

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** Winter 0500-2300, Summer 0300-2200**Airport Information****RFF:** CAT 7**Fuel:** 0500-1900±, other times O/R after LDG with a MAX lead time of 2HRs.**PCN:** RWY 02/20: 35/F/C/W/T**Operation****Requirements for Operators**

Site examination by captains or training with a flight simulator fitted with an approved specific visual display is recommended.

RWY 02 TKOF:

Submission of a prior file to DSAC/SE for operators using ACFT fitted with more than 30 PAX seats, including general operating instructions, N and N-1 engine TKOF path definition, operational limitations and weather conditions associated. A prior permission will be required.

All operators must prescribe precise balked landing instructions for RWY 02.

Traffic Note

Different limitations and restrictions in use. Operators should REQ special instructions from AD authority before using AD.

RWY Restriction

Crosswind is limited at 20KT if RWY is wet.

TWY Restrictions

TWY D, D1, D2 width 22m / 72ft.

TWY C, E, F, G1, G2, H width 18m / 59ft.

TWY B MAX wingspan 65m / 213ft.

TWY A MAX wingspan 58m / 190ft.

TWY C, D, D1, E, F, G1, G2, T MAX wingspan 36m / 118ft.

TWY H MAX wingspan 24m / 79ft.

TWY F for CIV safety and towed ACFT only.

TWY H AVBL day only.

Parking: Commercial parking area from MAR-SEP PPR for non-SKED FLTs.

Warnings

Ultra light and parachute activity

High terrain around AD.

Wildlife strike hazards.

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

Communication

COM Failure: If possible, use GMS to call TWR (+33) 4 95 23 59 60.

In case of MISAP

HORRO: Climb to 3000ft, then carry out the TMA clearing PROC by proceeding to R243 AJO at 3000ft and attempt to fly VMC.

PARATA: Apply MISAP instructions of the Circling A RWY 20 PROC described on the IAC to 3000ft, then carry out the TMA clearing PROC by proceeding to R243 AJO at 3000ft and attempt to fly VMC.

If not informed of the configuration in use: consider HORRO as configuration in use.

Arrival Procedure

Visual APCH and LDG RWY 20 prohibited by night.

During daytime with circling A20 with prescribed track operating conditions, QFU 204° preferential up to 6KT tailwind.

Warnings

Overflying of Ajaccio town prohibited below 3000ft.

DEPARTURE**Take-off Minima**

RWY		02/20	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN

Speed

MAX IAS 250KT below FL100.

Communication

COM Failure: If possible, use GMS to call TWR (+33) 4 95 23 59 60.

VMC: Turn back and land at AD.

IMC: Observe follow route and FL instructions:

- Route: Follow assigned SID route. If the failure occurs during a RAD vectoring DEP, proceed as soon as possible to the assigned SID.
- FL: Climb to the last assigned FL to TMA limits, or if it is not consistent with terrain, to MNM safety ALT.

Then proceed up to cruising LVL mentioned on the current FPL.

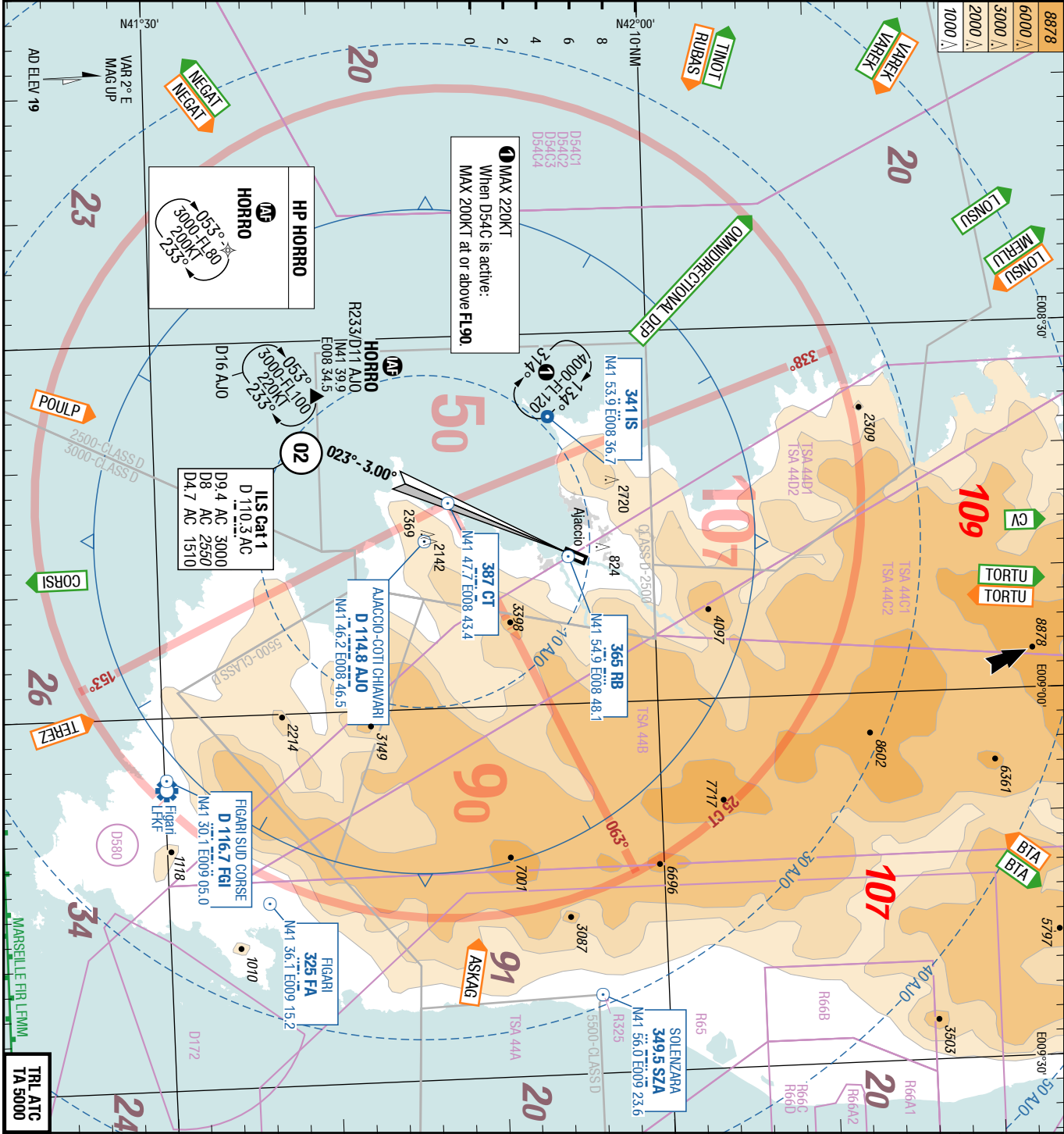
Departure Procedure**Departure Note**

RWY 20: B747 and wide body ACFT: TKOF PWR only after mark on the left side of RWY.

Noise Abatement Procedure

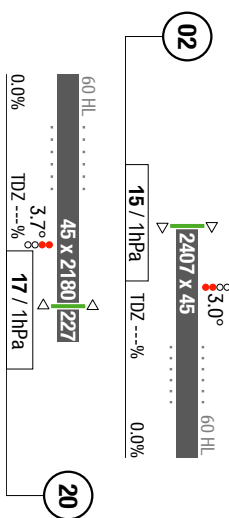
Up to 400ft AAL adopt MAX climb gradient. Then set up noise abatement thrust up to 3000ft.

