

**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

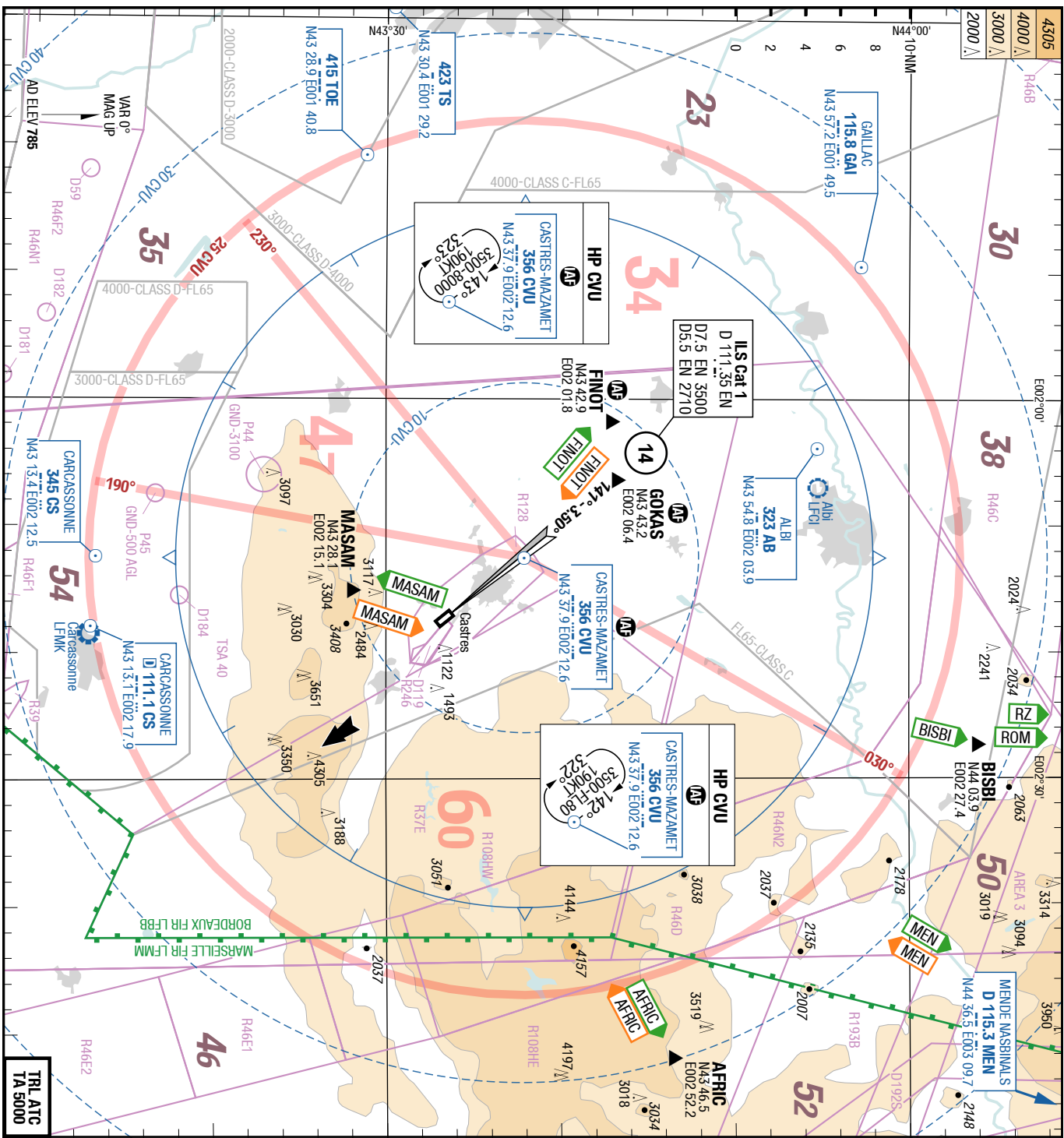
## COM Failure

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.

