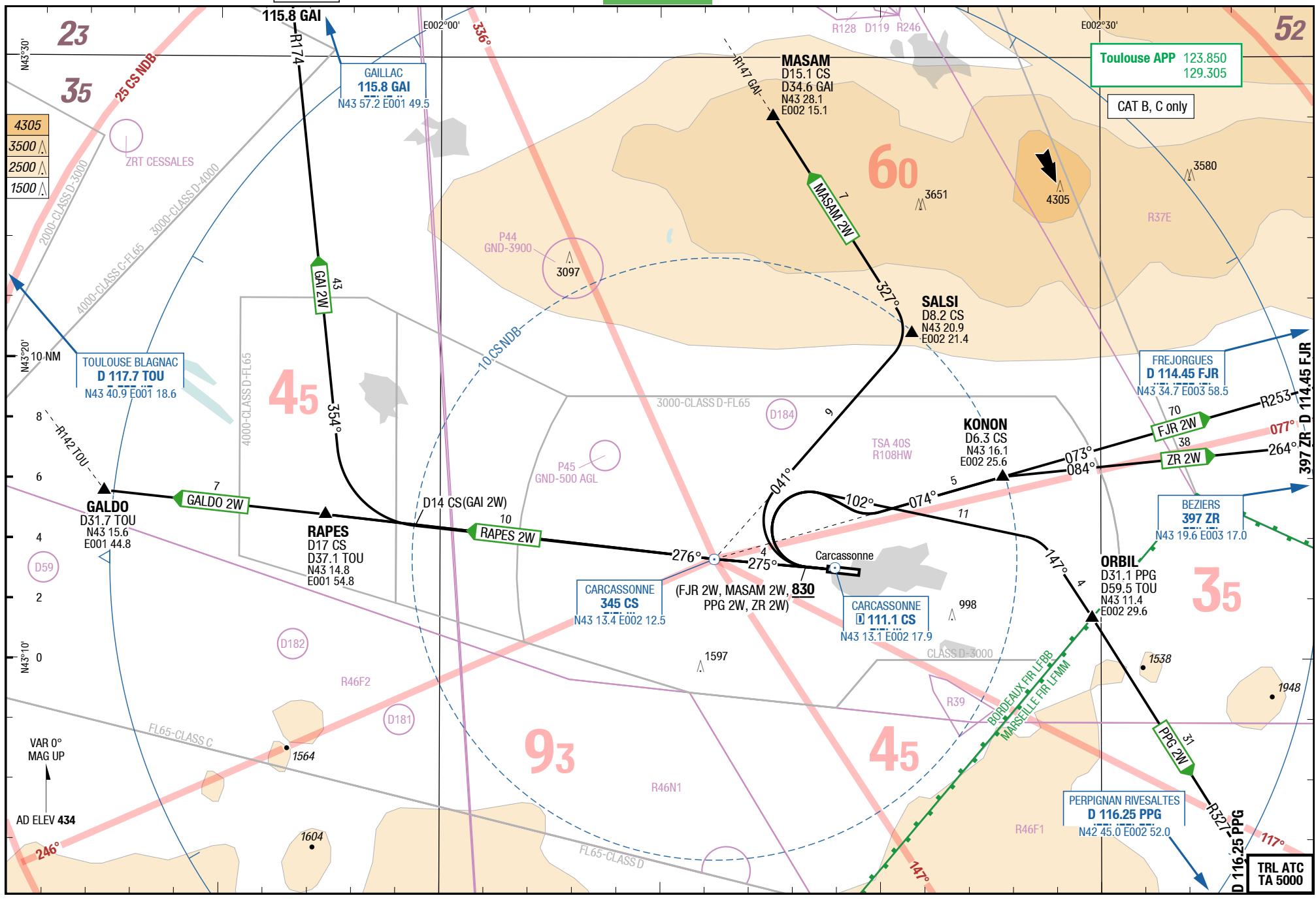
SID

SID

**SIDs RWY 28**

SIDs RWY 28

20



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
	<b>Runway 10</b>	
<b>BEZIERS 2E</b> <b>ZR 2E</b> ⑥	081° - at MNM <b>830 LT</b> 029° intercept QDR 074 <b>CS</b> - at KONON intercept QDM 084 <b>ZR</b> to <b>ZR</b>	
<b>FREJORGUES 2E</b> <b>FJR 2E</b> ⑥	081° - at MNM <b>830 LT</b> 029° intercept QDR 074 <b>CS</b> to KONON - <b>FJR</b>	
<b>GALDO 2E</b> ⑥	081° - at MNM <b>830 LT</b> direct <b>CS</b> - QDR 276 <b>CS</b> to RAPES - GALDO	
<b>MASAM 2E</b> ①⑥	081° - at MNM <b>830 LT</b> 012° intercept R147 <b>GAI</b> inbound to SALSI - MASAM	
<b>OMNIDIRECTIONAL DEP</b> 6.1% to 4700 ②③⑥	081° - at MNM <b>830</b> depart omnidirectional to the northern sector	
<b>PERPIGNAN RIVESALTES 2E</b> <b>PPG 2E</b> 5.5% to 4500 ④⑤⑥	081° - crossing R325 <b>PPG RT</b> (MAX 200KT) intercept R327 <b>PPG</b> via ORBIL to <b>PPG</b>	
<b>RAPES 2E</b> ⑥	081° - at MNM <b>830 LT</b> direct <b>CS</b> - QDR 276 <b>CS</b> 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