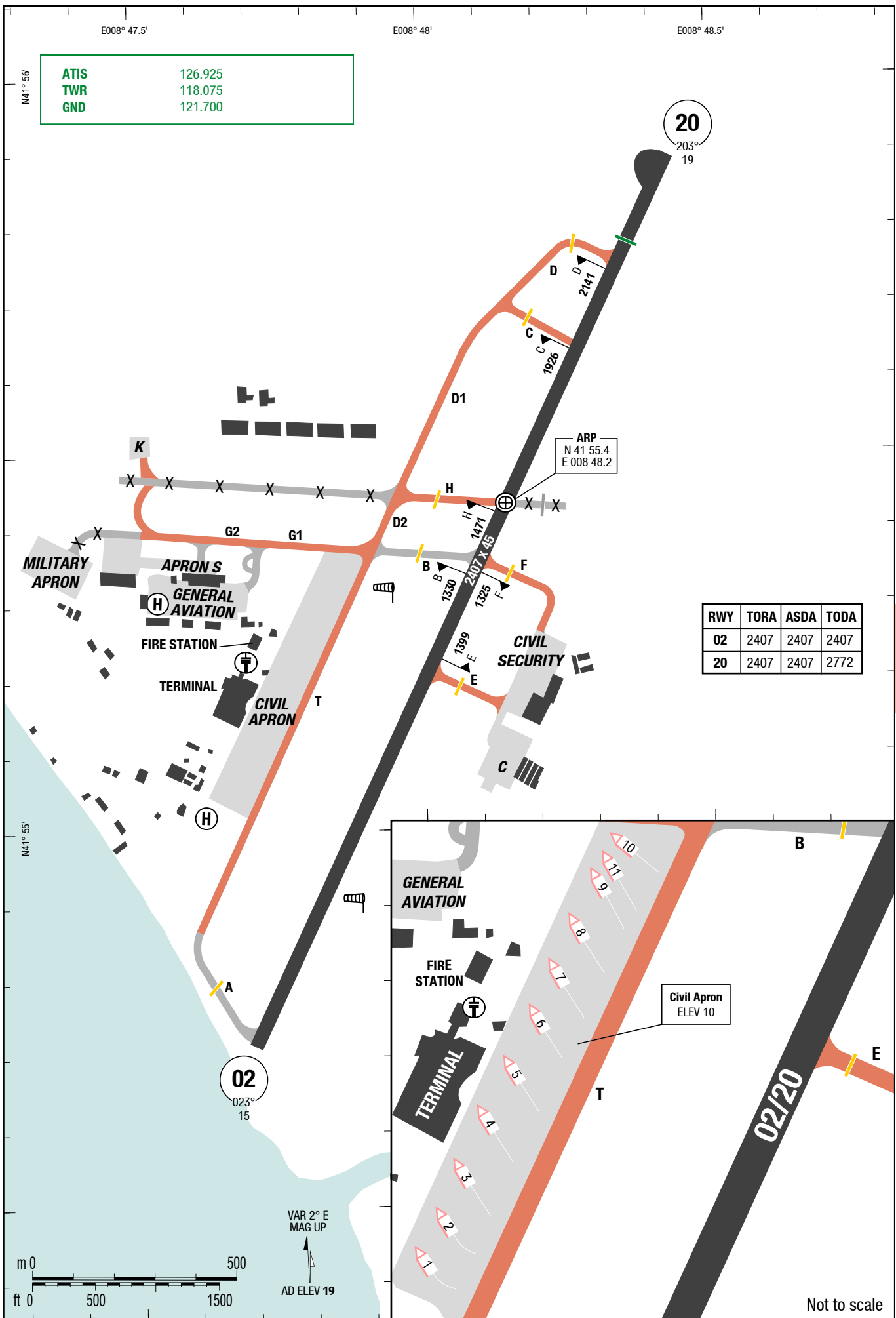
RWY 02: After initial phase of DEP, join and follow R236 RB to D1 or D2 points and proceed according to assigned SID.



ATIS	126.925	127.775
APP	121.050	
TWR	118.075	
GND	121.700	

Landing RWY system:





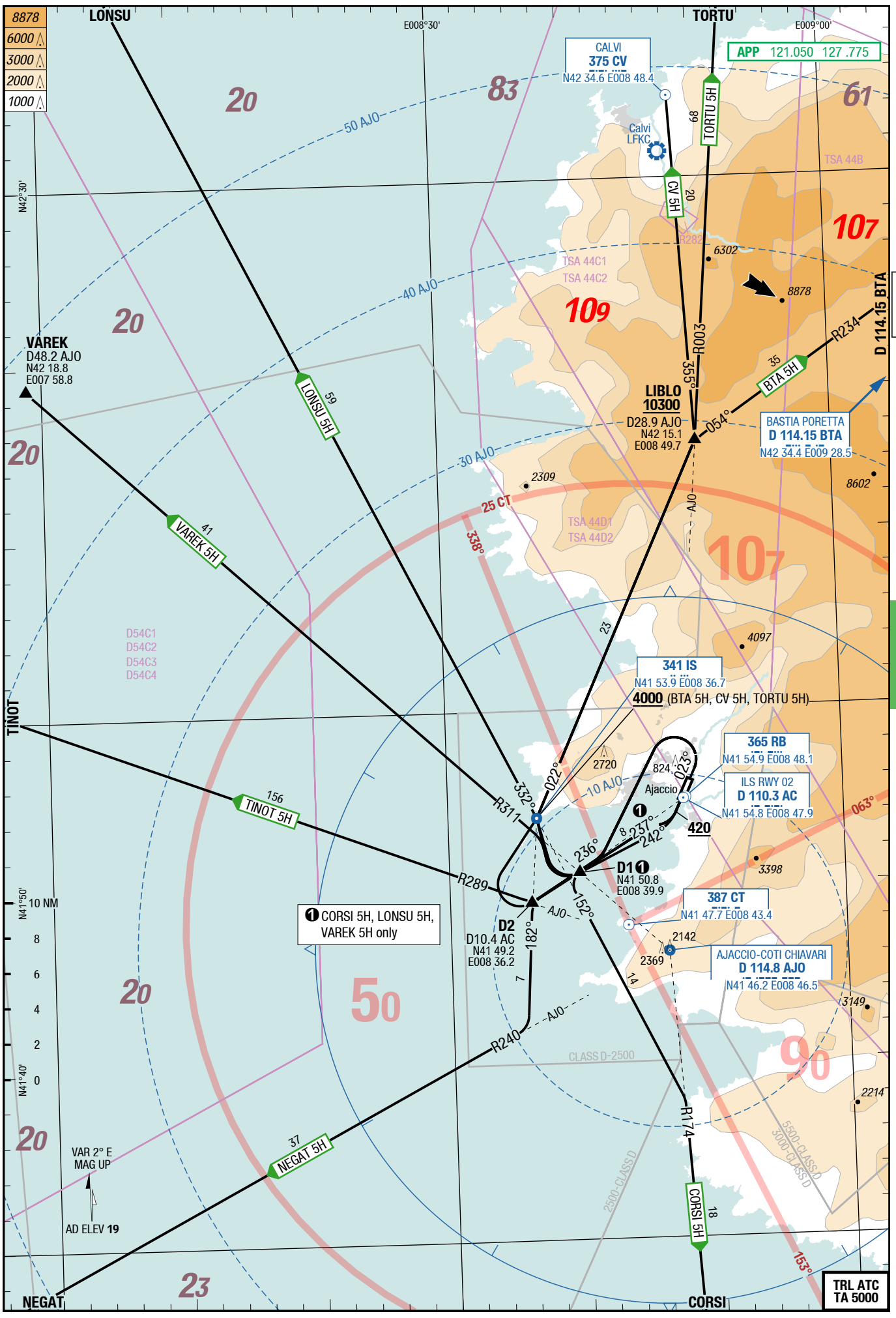
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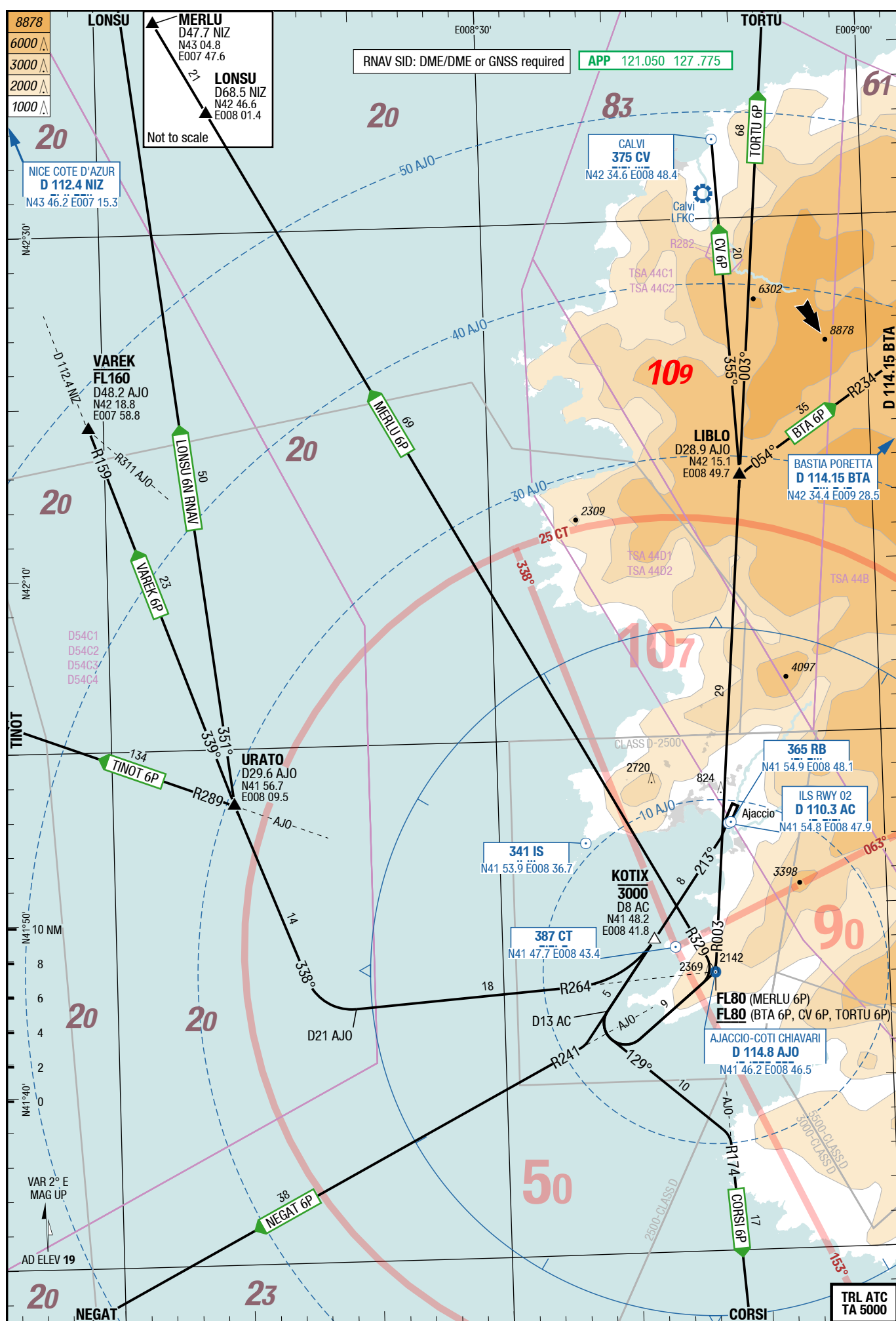
France **Ajaccio** Napoleon Bonaparte
SIDS/RNAV SIDS RWY 20 PARATA
4-10
SIDS HORRO

