

**GENERAL****Operational Hours**

**ATS Hours:** 0545‡ - SS +30min, possible extension announced by TWR or ATIS

**AD ADMIN Hours:** Not published

AD to be used during daytime only. TKOF at night possible.

**Airport Information**

**RFF:** CAT 5. AVBL CAT 6 and 7 for SKED FLTs

**Fuel:** 0800-1100, 1400-1700 (Winter); 0600-1000, 1200-1600 (Summer)

**PCN:** RWY 18/36: 26/F/B/W/T

**Operation**

**Traffic Note:** For commercial operation special authorization required.

**Preferential RWY:** TKOF: Use RWY 36 up to MAX tailwind component of ACFT.

**RWY Restrictions**

RWY 18/36 not in use when crosswind greater than or equal to 20KT in case of RWY contamination.

PPR for TKOF at night RWY 36.

| LDG/TKOF during LVP is prohibited.

RWY slope descending 2% after from THR 36.

**TWY Restrictions**

TWY A width 13.5m / 44ft.

TWY C width 11m / 36ft.

TWY A restricted to code letter B ACFT with MAX drift height 11m / 36ft.

TWY B restricted to code letter D with MAX main gear width below 9m / 30ft.

TWY C restricted to code letter A ACFT.

**Warnings**

High terrain. Severe TURB with down-drafts may be expected.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100

**Communication****COM Failure****IMC**

Take as reference FL of the current FPL or accompanying a control CLR over ILROU.

Up to FL100: Proceed to ILROU and apply national regulations.

Above FL100: In stormy MET CONDs, proceed to ALTN, otherwise proceed to L CV and apply national regulations whilst HLDG at CV if necessary.

**In case of MISAP**

Do not attempt a second APCH, proceed to the TMA relief following track 333° to join QDR 303 CV to CALNO and seek VMC CONDs.

CLY-LFKC

1-20

AOI

AOI

**ARRIVAL****Arrival Procedure**

One ENG out APCH not to be executed unless in EMERG.

Prior starting APCH; ATC must confirm that final and RWY have been vacated by other TFC.

**Warnings**

It is prohibited to use the PAPI with a distance longer than 2.1NM from displaced THR of RWY 36.

PAPI is calibrated for THR overflight for A320.

**RWY 18:**

Special attention must be paid to the long duration of visual manoeuvring during final APCH. That increases the probability of a balked landing, which is difficult due to high terrain surrounding the AD.

**DEPARTURE****Take-off Minima**

RWY		36	
A, B, C	ft - m/km	0 - 400V	HN, PPR by Airport manager
D		Not published	-