	<b>Runway 28</b>	
<b>BEZIERS 2W ZR 2W ⑤</b>	at MNM <b>830 RT</b> intercept QDR 074 <b>CS</b> - at KONON intercept QDM 084 <b>ZR</b> to <b>ZR</b>	
<b>FREJORGUES 2W FJR 2W ⑤</b>	at MNM <b>830 RT</b> intercept QDR 074 <b>CS</b> to KONON - <b>FJR</b>	
<b>GAILLAC 2W GAI 2W ⑤</b>	intercept QDM 275 <b>CS</b> to <b>CS</b> - QDR 276 <b>CS</b> - at D14 <b>CS RT</b> intercept R174 <b>GAI</b> to <b>GAI</b>	
<b>GALDO 2W ⑤</b>	intercept QDM 275 <b>CS</b> to <b>CS</b> - QDR 276 <b>CS</b> to RAPES - GALDO	
<b>MASAM 2W ①⑤</b>	at MNM <b>830 RT</b> intercept QDR 041 <b>CS</b> - at SALSI <b>LT</b> intercept R147 <b>GAI</b> inbound to MASAM	
<b>OMNIDIRECTIONAL DEP 5.9% to 4700 ②③⑤</b>	276° - at MNM <b>830</b> depart omnidirectional to the northern sector	
<b>PERPIGNAN RIVESALTES 2W PPG 2W 4.8% to 4500 ④⑤</b>	at MNM <b>830 RT</b> 102° intercept R327 <b>PPG</b> via ORBIL to <b>PPG</b>	
<b>RAPES 2W ⑤</b>	intercept QDM 275 <b>CS</b> to <b>CS</b> - QDR 276 <b>CS</b> 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