SID
SID

Napoleon Bonaparte **Ajaccio** France
SIDS/RNAV SIDS RWY 20 PARATA
SIDS HORRO

TRL ATC
TA 5000





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France **Ajaccio** Napoleon Bonaparte

NIL

4-30

Omnidirectional Departures RWY 20

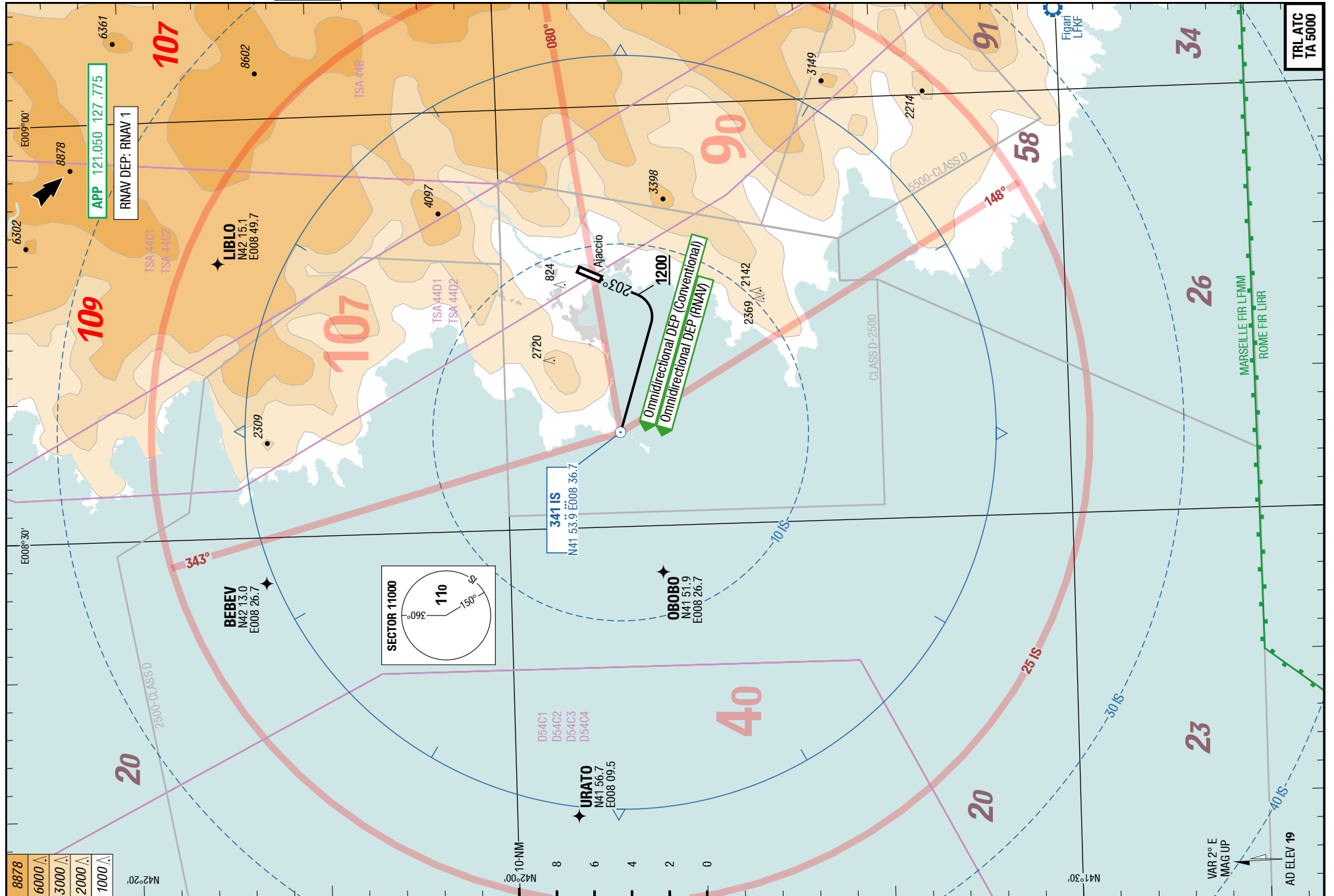
SID

SID

Napoleon Bonaparte **Ajaccio** France

NIL

Omnidirectional Departures RWY 20



Changes: OBST, Editorial

BASTIA PORETTA 5H / CALVI 5H / CORSI 5H / LONSU 5H / NEGAT 5H / TINOT 5H / TORTU 5H / VAREK 5H

RWY 02 (023°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
BASTIA PORETTA 5H BTA 5H 5.2% 121.050 ①	LT intercept QDR 236 RB - at D2 (D10.4 AC) RT direct IS - QDR 022 IS - at LIBLO RT intercept R234 BTA to BTA	IS MNM 4000 LIBLO MNM 10300
CALVI 5H CV 5H 5.2% 121.050 ①	LT intercept QDR 236 RB - at D2 (D10.4 AC) RT direct IS - QDR 022 IS - at LIBLO intercept QDM 355 CV to CV	IS MNM 4000 LIBLO MNM 10300
CORSI 5H 4.1% 121.050 ②	LT intercept QDR 236 RB - at D1 (crossing R311 AJO) LT intercept QDR 152 IS - RT intercept R174 AJO to CORSI	
LONSU 5H 121.050	LT intercept QDR 236 RB - at D1 (crossing R311 AJO) RT direct IS - QDR 332 IS to LONSU	
NEGAT 5H 121.050	LT intercept QDR 236 RB - at D2 (crossing R289 AJO) LT intercept QDR 182 IS - RT intercept R240 AJO to NEGAT	
TINOT 5H 121.050	LT intercept QDR 236 RB - at D2 (crossing R289 AJO) RT intercept R289 AJO to TINOT	
TORTU 5H 5.2% 121.050 ①	LT intercept QDR 236 RB - at D2 (D10.4 AC) RT direct IS - QDR 022 IS - at LIBLO intercept R003 AJO to TORTU	IS MNM 4000 LIBLO MNM 10300
VAREK 5H 121.050	LT intercept QDR 236 RB - at D1 (crossing R311 AJO) RT intercept R311 AJO to VAREK	

① Theoretical climb gradient due to obstacle 8878ft.

② Theoretical climb gradient due to obstacle 2369ft.

BASTIA PORETTA 5H / CALVI 5H / CORSI 5H / LONSU 5H / NEGAT 5H / TINOT 5H / TORTU 5H / VAREK 5H

RWY 20 (203°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
BASTIA PORETTA 5H BTA 5H 5.2% 121.050 ①	at MNM 420 RT 237° - at D2 (D10.4 AC) RT direct IS - QDR 022 IS - at LIBLO RT intercept R234 BTA to BTA	IS MNM 4000 LIBLO MNM 10300
CALVI 5H CV 5H 5.2% 121.050 ①	at MNM 420 RT 237° - at D2 (D10.4 AC) RT direct IS - QDR 022 IS - at LIBLO intercept QDM 355 CV to CV	IS MNM 4000 LIBLO MNM 10300
CORSI 5H 4.1% 121.050 ②	at MNM 420 RT 242° - at D1 (crossing R311 AJO) LT intercept QDR 152 IS - RT intercept R174 AJO to CORSI	
LONSU 5H 121.050	at MNM 420 RT 242° - at D1 (crossing R311 AJO) RT direct IS - QDR 332 IS to LONSU	
NEGAT 5H 121.050	at MNM 420 RT 237° - at D2 (crossing R289 AJO) LT intercept QDR 182 IS - RT intercept R240 AJO to NEGAT	
TINOT 5H 121.050	at MNM 420 RT 237° - at D2 (crossing R289 AJO) RT intercept R289 AJO to TINOT	
TORTU 5H 5.2% 121.050 ①	at MNM 420 RT 237° - at D2 (D10.4 AC) RT direct IS - QDR 022 IS - at LIBLO intercept R003 AJO to TORTU	IS MNM 4000 LIBLO MNM 10300
VAREK 5H 121.050	at MNM 420 RT 242° - at D1 (crossing R311 AJO) RT intercept R311 AJO to VAREK	

① Theoretical climb gradient due to obstacle 8878ft.