RWY		18	
A, B, C	ft - m/km	c1500 - 8.0V	-
D		Not published	-

**Speed**

MAX IAS 250KT below FL100

**Communication****COM Failure**

**VMC:** Turn back and land at AD.

**IMC:** Apply the last CLR and continue flight up to limits of TMA at last assigned FL.

22-JUN-2017

**CLY-LFKC****2-10**

**France Calvi St Catherine**  
**AFC**  **AFC**  **AFC** 

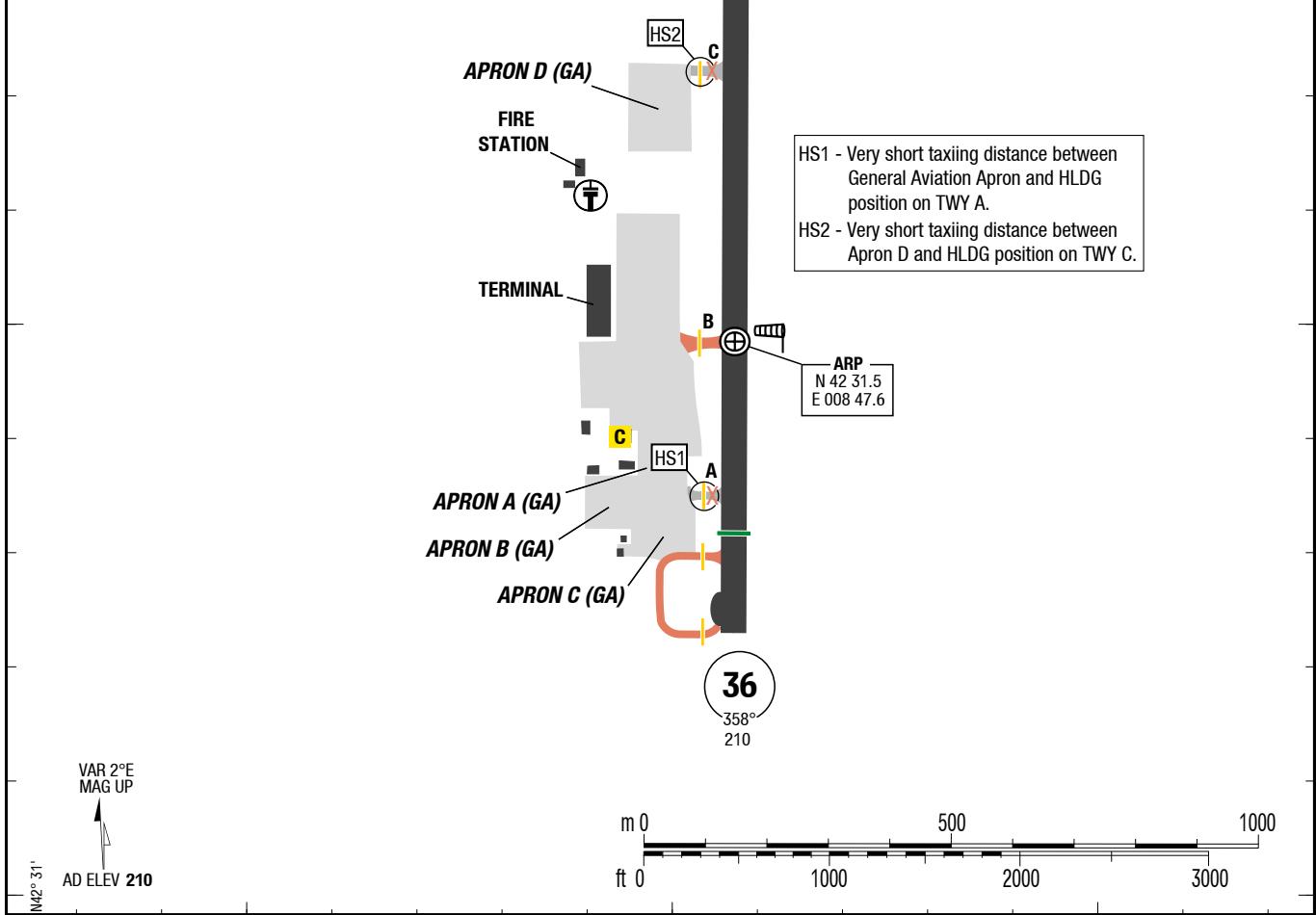
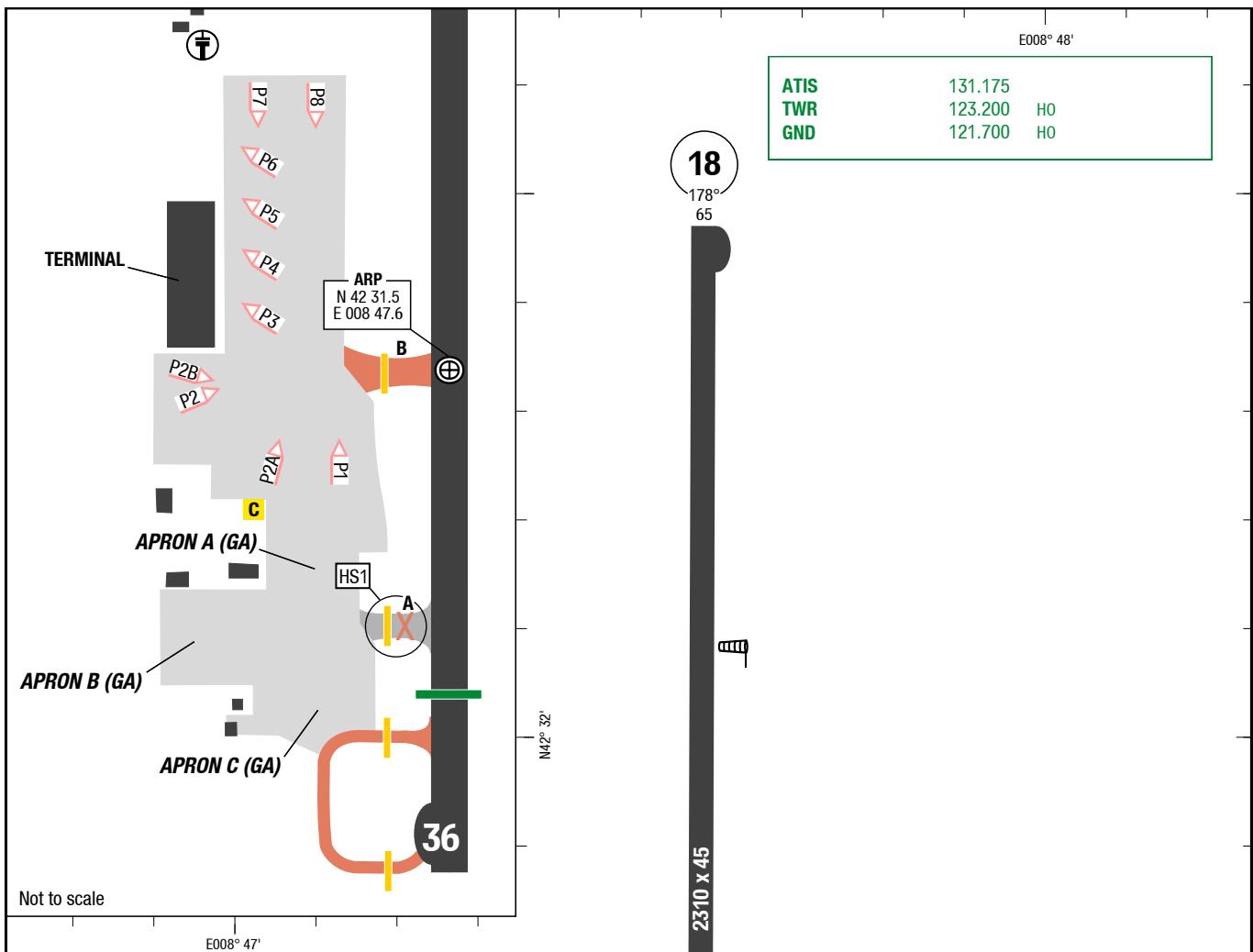
**AFC**