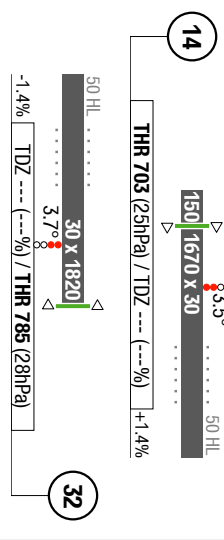
## De-Icing

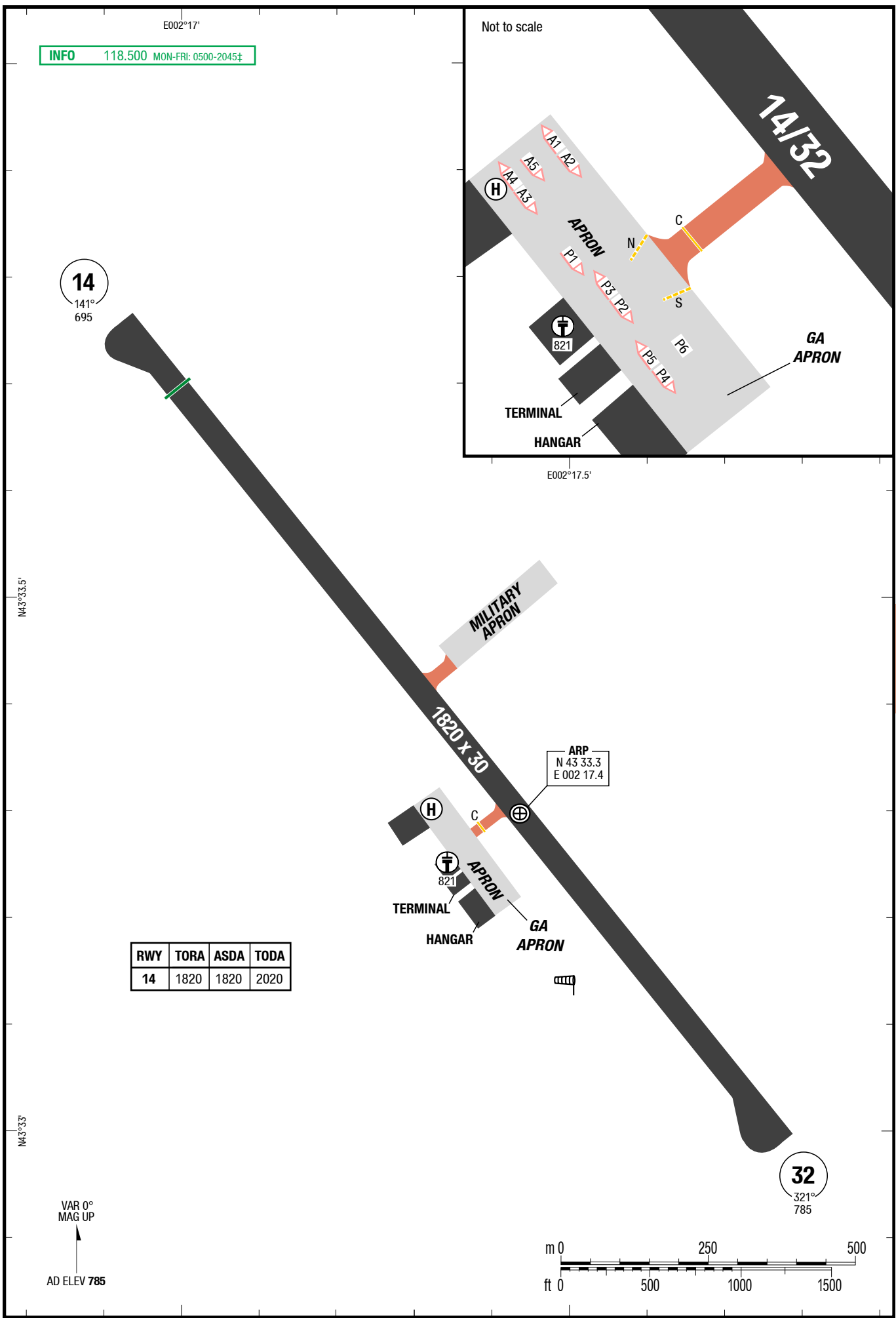
O/R



**INFO** 118.500 MON-FRI: 0500-2045t  
Toulouse APP 129.305 Above FL75  
123.850 1500 AGL/3000 MSL-FL75

**Landing RWY system:**





Changes: Nil

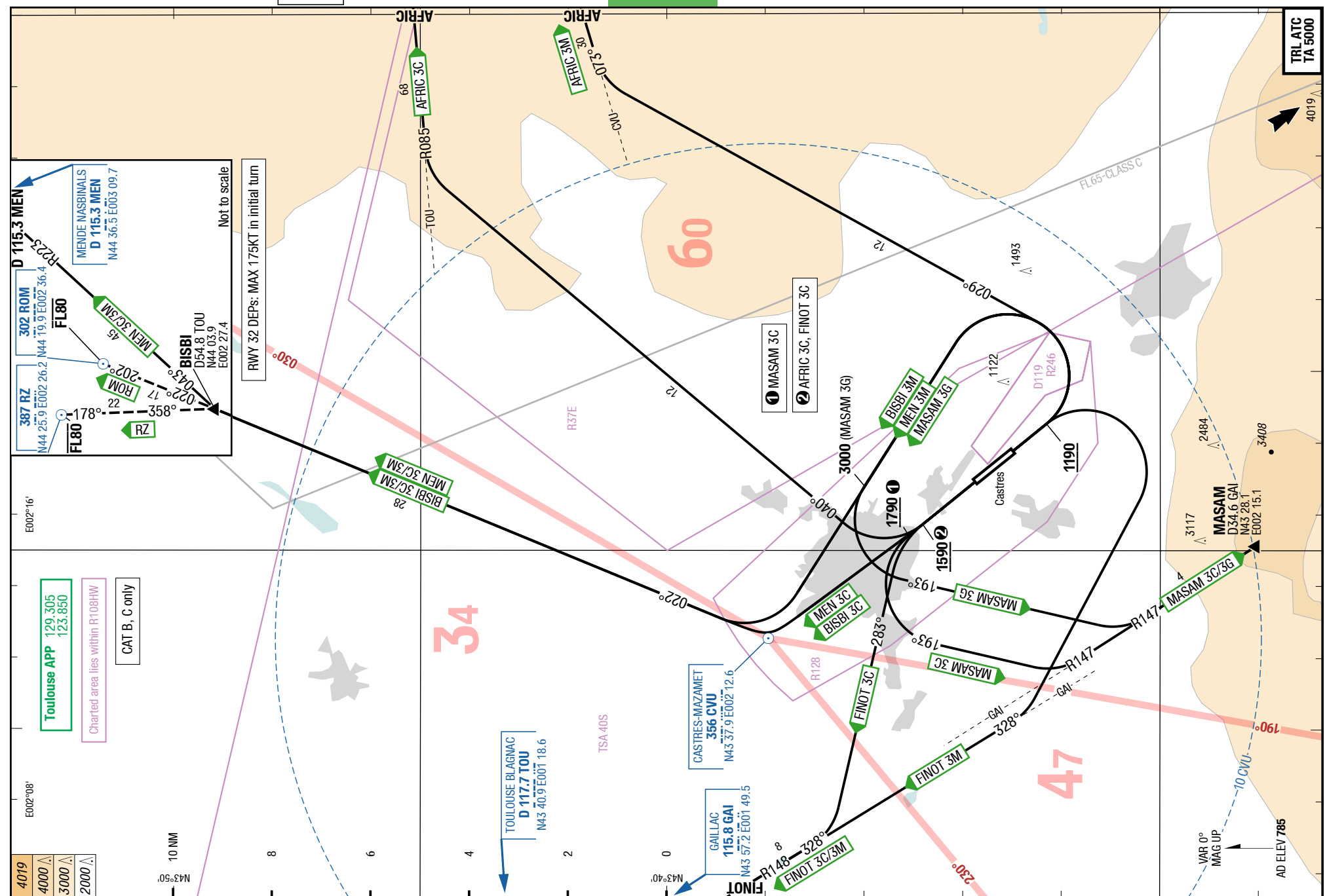
## DCM-LFCK

## SIDs

SID

SID

## SIDs



Changes: FREQ

## 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 <b>1190 LT</b> 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 <b>1190 LT</b> 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 <b>1190 RT</b> - intercept R148 <b>GAI</b> inbound to FINOT	
<b>MASAM 3G</b> 4.7% <b>129.305</b> <b>123.850</b>	at MNM <b>1190 LT</b> inbound to <b>CVU</b> - at <b>3000 LT</b> 193° - intercept R147 <b>GAI</b> to MASAM	
<b>MENDE NASBINALS 3M</b> <b>MEN 3M</b> 4.7% <b>129.305</b> <b>123.850</b>	at MNM <b>1190 LT</b> direct <b>CVU</b> - at <b>CVU RT</b> 022° to BISBI - <b>MEN</b>	