② Theoretical climb gradient due to obstacle 2369ft.

BASTIA PORETTA 6P / CALVI 6P / CORSI 6P / LONSU 6N RNAV / MERLU 6P / NEGAT 6P / TINOT 6P / TORTU 6P / VAREK 6P

RWY 20 (203°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
BASTIA PORETTA 6P BTA 6P 6.0% to FL80 121.050	QDR 213 RB - at D13 AC LT direct AJO - R003 AJO - at LIBLO RT intercept R234 BTA to BTA	KOTIX MAX 3000 AJO MNM FL80 initial climb FL110
CALVI 6P CV 6P 6.0% to FL80 121.050	QDR 213 RB - at D13 AC LT direct AJO - R003 AJO - at LIBLO LT intercept QDM 355 CV to CV	KOTIX MAX 3000 AJO MNM FL80 initial climb FL110
CORSI 6P 121.050	QDR 213 RB - at D13 AC LT 129° intercept R174 AJO to CORSI	KOTIX MAX 3000 initial climb FL60
LONSU 6N RNAV 121.050	QDR 213 RB - RT intercept R264 AJO - at D21 AJO RT intercept R159 NIZ inbound - at URATO RT 351° to LONSU	KOTIX MAX 3000 initial climb FL60
MERLU 6P 121.050	QDR 213 RB - at D13 AC LT direct AJO - R329 AJO to LONSU - MERLU	KOTIX MAX 3000 AJO FL80 initial climb FL80
NEGAT 6P 121.050	QDR 213 RB - at D13 AC RT intercept R241 AJO to NEGAT	KOTIX MAX 3000 initial climb FL60
TINOT 6P 121.050	QDR 213 RB - RT intercept R264 AJO - at D21 AJO RT intercept R159 NIZ inbound - at URATO LT intercept R289 AJO to TINOT	KOTIX MAX 3000 initial climb FL60
TORTU 6P 6.0% to FL80 121.050	QDR 213 RB - at D13 AC LT direct AJO - R003 AJO to LIBLO - TORTU	KOTIX MAX 3000 AJO MNM FL80 initial climb FL110
VAREK 6P 121.050	QDR 213 RB - RT intercept R264 AJO - at D21 AJO RT intercept R159 NIZ inbound to URATO - VAREK	KOTIX MAX 3000 VAREK MAX FL160 initial climb FL60

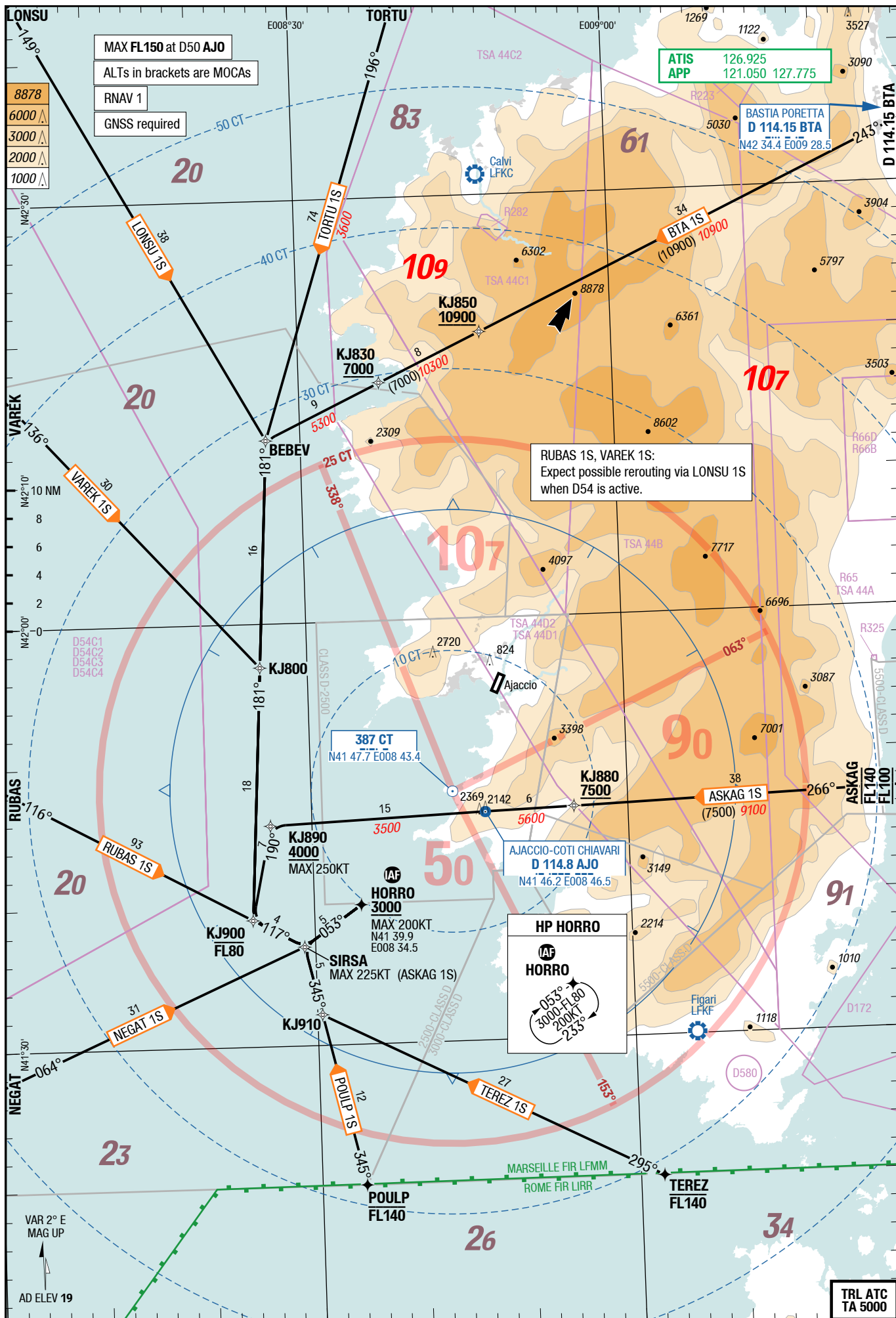
AJA-LFKJ**5-40****Omnidirectional Departures RWY 20****Omnidirectional DEP (Conventional) / Omnidirectional DEP (RNAV)**

