

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours**

AFIS: MON-FRI 0500-2045‡.

Possible extension on SAT, SUN and HOL or according to ATS SKED after 2045‡ for any SKED flight.

**Airport Information****RFF:** CAT 2, CAT 4 SKED flights and on PPR PN 15min**PCN:** RWY 14/32: 25/F/B/W/T**Customs:** Not AVBL**Operation****TWY Restriction**

TWY width 15m / 49ft.

**Warnings**

Wildlife strike hazard.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100.

**Communication****COM Failure**

Join or follow assigned STAR or the very next one by default. Fly over the IAF at the latest assigned FL and read back, if LVL is usable in HLDG pattern or failing this at the highest LVL of this pattern.

Perform this HLDG pattern till the latest time of:

- EAT.
- 10min after entering the HLDG pattern.

Descend within the HLDG pattern. Leave IAF in order to perform the approach procedure.

If the pilot knows about which QFU is in use, comply with the procedure described in National Regulations.

If the Pilot doesn't know about which QFU is in use, comply with the published procedure (possibly followed by circling, according to the wind direction).

**MISAP COM Failure**

If it is impossible to land within the time limit defined in regulation, divert to ALTN as mentioned in FPL in compliance with suitable SID or multidirectional departures, climbing to the MNM en-route safety ALT or to FL70 for AD located within the lateral limits of the TMA.

**Warnings**

| Absence of the approach lighting system, presence of identification lights at THR 14 and 32.

## DEPARTURE

## Take-off Minima

RWY		14/32	
A, B, C	ft - m/km	0 - 550V	HJ only
		0 - 800V	HN
D		Not applicable	-

## Speed

MAX IAS 250KT below FL100.