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

France Castres Mazamet

NIL

STARs

STAR

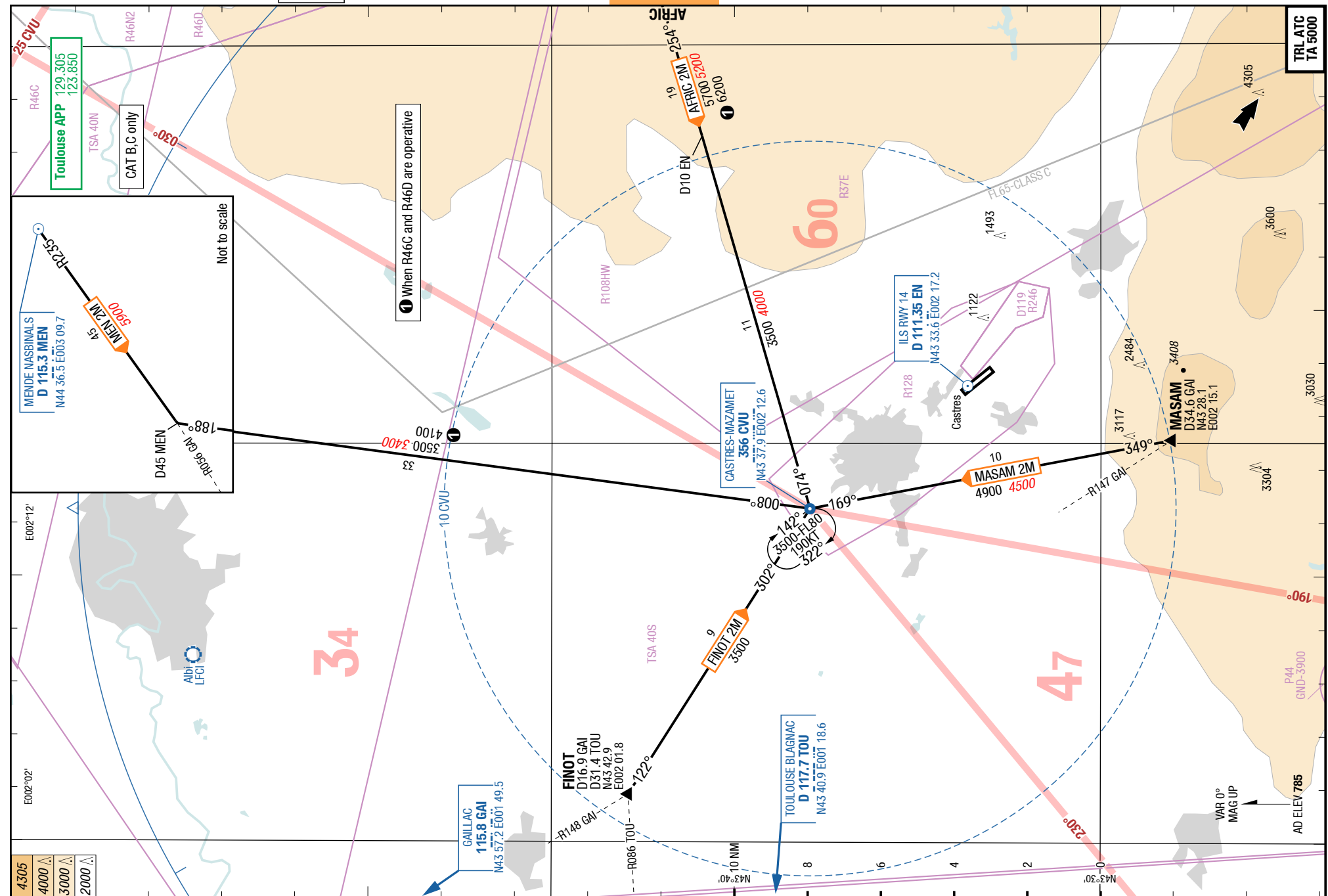
STAR

Mazamet Castres France

NIL

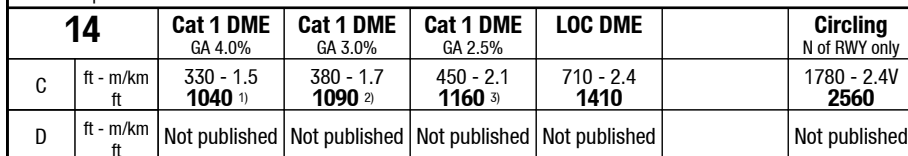
STARs

6-10



Changes: FREQ

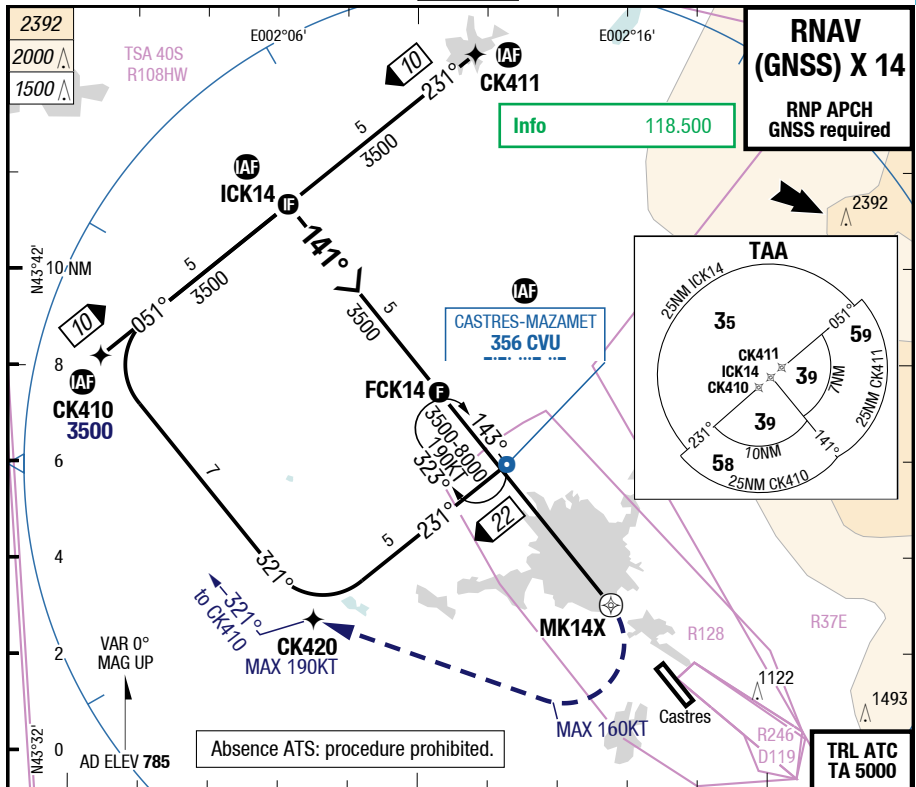