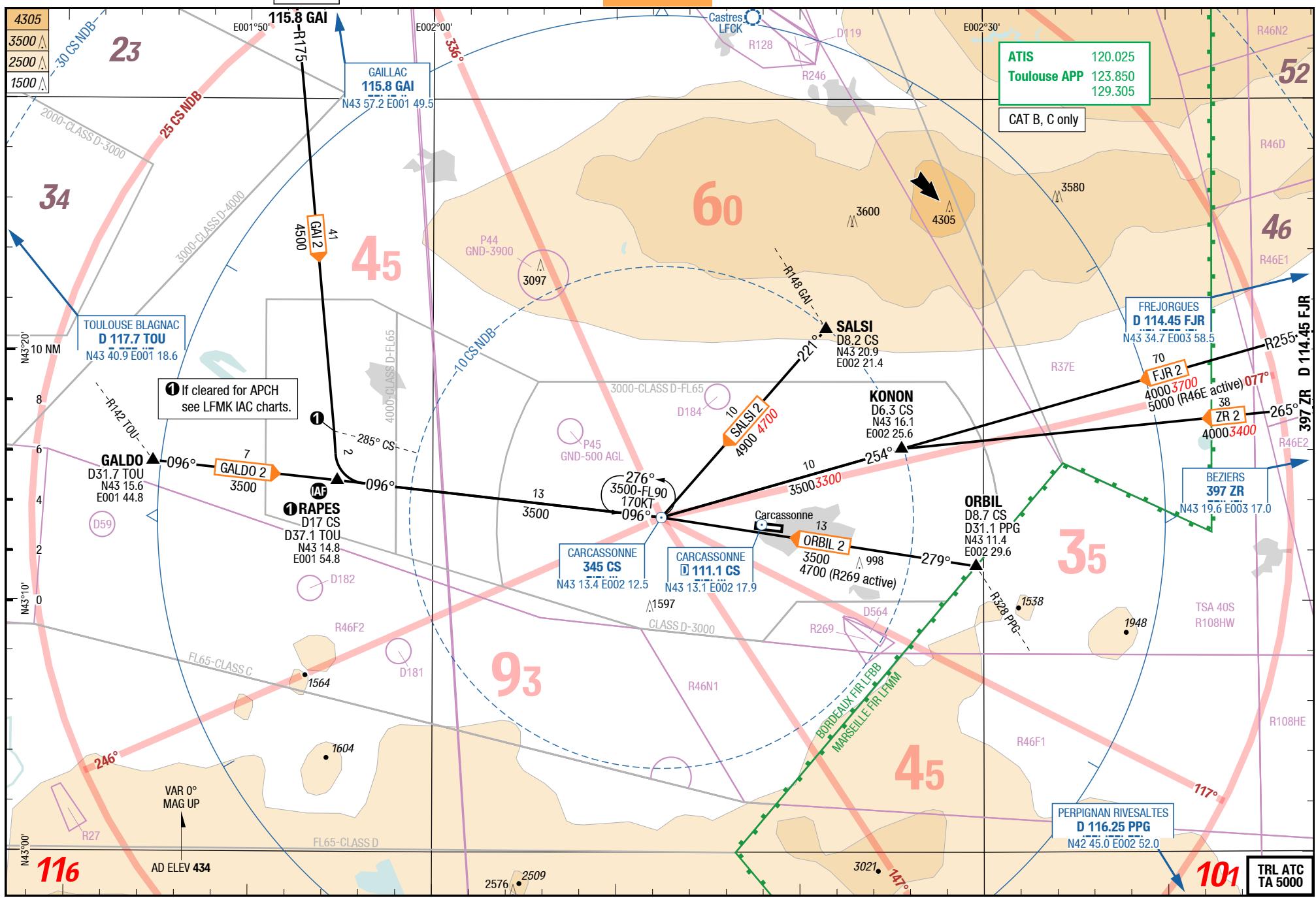
CCF-LFMK

# France **Carcassonne** Salvaza

NIL  
**STARs**

: Salvaza Carcassonne Franc

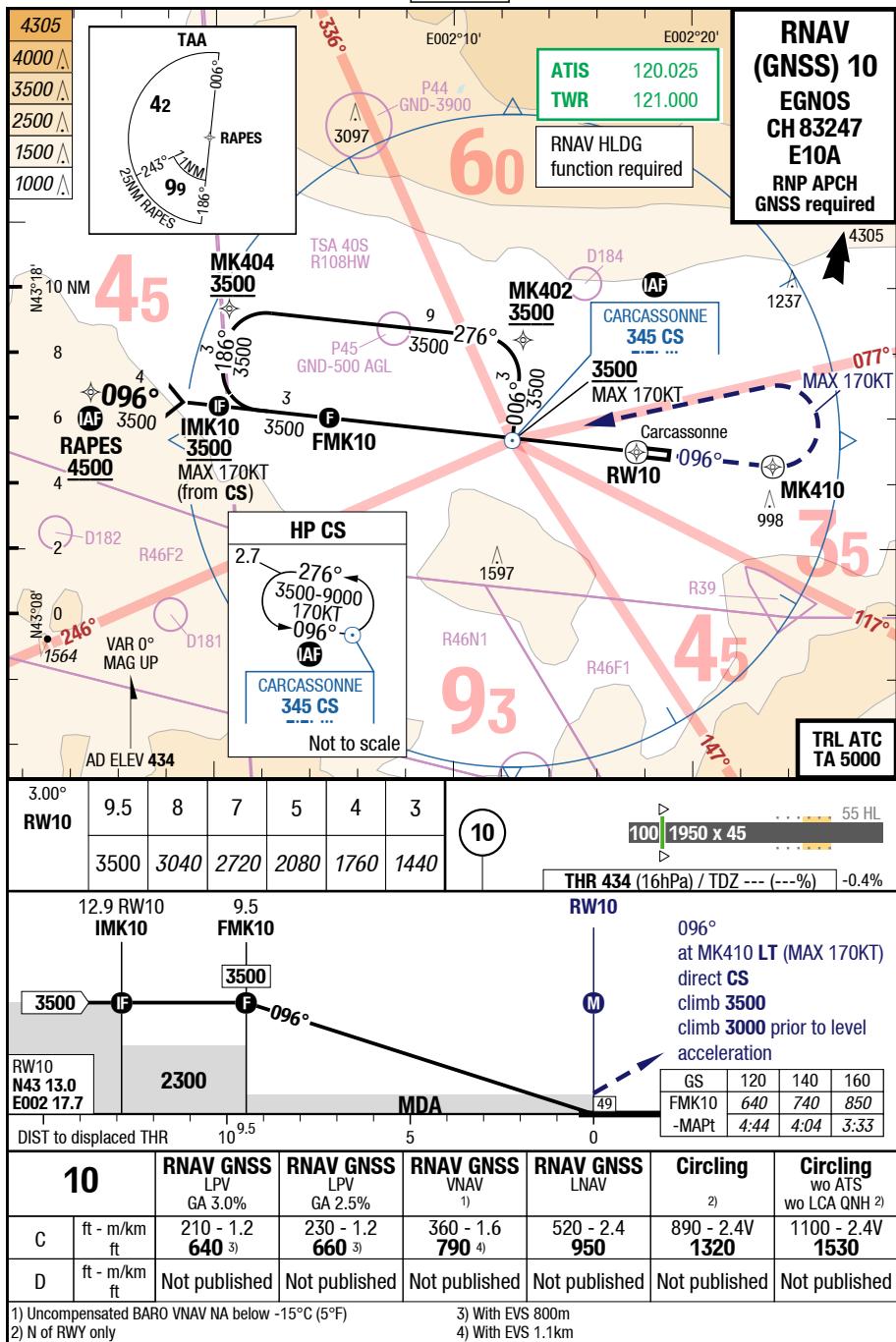
**STARS**



CCF-LFMK

7-10

**RNAV (GNSS) 10**



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Changes: WRT MIN SUAs TCH Editorial