## Communication

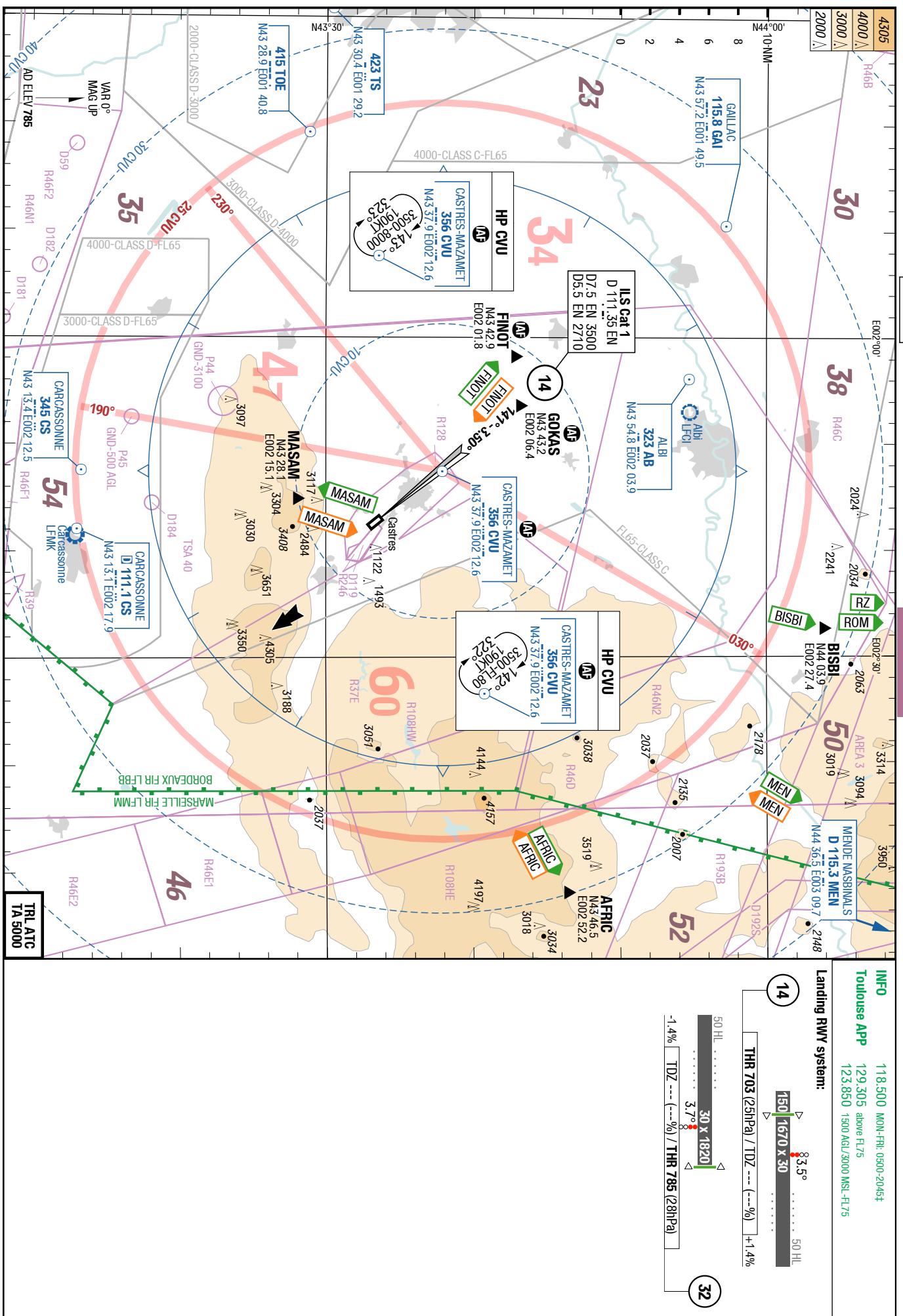
## COM Failure

Continue flight up to TMA limits, complying with outgoing routes at the last assigned FL then undertake climb up to the cruising FL. If the last assigned FL is not compatible with MNM safety ALT, continue climb up to cruising FL.

If the failure occurs during radar vectoring departure, join the assigned SID as soon as possible.

## De-Icing

O/R



Not to scale

14/32

3-20

E002°17.5'