## ILS or LOC 14



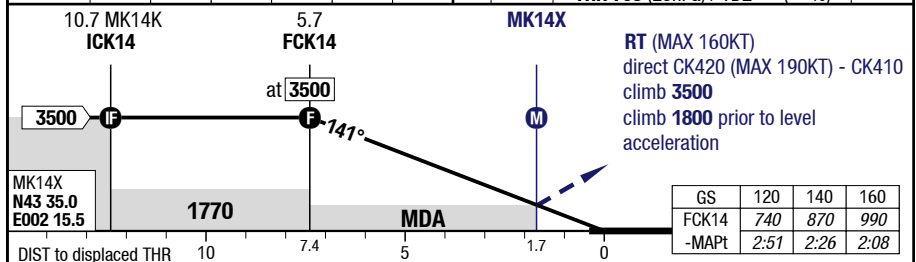
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# DCM-LFCK

**7-30**

**RNAV (GNSS) X 14**

3.50° MK14X	5.7	5	4	3	2	1	14	 8.35° ..... 50 HL 1.50 1670 x 30 .....	THR Z03 (25hPa) / TDZ --- (---%) +1.4%
	3500	3240	2870	2500	2130	1760			

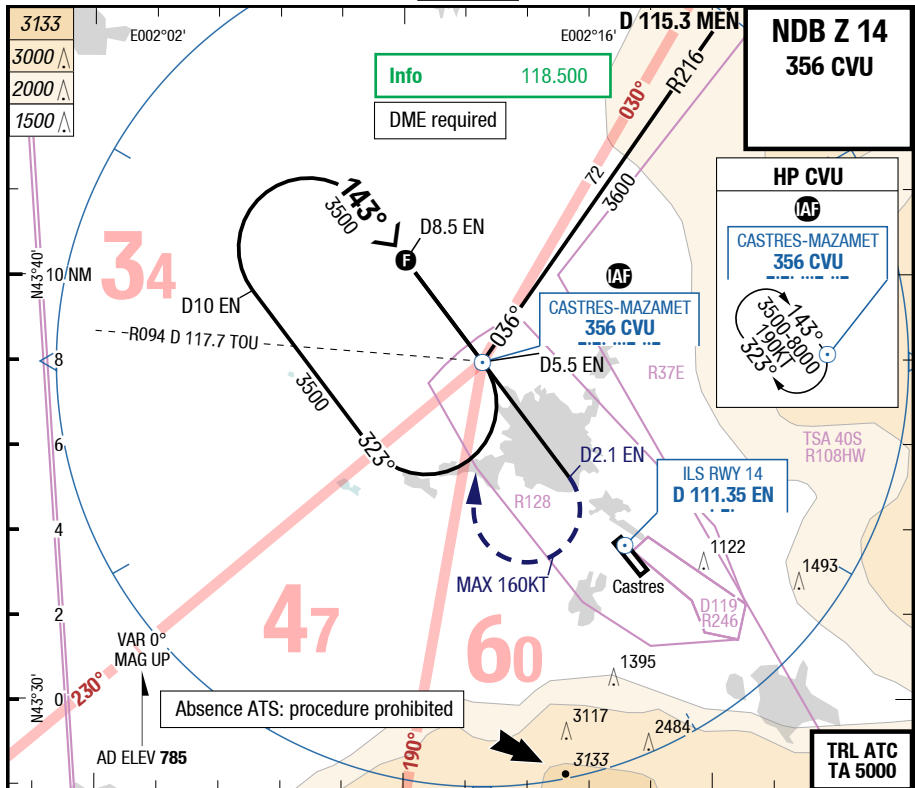


<b>14</b>		<b>RNAV GNSS</b> LNAV					<b>Circling</b> N of RWY only
C	ft - m/km ft	690 - 2.4 <b>1390</b>					1700 - 2.4V <b>2480</b>
D	ft - m/km ft	Not published					Not published