**Effective 25-MAY-2017**

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18-MAY-2017

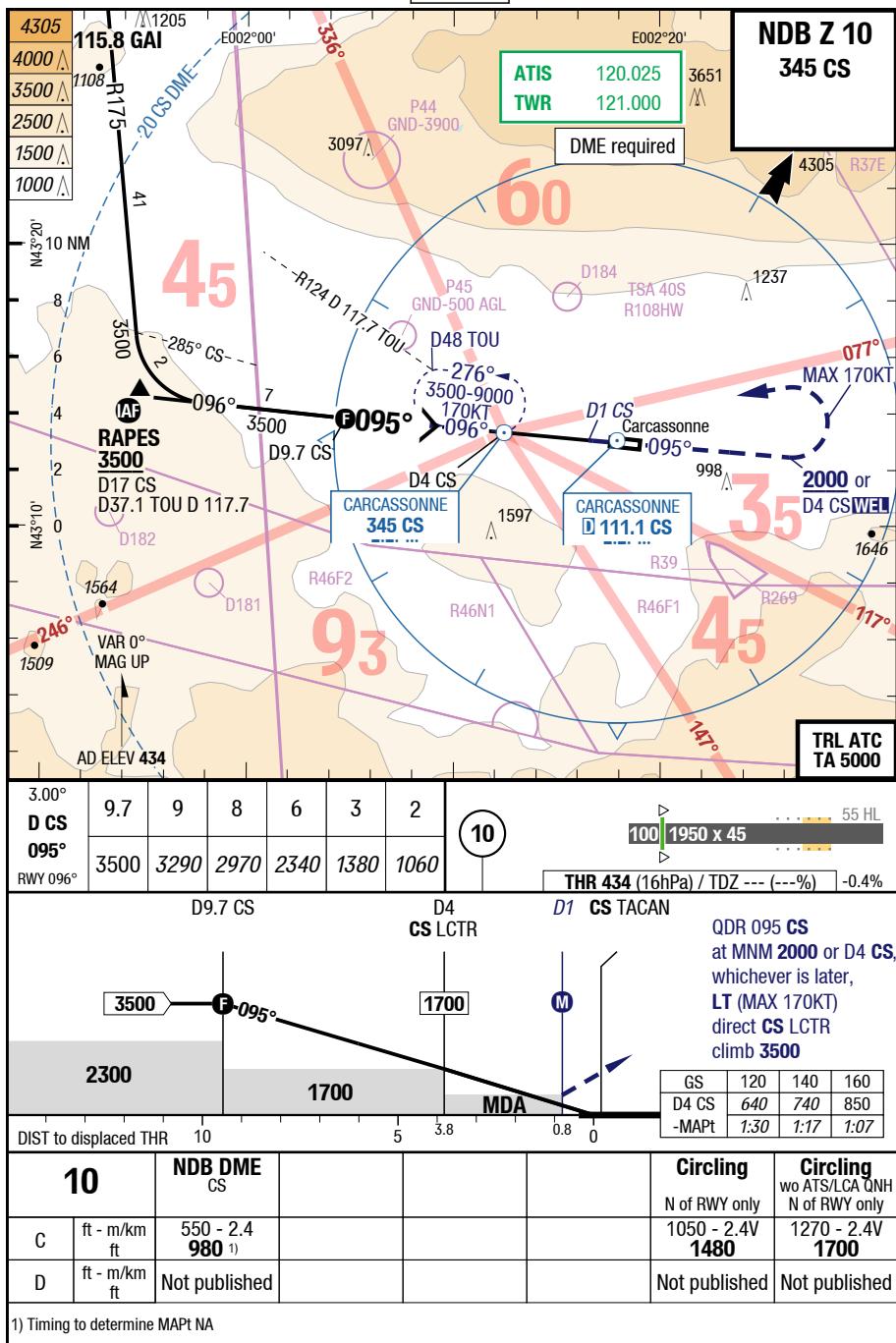
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France Carcassonne Salyaza