TERMINAL

HANGAR

APRON

P1

P3

P2

P6

P5

P4

C

N

S

GA

APRON

H

T

821

MILITARY  
APRON

1820 X 30

ARP  
N 43 33.3  
E 002 17.4

C

⊕

H

T

821

APRON

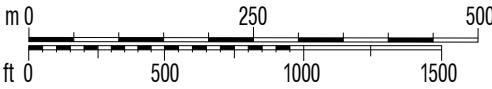
TERMINAL

HANGAR

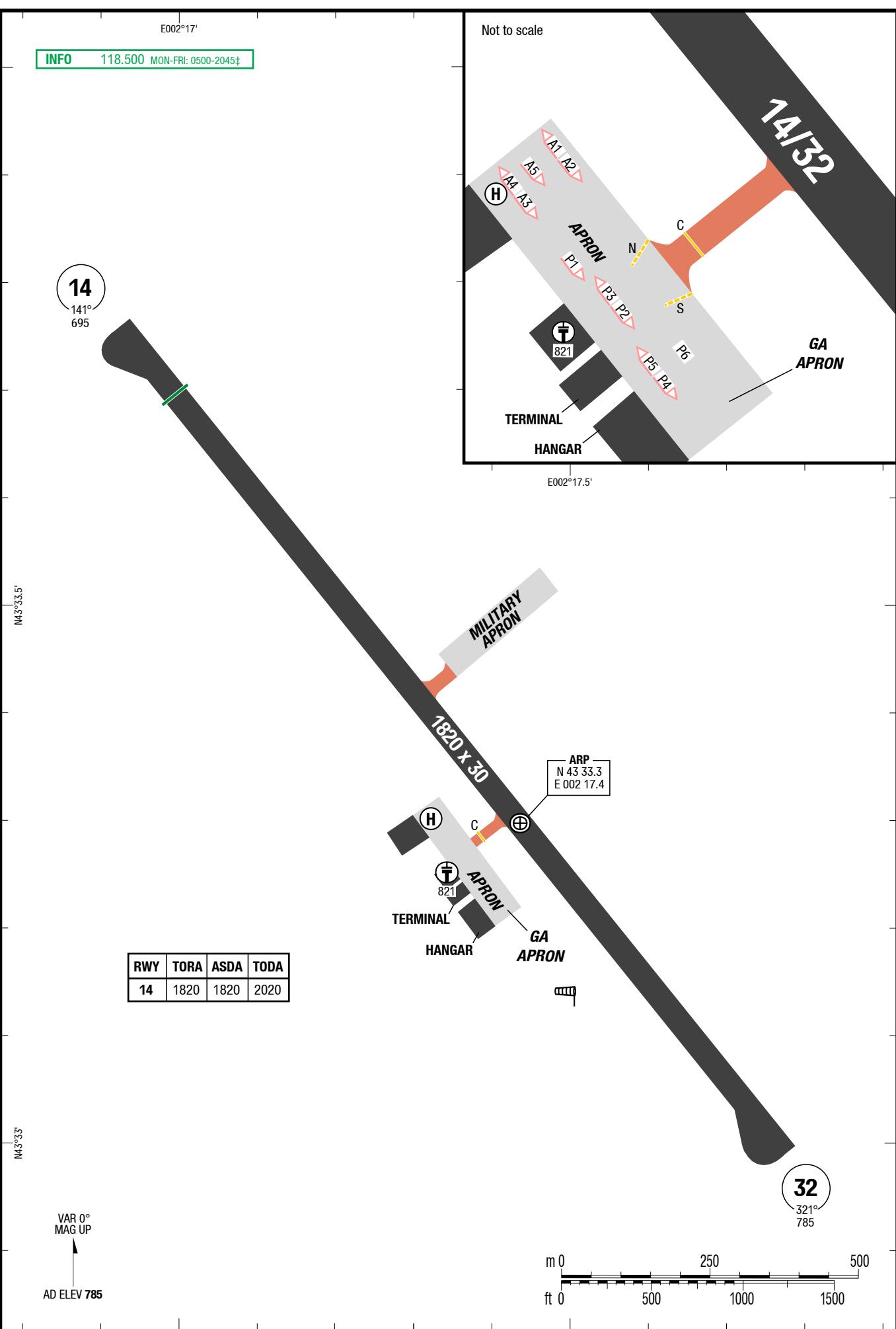
GA

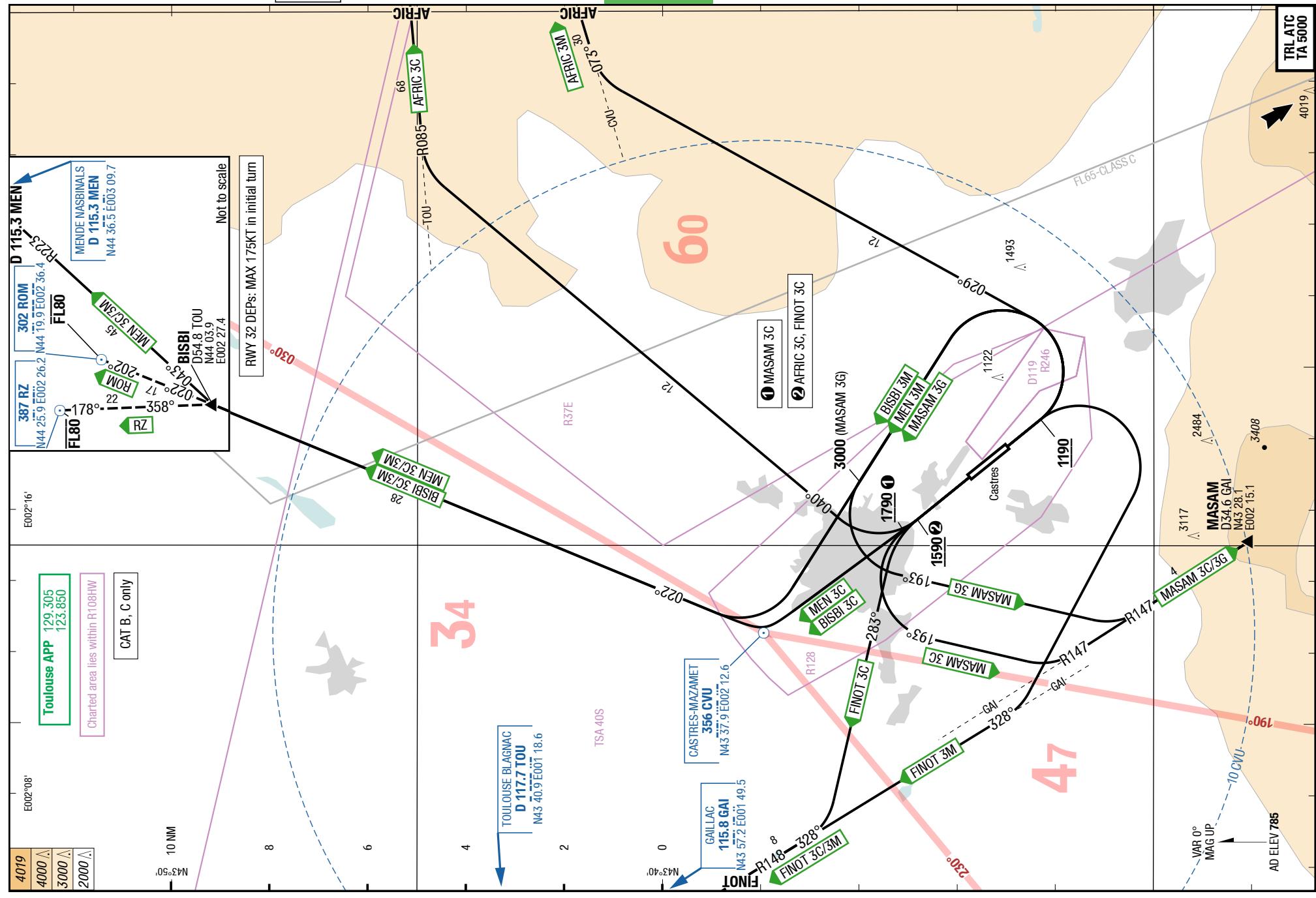
APRON

RWY	TORA	ASDA	TODA
14	1820	1820	2020

14  
141°  
69532  
321°  
785VAR 0°  
MAG UP

AD ELEV 785





AFRIC 3M / BISBI 3M / FINOT 3M / MASAM 3G / MENDE NASBINALS 3M

RWY 14 (141°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.7%	ft/MIN	700	900	1100	1300	1400	1600
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 14</b>	
<b>AFRIC 3M</b> 5.7% <b>129.305</b> <b>123.850</b>	at MNM 1190 LT 029° - intercept QDR 073° <b>CVU</b> to AFRIC	
<b>BISBI 3M</b> 4.7% <b>129.305</b> <b>123.850</b>	at MNM 1190 LT direct <b>CVU</b> - at <b>CVU RT</b> 022° to BISBI  <b>TRANSITION</b>  <b>RODEZ (ROM)</b> BISBI - ROM	<b>ROM MAX FL80</b>
	<b>RODEZ (RZ)</b> BISBI - RZ	<b>RZ MAX FL80</b>
<b>FINOT 3M</b> 7.5% - CAT B 9.0% - CAT C <b>129.305</b> <b>123.850</b>	at MNM 1190 RT - intercept R148 <b>GAI</b> inbound to FINOT	