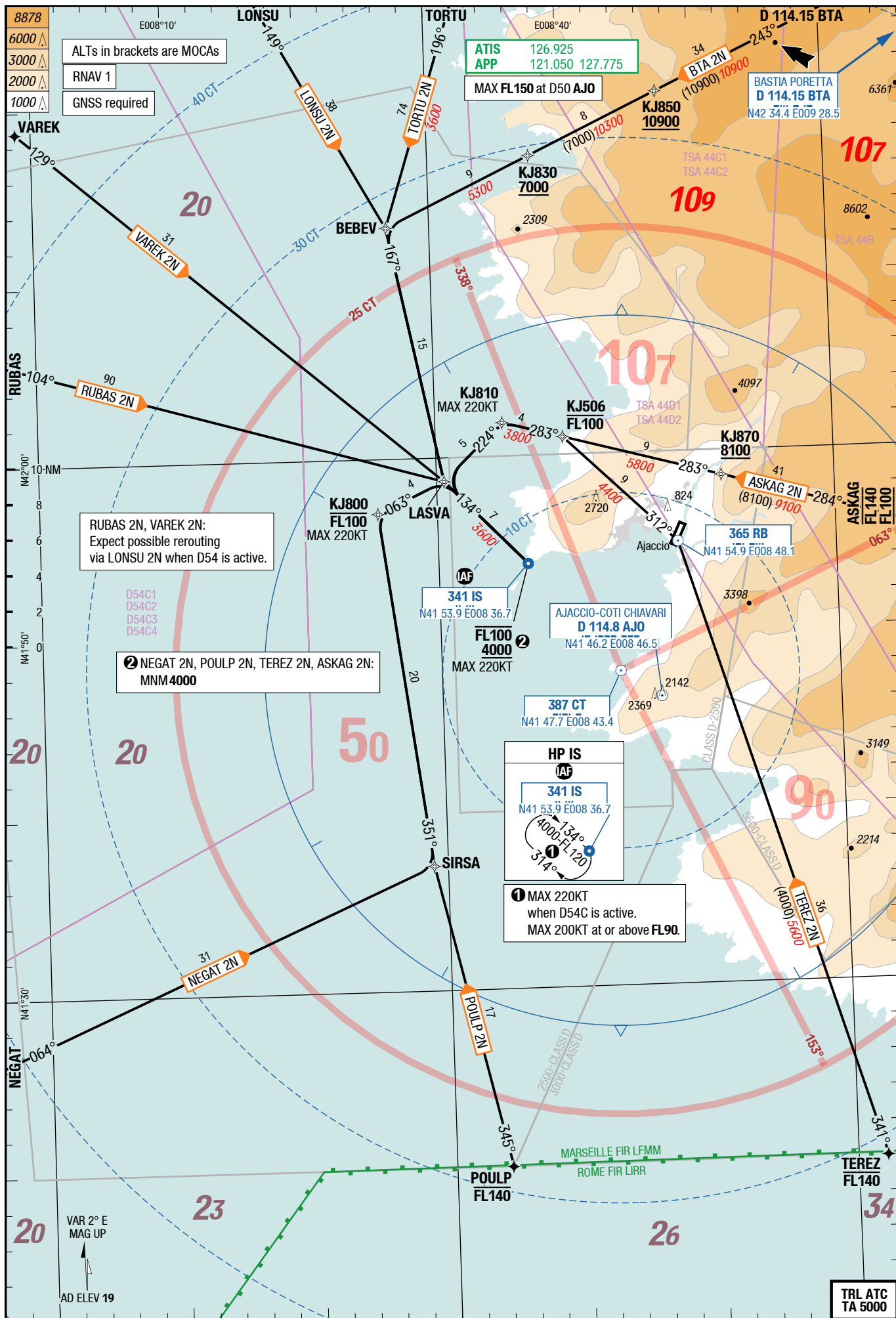
RWY 20 (203°)

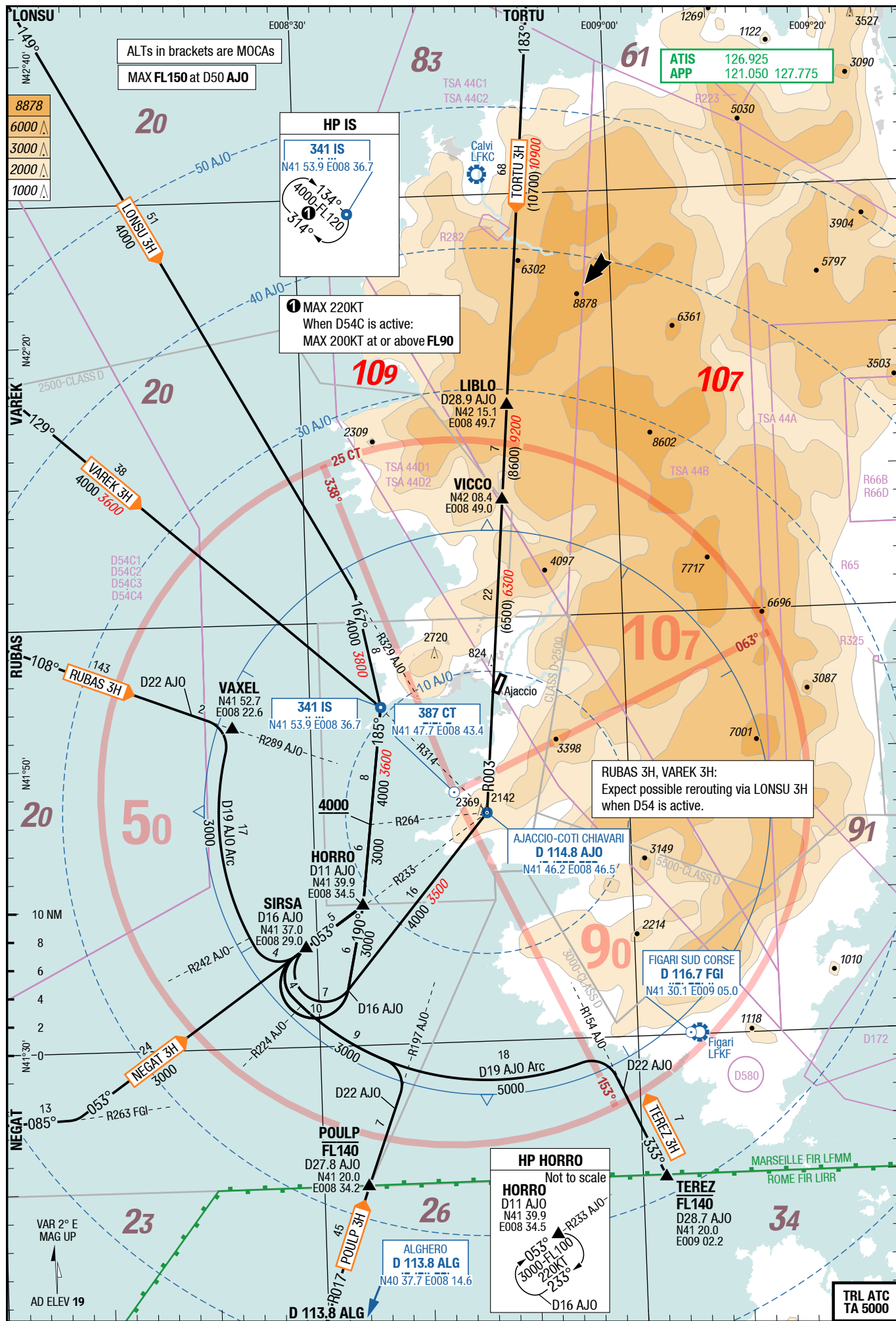
	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

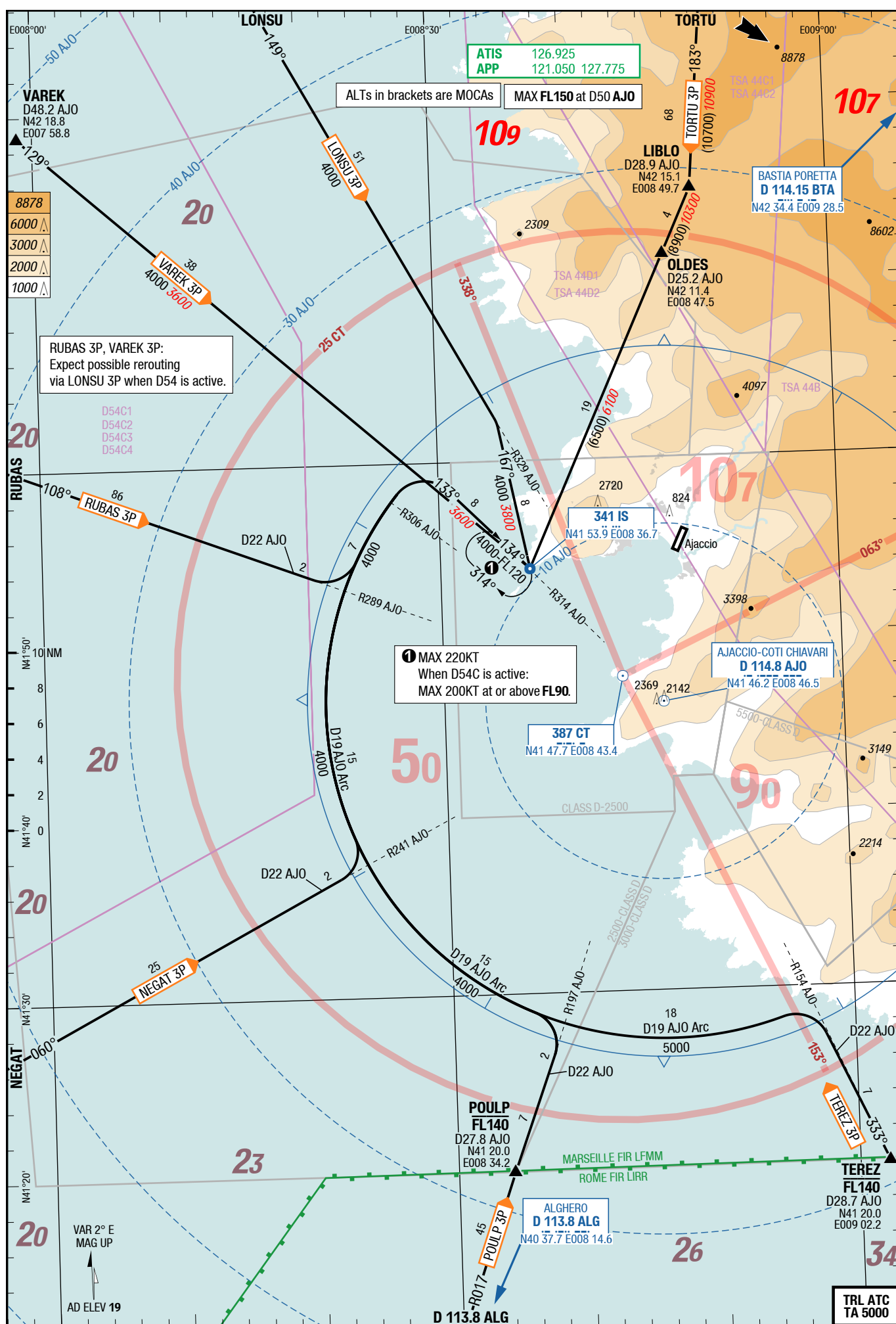
DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
Omnidirectional DEP (Conventional) 5% to 2000 121.050 ①	at MNM 1200 RT direct IS - climb to cleared level or to required altitude of 11000 to enter the sector (360° CW 150° from IS) In case of clearance limiting the climb at level greater than or equal to 3000 , the west sector (non-restrictive) will be reduced between 345° and 180° at IS to guarantee a minimum safe altitude of 3000 in this sector.	
Omnidirectional DEP (RNAV) 5% to 2000 121.050 ①	at MNM 1200 RT direct IS - climb to cleared level or to required altitude of 11000 to enter the sector (360° CW 150° from IS) In case of clearance limiting the climb at level greater than or equal to 3000 , the west sector (non-restrictive) will be reduced between 345° and 180° at IS to guarantee a minimum safe altitude of 3000 in this sector.	