IAC

7-30

NDB Z 10



#### 1) Timing to determine MAPt NA

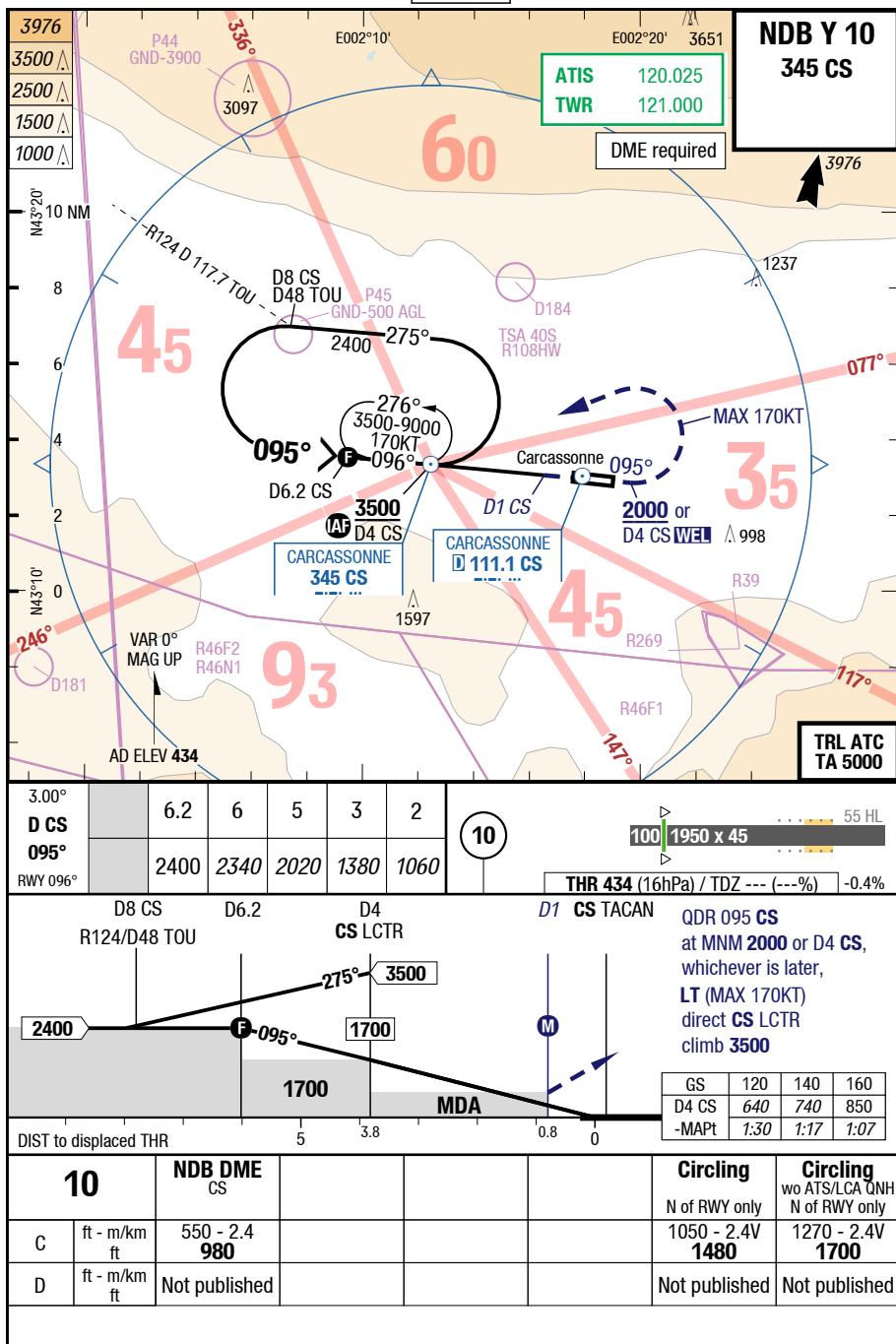
## Changes: APL, ALT, OBST, SUAs

7-40

NDB Y 10

CCF-LFMK

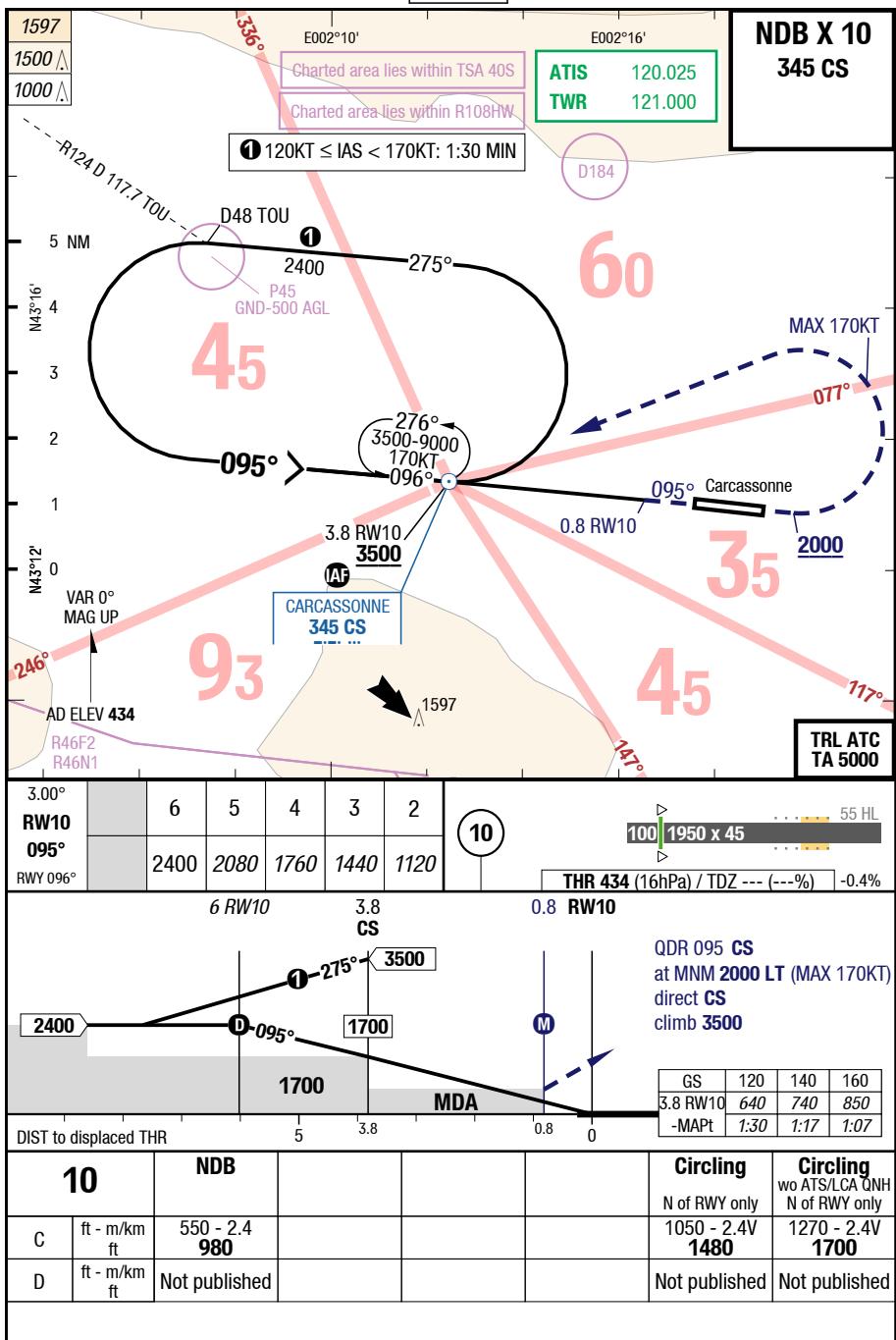
**NDB Y 10  
345 CS**



## Changes: APL, ALT, OBST, SUAs

7-50

NDB X 10



Effective 30-MAR-2017

23-MAR-2017

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# France Carcassonne Salvaza