<b>MASAM 3G</b> 4.7% <b>129.305</b> <b>123.850</b>	at MNM 1190 LT inbound to <b>CVU</b> - at 3000 LT 193° - intercept R147 <b>GAI</b> to MASAM	
<b>MENDE NASBINALS</b> 3M <b>MEN 3M</b> 4.7% <b>129.305</b> <b>123.850</b>	at MNM 1190 LT direct <b>CVU</b> - at <b>CVU RT</b> 022° to BISBI - <b>MEN</b>	

DCM-LFCK

5-20

SIDs

SIDPT

## OMNIDIRECTIONAL DEP / AFRIC 3C / BISBI 3C / FINOT 3C / MASAM 3C

RWYs 14 (141°) / 32 (321°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
<b>OMNIDIRECTIONAL DEP</b> 7.5% - CAT B 9.0% - CAT C <b>129.305</b> <b>123.850</b> ①	at MNM 1190 RT climbing to CVU in accordance with the same slope, then direct route climbing up to enroute safety altitude.	
	Runway 32	
<b>AFRIC 3C</b> 3.8% <b>129.305</b> <b>123.850</b> ①	at MNM 1590 RT (MAX 175KT) 040°- intercept R085 TOU to AFRIC	
<b>BISBI 3C</b> 3.8% <b>129.305</b> <b>123.850</b>	direct CVU - RT (MAX 175KT) 022° to BISBI  <b>TRANSITION</b>  <b>RODEZ (ROM)</b> BISBI - ROM  <b>RODEZ (RZ)</b> BISBI - RZ	  <b>ROM MAX FL80</b>  <b>RZ MAX FL80</b>
<b>FINOT 3C</b> 3.8% <b>129.305</b> <b>123.850</b>	at MNM 1590 LT (MAX 175KT) 283°- intercept R148 GAI inbound to FINOT	
<b>MASAM 3C</b> 5.5% <b>129.305</b> <b>123.850</b>	at MNM 1790 LT (MAX 175KT) intercept R147 GAI to MASAM	