① Without radar guidance, changing sector can only be done after reaching MNM altitude of 11000ft

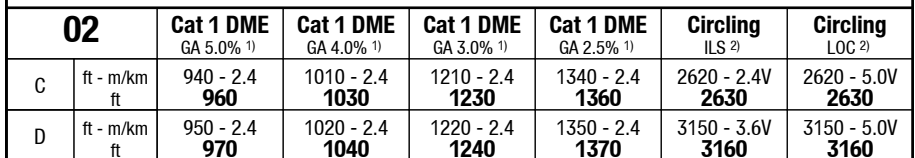






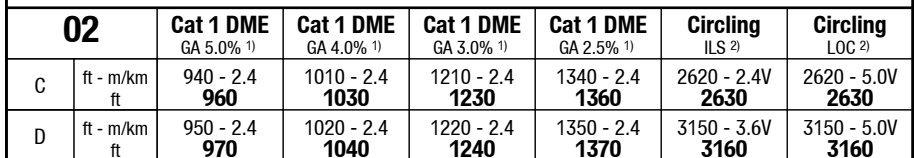


ILS Z or LOC Z 02



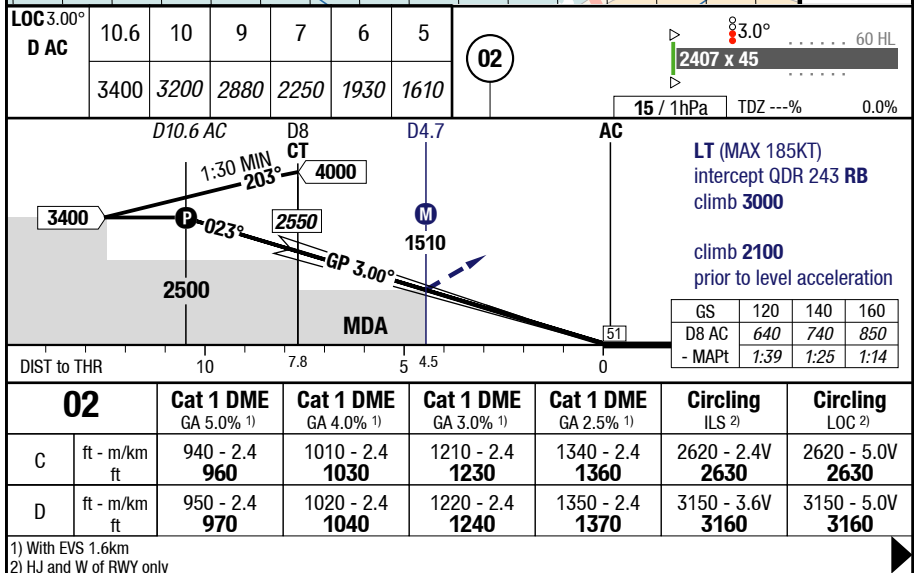
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ILS Y or LOC Y 02



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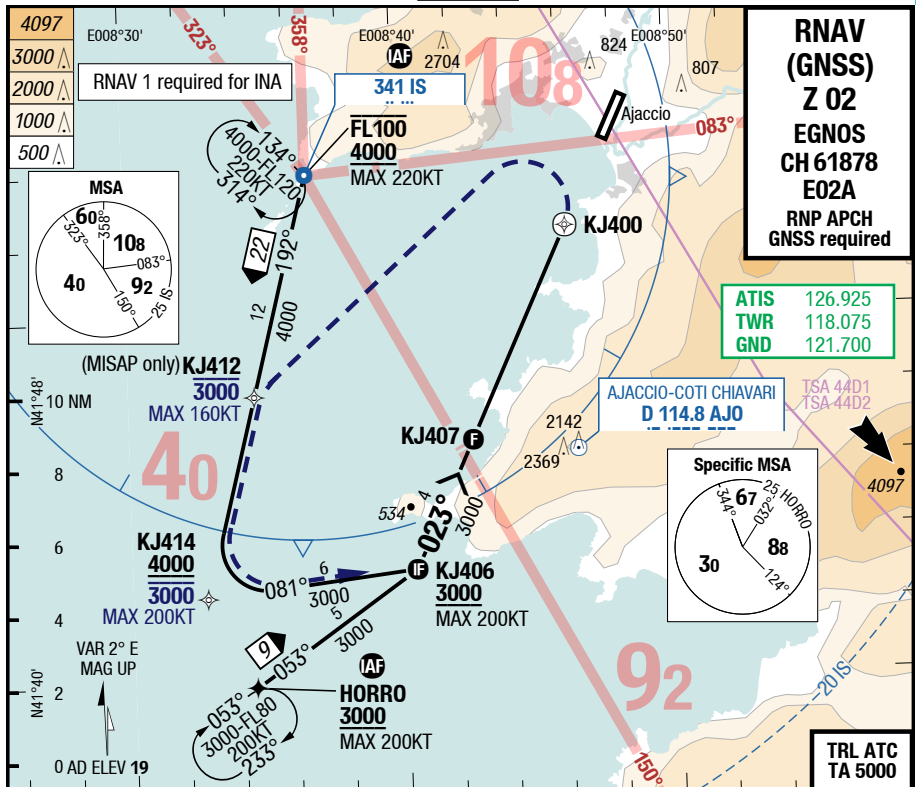
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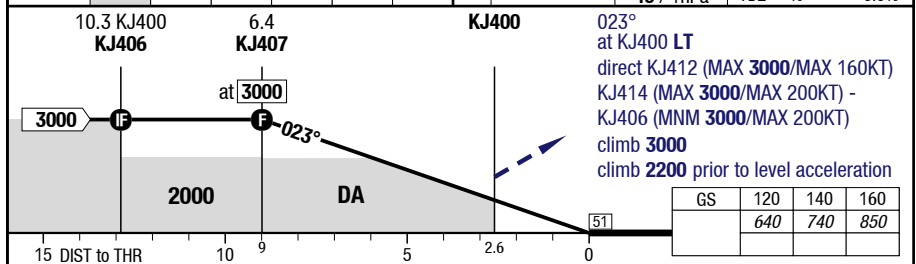
AJA-LFKJ

7-50

RNAV (GNSS) Z 02



3.00°		6.4	6	5	4	3		3.0°	60 HL
KJ400		3000	2880	2550	2220	1900	02	2407 x 45	
								15 / 1hPa	TDZ ---% 0.0%