## DCM-LFCK

7-50

NDB Z 14

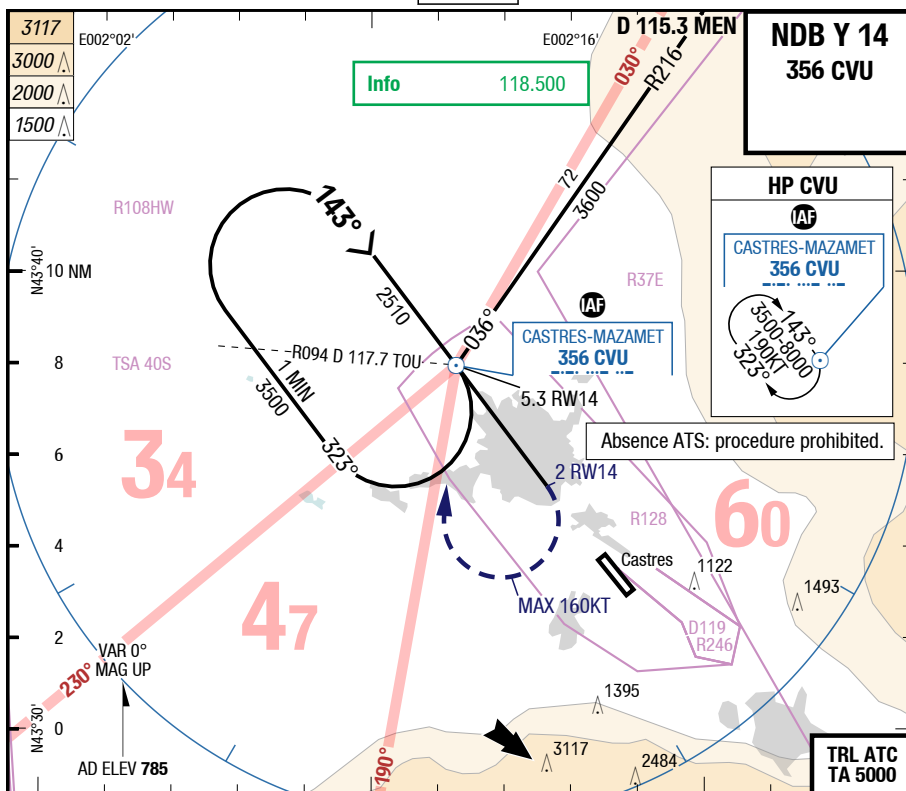


3.10° D EN 143° RWY 141°	8.5	8	7	6	5	4	14	83.5° 150 1670 x 30 50 HL	THR 703 (25hPa) / TDZ --- (---%) +1.4%												
D8.5 EN	D5.5 CVU	D2.1 EN	EN	RT (MAX 160KT) direct CVU climb 3500 (Do not turn before MAPt) climb to 1800 prior to level acceleration																	
3500	2510	M		<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D5.5 EN</td><td>660</td><td>770</td><td>880</td></tr><tr><td>-MAPt</td><td>1:42</td><td>1:27</td><td>1:16</td></tr></table>						GS	120	140	160	D5.5 EN	660	770	880	-MAPt	1:42	1:27	1:16
GS	120	140	160																		
D5.5 EN	660	770	880																		
-MAPt	1:42	1:27	1:16																		
1900	MDA																				
DIST to displaced THR		5.3	5	1.9	0																
14	NDB DME EN								Circling N of RWY only												
C	ft - m/km ft	1060 - 2.4 1760 1)							1780 - 2.4V 2560												
D	ft - m/km ft	Not published							Not published												
1) Timing to determine MAPt NA																					

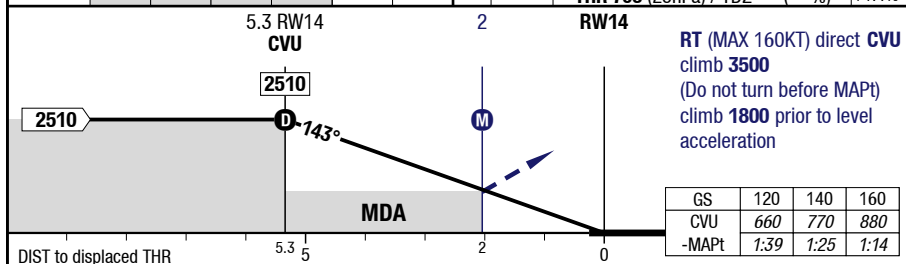
## DCM-LFCK

7-60

NDB Y 14



3.10°					5.3	5		83.5°	50 HL
RW14					2510	2400	14	150	1670 x 30
RWY 141°									
THR 703 (25hPa) / TDZ --- (---%) +1.4%									