① When area R46E active comply with climb gradient 4.7% up to 5200

## MENDE NASBINALS 3C / OMNIDIRECTIONAL DEP

RWY 32 (321°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
<b>MENDE NASBINALS</b> 3C <b>MEN 3C</b> 3.8% <b>129.305</b> <b>123.850</b> ①	direct <b>CVU - RT</b> (MAX 175KT) 022° to BISBI - <b>MEN</b>	
<b>OMNIDIRECTIONAL</b> <b>DEP</b> 5.5% <b>129.305</b> <b>123.850</b>	at MNM <b>1790</b> direct route climbing up to enroute safety altitude	

① When area R46E active comply with climb gradient 4.7% up to 5200

**Effective 13-SEP-2018**

06-SEP-2018

## DCM-LFCK

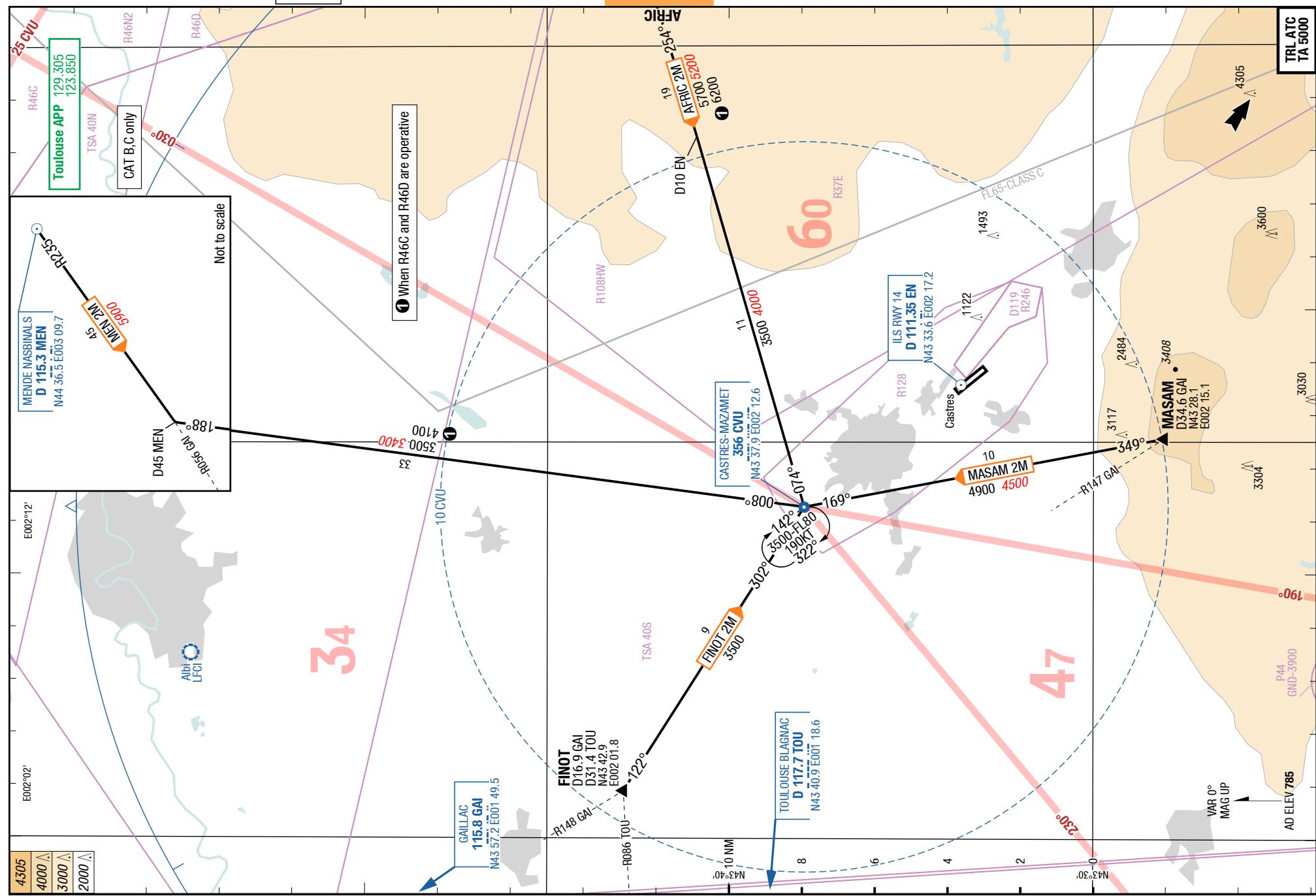
5-10

## France Castres Mazamet

# — **STARs**

SIAR

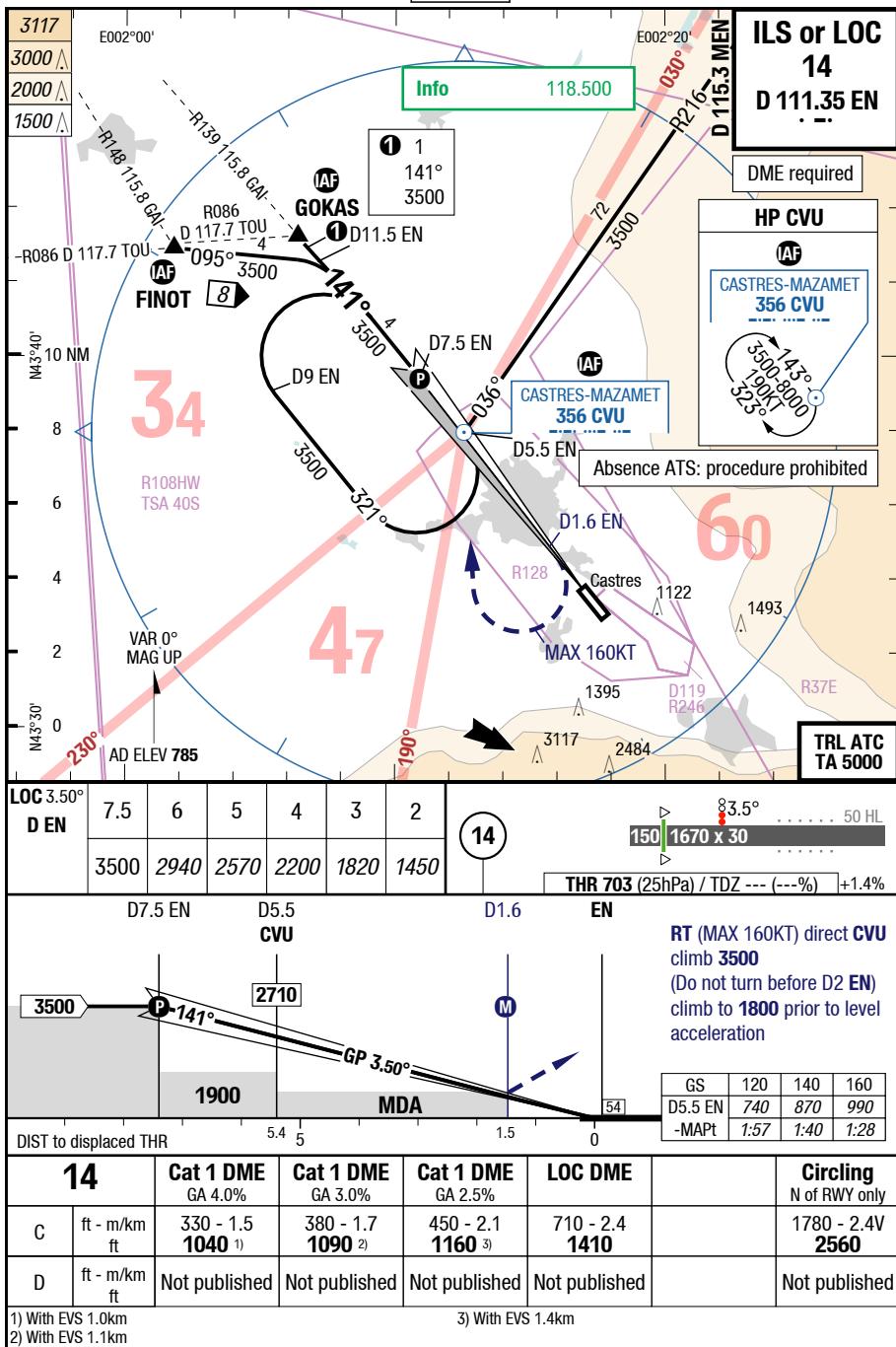
Mazamet **Castres** France  
NIL  
**STARs**



7-10

## ILS or LOC 14

14



7-30

## **RNAV (GNSS) X 14**

**RNAV (GNSS) X 14**  
RNP APCH GNSS required

**Wayspoints and Routes:**

- CK411** (IAF) at E002°06' N43°42' 10 NM
- ICK14** (IAF) at E002°16' N43°42' 5 NM
- FCK14** (IAF) at E002°16' N43°42' 5 NM
- CASTRES-MAZAMET 356 CVU** (IAF) at E002°16' N43°42' 5 NM
- CK410** (IAF) at E002°06' N43°42' 6 NM
- CK420** (MAX 190KT) at E002°16' N43°32' 7 NM
- MK14X** (IAF) at E002°16' N43°32' 11 NM
- MK14X** (IAF) at E002°16' N43°32' 14 NM
- Castres** (R128) at E002°16' N43°32' 11 NM
- R37E** at E002°16' N43°32' 14 NM
- 2392** (IAF) at E002°16' N43°32' 23 NM

**Performance Data:**

3.50°	5.7	5	4	3	2	1
MK14X	3500	3240	2870	2500	2130	1760

Absence ATS: procedure prohibited.