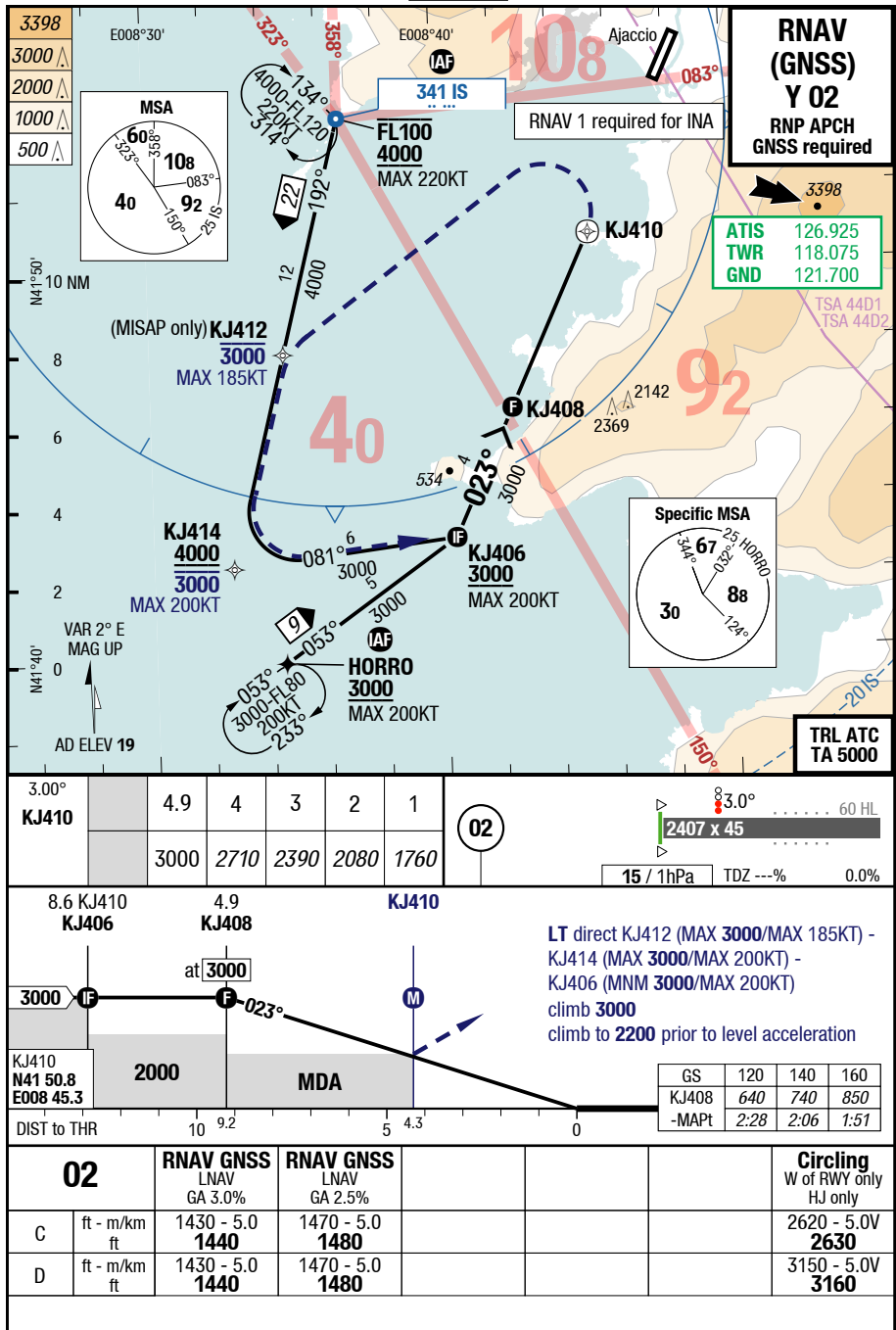
02	RNAV GNSS	RNAV GNSS	RNAV GNSS		Circling
	LPV GA 4.0%	LPV GA 3.0%	LPV GA 2.5%		W of RWY only HJ only
C	ft - m/km ft 1340 - 5.0 1350 ¹⁾	1440 - 5.0 1450 ¹⁾	1570 - 5.0 1580 ¹⁾		2620 - 5.0V 2630
D	ft - m/km ft Not published	Not published	Not published		Not published

1) With EVS 3.3km

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7-60

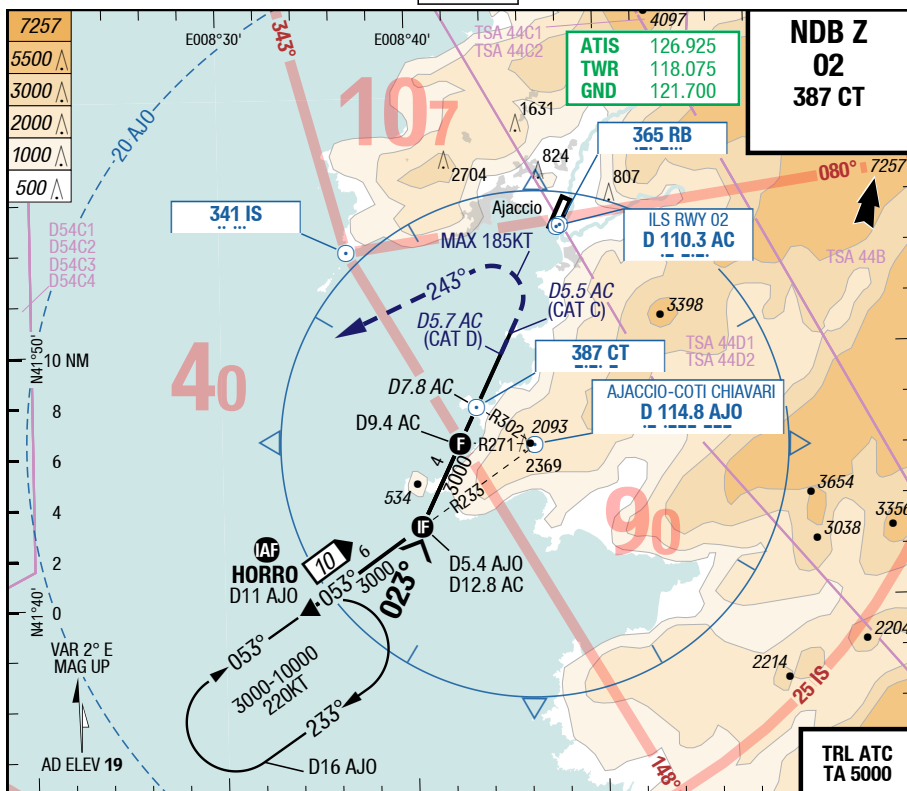
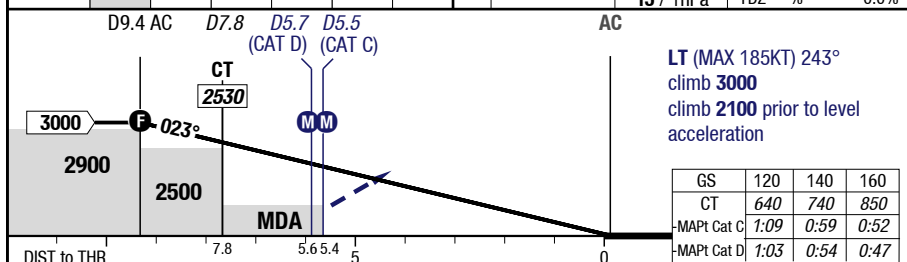
RNAV (GNSS) Y 02



AJA-LFKJ

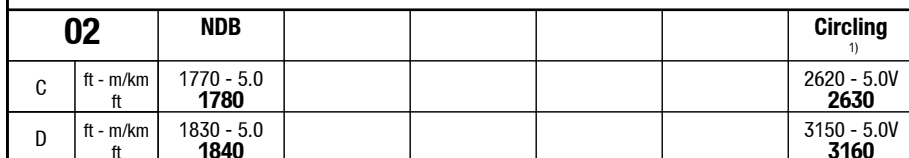
7-70

NDB Z 02

[illegible]

02		NDB DME AC				Circling 1)
C	ft - m/km ft	1770 - 5.0 1780				2620 - 5.0V 2630
D	ft - m/km ft	1830 - 5.0 1840				3150 - 5.0V 3160

1) HJ and W of RWY only

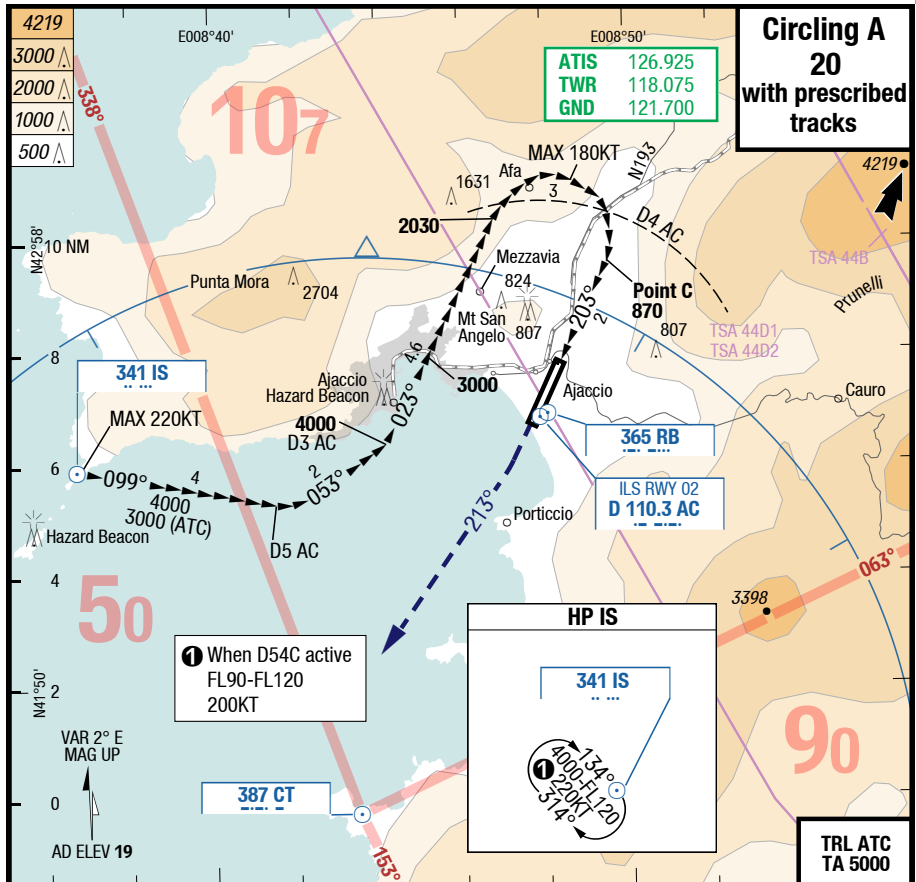


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7-90

Circling A 20



VISUAL

60 HL

45 x 2180 227

3.7° 8

0.0% TDZ ---% 17 / 1hPa

20

Remark:

- Observe speed limit at IS and on baseturn.
- At IS, maintain holding pattern at 4000 ft if pilot considers weather conditions are not optimal to complete the procedure.

at RWY end
intercept QDR 213 RB
climb 3000

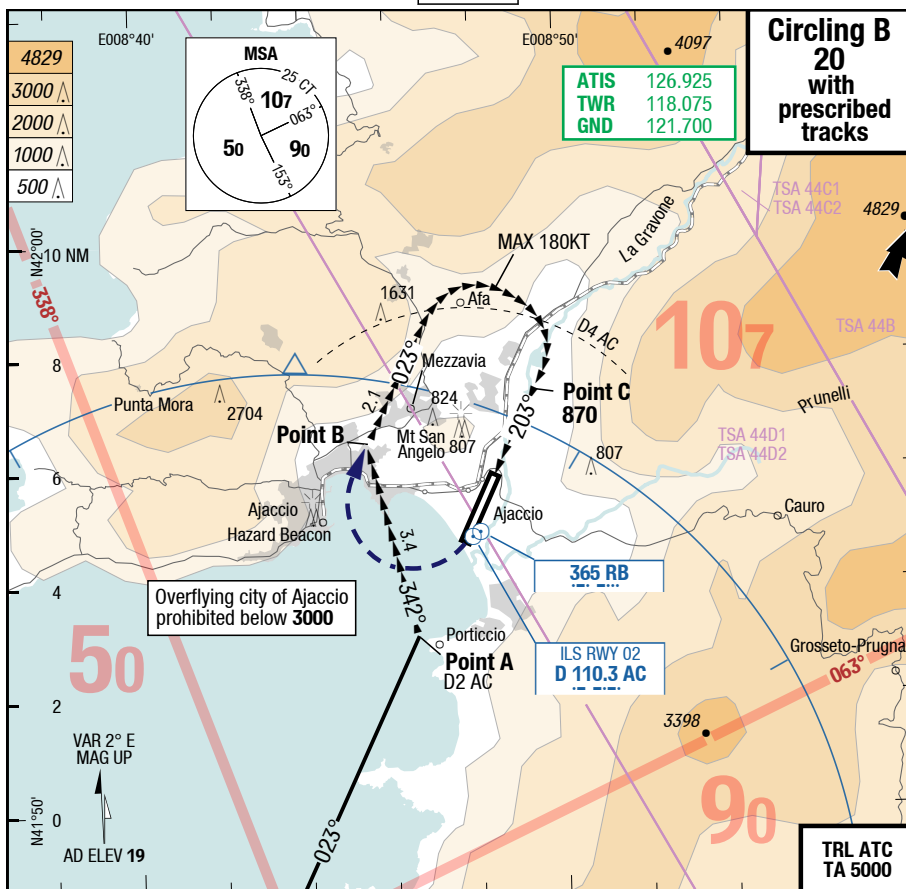
20						Circling P-TRK ¹⁾	Circling
C	ft - m/km ft					C 4000 - 10.0V 4000	Not published
D	ft - m/km ft					C 4000 - 10.0V 4000	Not published

1) HJ only

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7-100

Circling B 20



VISUAL

60 HL 45 x 2180 227
3.7°
0.0% TDZ ---% 17 / 1hPa

20

Remark:

- Observe speed limit for baseturn.

at RWY end **RT** to Point B

20					Circling P-TRK 1) 2)	Circling
C	ft - m/km ft				2020 - 2.4V 2030	Not published
D	ft - m/km ft				2020 - 3.6V 2030	Not published

- 1) HJ only
- 2) MAX KIAS 180

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7-110

WxMinima Overflow

02		LOC DME					
C	ft - m/km ft	1500 - 5.0 1510					
D	ft - m/km ft	1500 - 5.0 1510					

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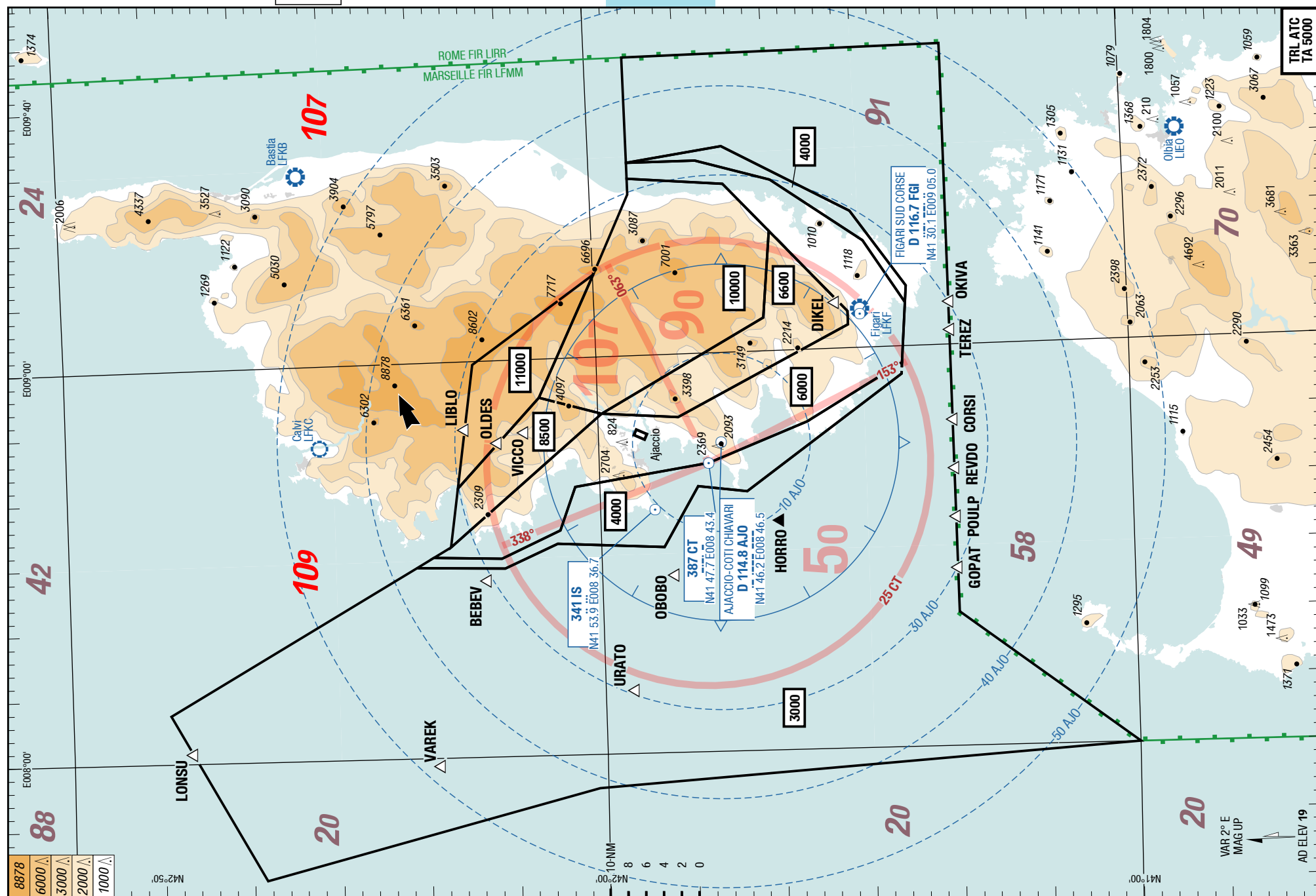
NIL
MRC

MRC

MRC

NIL
MRC

8-10



Changes: MSA, MRVA, OBST, VAR