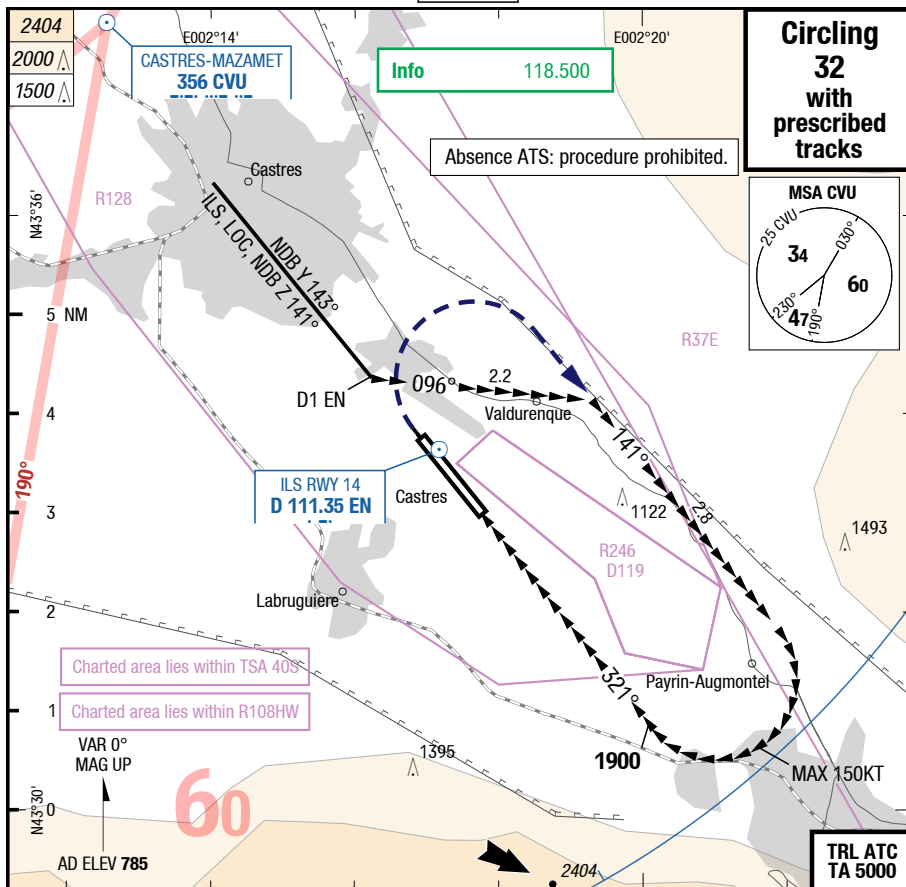


14	NDB					Circling N of RWY only
C	ft - m/km ft	1380 - 5.0 2080				1780 - 5.0V 2560
D	ft - m/km ft	Not published				Not published

## DCM-LFCK

7-70

Circling 32 with prescribed tracks



VISUAL				<div>50 HL .....<div><div>30 x 1820</div><div>3.7%</div></div></div> <div>-1.4%</div> <div>TDZ --- (---%) / THR 785 (28hPa)</div>		<div>32</div>	
32				Circling P-TRK ILS/LOC	Circling P-TRK NDB ZULU	Circling P-TRK NDB YANKEE	Circling
C	ft - m/km ft			1080 - 2.4V 1860 <sup>1)</sup>	1080 - 2.4V 1860 <sup>1)</sup>	1080 - 5.0V 1860 <sup>1)</sup>	Not published
D	ft - m/km ft			Not published	Not published	Not published	Not published
1) N of RWY only							