**THR 703 (25hPa) / TDZ --- (---) +1.4%**

**RT (MAX 160KT)**  
direct CK420 (MAX 190KT) - CK410 climb 3500 climb 1800 prior to level acceleration

**14**

**RNAV GNSS LNAV**

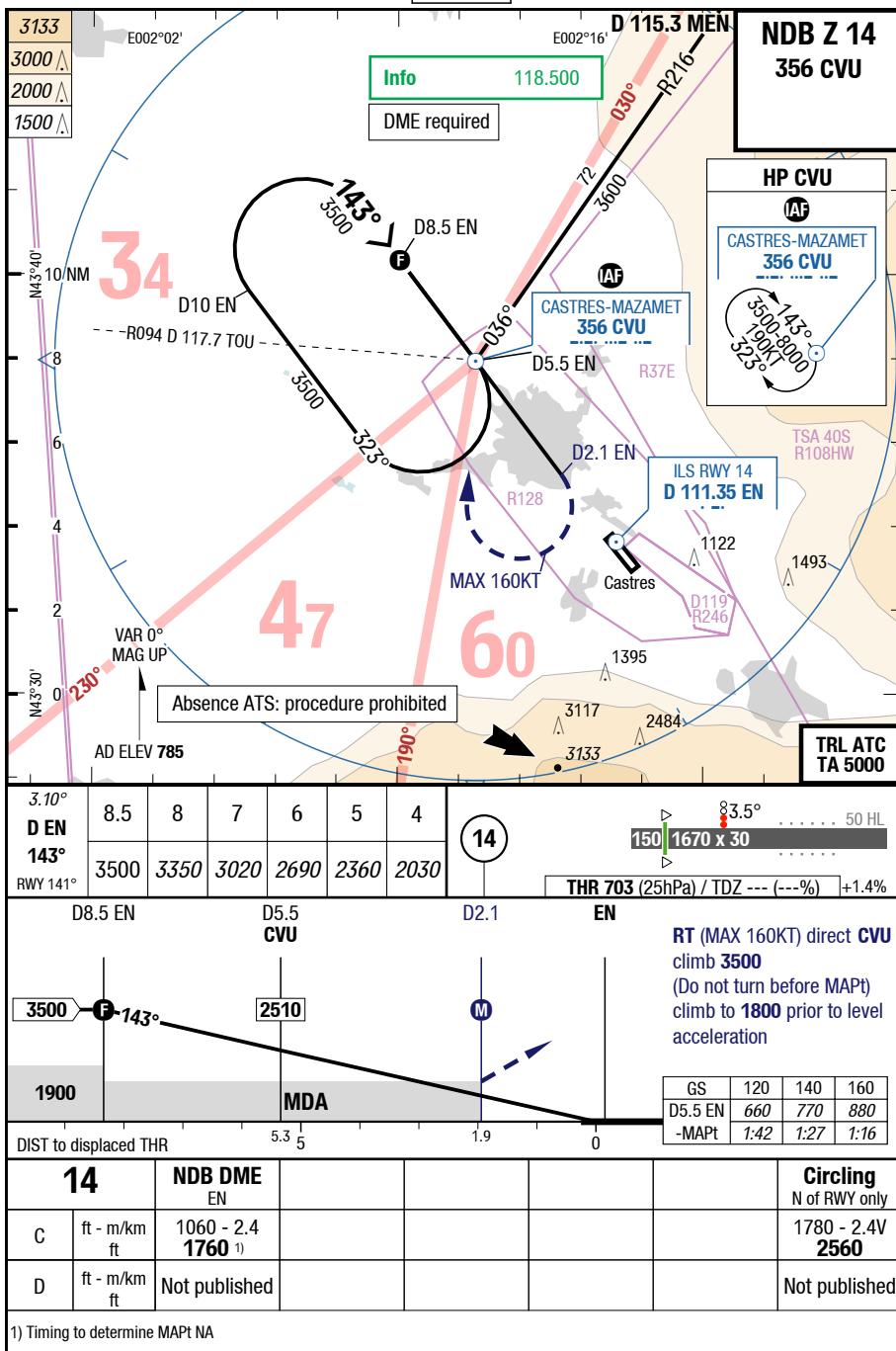
