

Carcassonne-Salvaza – Alternate airfields

Although the grass GA parking at Carcassonne has been reserved for EuroGA, Carcassonne has limited parking and only a self-service BP fuel station which requires AirBP card. Officially there is no way to obtain fuel against cash or credit card payment.

Those who arrive from within Schengen, and speak French, are encouraged to use Lézignan-Corbières (LFMZ) that can host a few airplanes on hard surface, or Castelnau-d'Aud (LFW) which can host quite a few airplanes on the grass by the easternmost hangar.

Carcassonne is a 20 minutes train ride from Castelnaudary, or Lézignan. Frequency of trains depends on time of day. They are more frequent from Lézignan than from Castelnaudary.

Arrival

Wake turbulence risk and avoidance. The head of ATS is very concerned about the effect of wake turbulence and insisted on this when I spoke to him. Please make sure to review the wake separation minima and wake turbulence avoidance techniques. Given how little CAT traffic there will be, the most prudent thing to do is to do some site-seeing and delay your landing by 5 minutes while the turbulence dissipates.

Ryanair has scheduled flights to Carcassonne with B737. The airport have provided their schedule for Thursday through Friday for our information.

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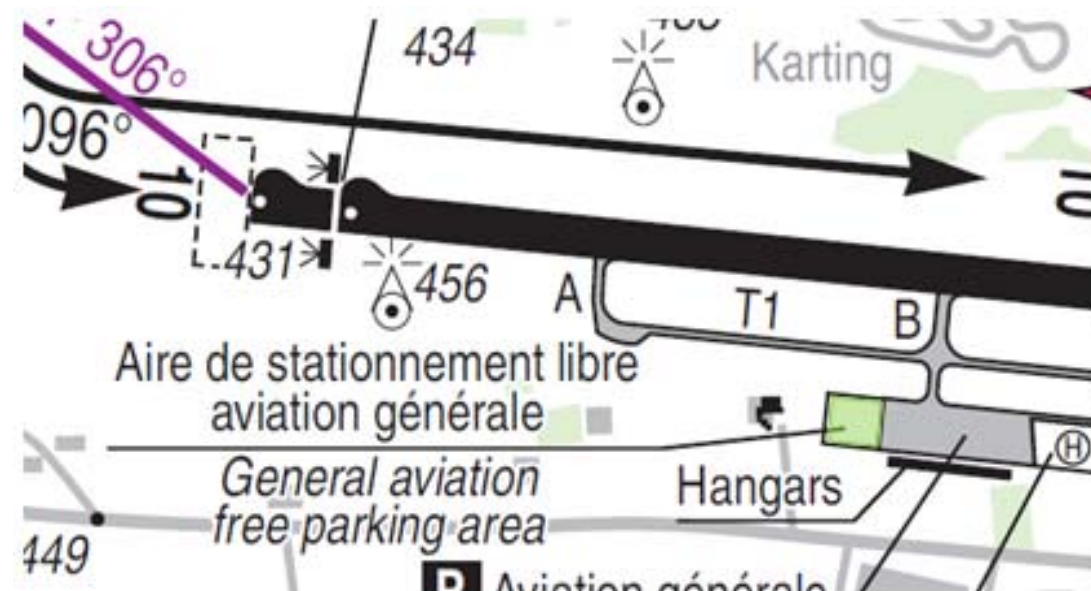
If runway 28 is in use, CAT airplanes will generally fly an instrument approach procedure (IAP) to RWY 10 and then fly a right-hand circuit north of the airport

to land on RWY 28. The VFR traffic circuit is also north of the airport, right-hand for RWY 28 and left-hand for RWY 10.

If landing RWY 28, take care of not overflying the old city and note the steep descent gradient of 7% (4°) as indicated by the PAPI. The extended runway centreline is just north of the medieval city. If you plan on making a right base-to-final turn just north-west of the medieval city at 1,400' QNH (pattern altitude), you will have a 2.2 -mile final to descend about 960'.

Parking

ATC (will) have received a list of the participating aircraft and their registrations (tail numbers).



The grass parking (labelled “General aviation free parking area” in the above chart) has been reserved for EuroGA. We have been promised that the grass will have been mowed beforehand. Airport OPS ask we shut down on the concrete and manually pull the aircraft across the grass as the absence of holes due to for example moles, is not guaranteed.

Please leave the hard parking to the heavy aircraft and twins.

Do not under any circumstances park on the grass between the GA parking and the taxiway, which falls within the runway security perimeter of 150 meters. And do not park in front of the hangars, which is the Aeroclub parking area.

Fuelling

AirBP cards only. Refuelling is OK also on Friday provided we do not block the ENAC ramp and hinder their operations. Exceptionally the fuel attendant may

assist and take cash payment provided that they are not busy with scheduled airline traffic, but do not bet on that. Some EuroGA members have no-registration BP cards and may offer other members to use them against cash payment.

Getting in to town

There is a revolving gate by which is posted a PIN code. Make sure to make a note of the PIN code because that's your way back airside. Follow the road and parking eastbound to the terminal building. Do not attempt to walk to the terminal airside.

At the terminal you will find a shuttle bus running in to town (5 €), but the schedule depends on the arrivals/departures. Otherwise you will also find taxis.

Disclaimer

This should be obvious but everyone attending needs to do their own planning and comply with Customs/Immigration requirements as per AIP. All that EuroGA will do for you is collect your registrations and send the list to the Carcassonne airport.

Edition 2 1st May 2016