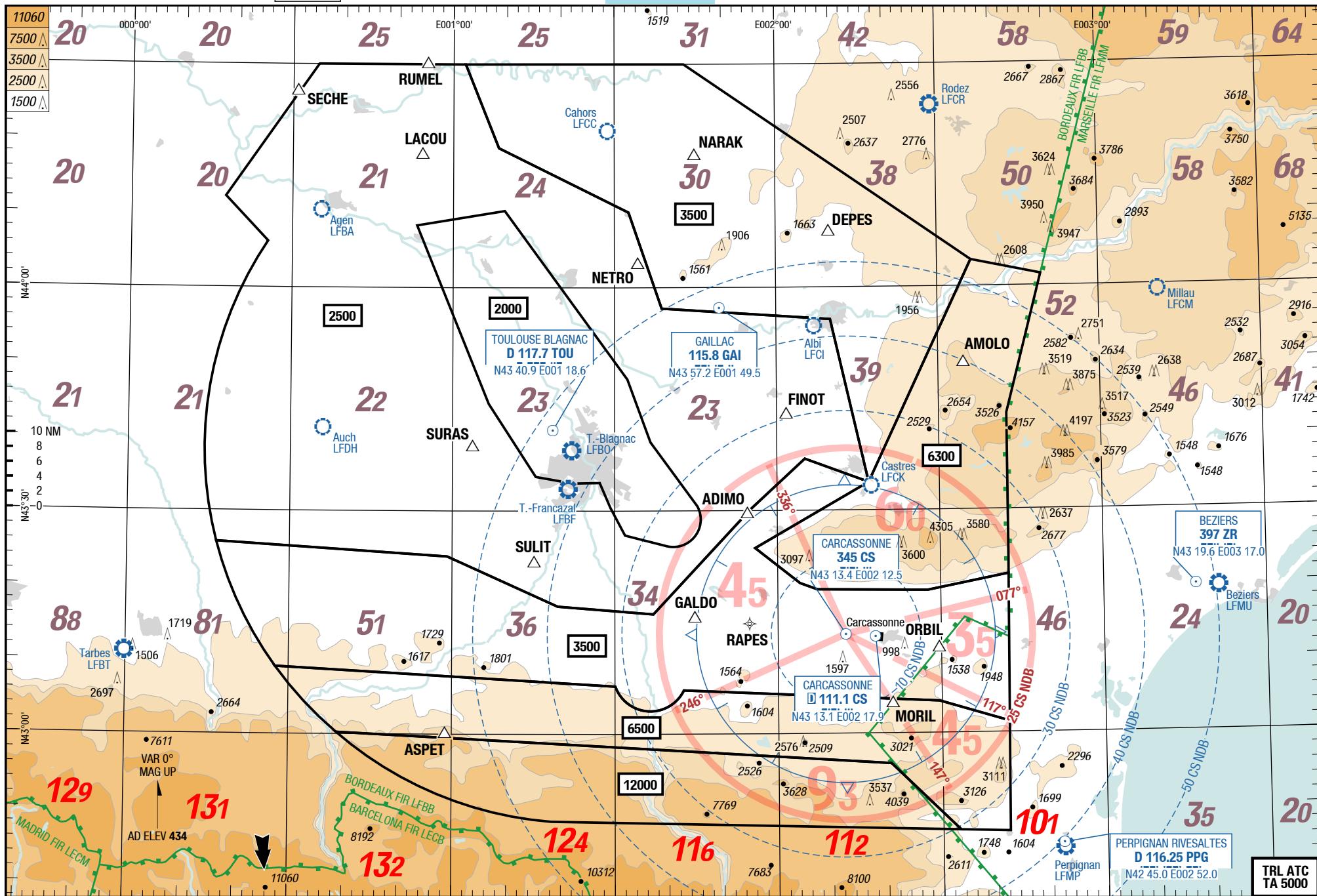
MRC

MRC

# Salvaza Carcassonne France

MRC

MRC



Changes: MGA, Editorial