**1700 - 2.4V 2480**

**Not published**

## DCM-LFCK

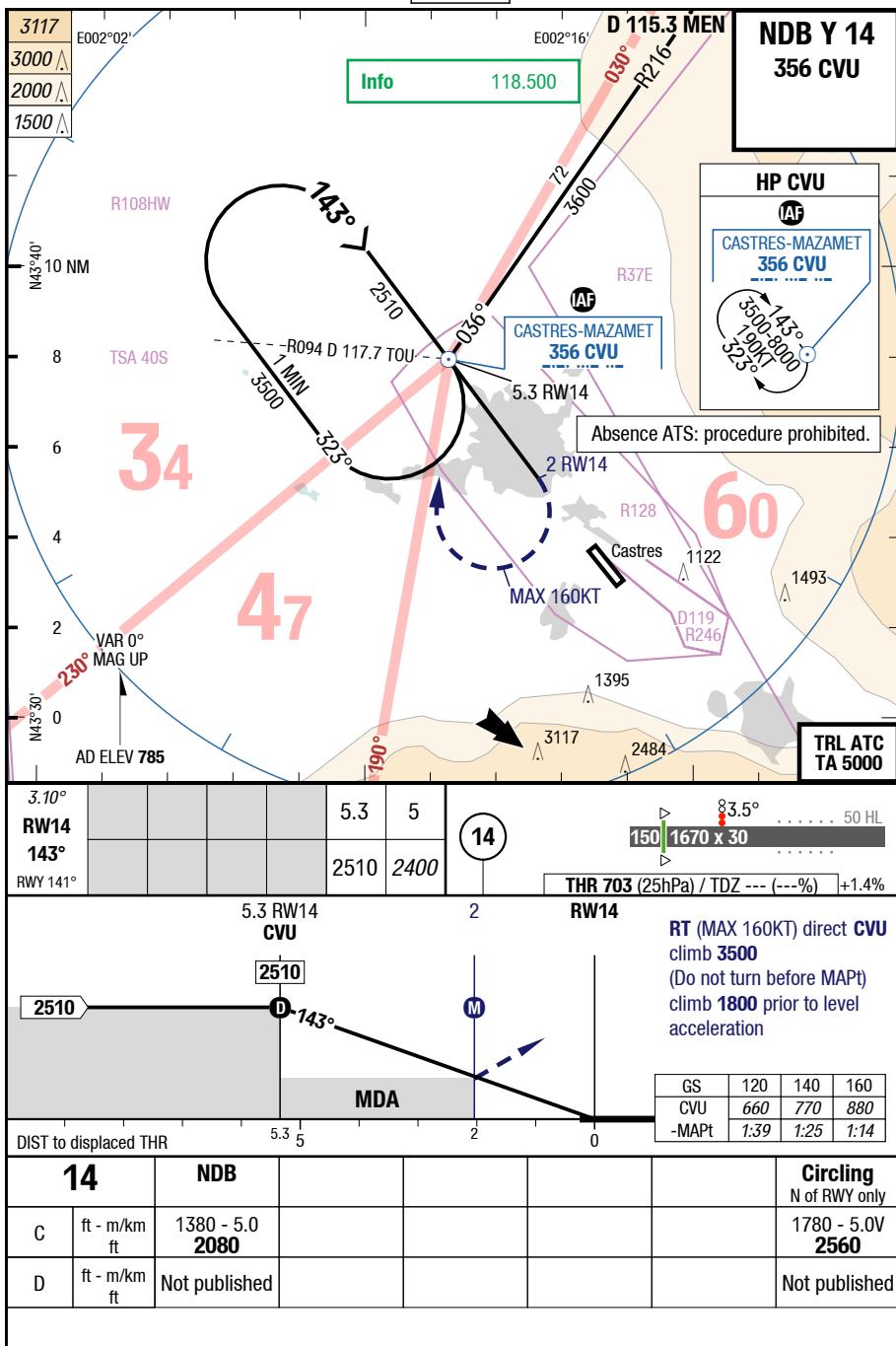
7-50

NDB Z 14



7-60

**NDB Y 14**



## DCM-LFCK

7-70

Circling 32 with prescribed tracks