**St Catherine Calvi France**  
**AFC**  **AFC** 

8873
6000
3000
2000
1000

22-JUN-2017  
CLY-LFKC

France Calvi St Catherine	AGC
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St Catherine Calvi France	AGC



Effective 10-DEC-2015

03-DEC-2015

CLY-LFKC

France Calvi St Catherine

SIDs RWY 36

4-10

RNAV SIDs RWY 36

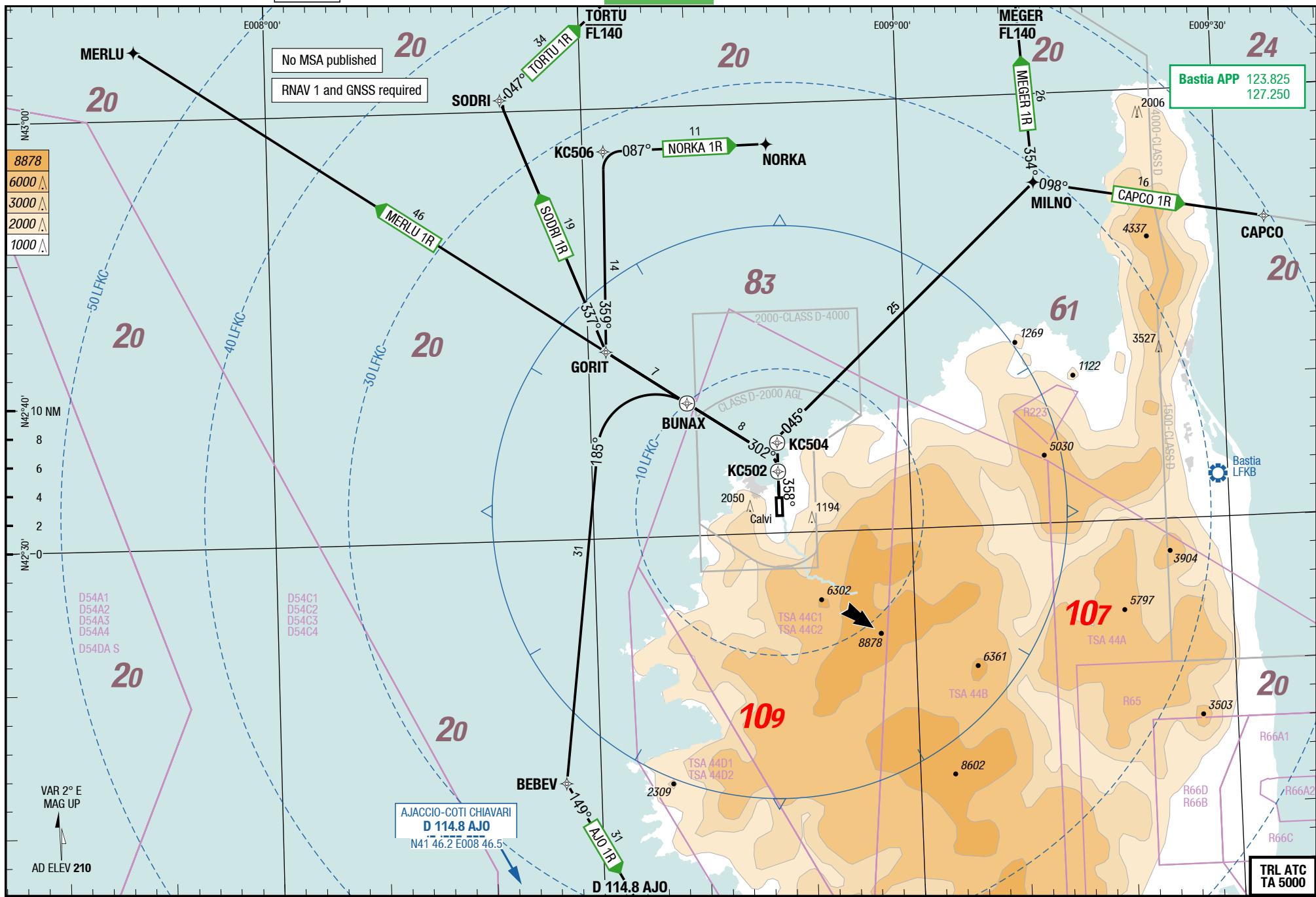
SID

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St Catherine Calvi France

SIDs RWY 36

RNAV SIDs RWY 36



Changes: new

Effective 10-DEC-2015

03-DEC-2015

France Calvi St Catherine

CLY-LFKC

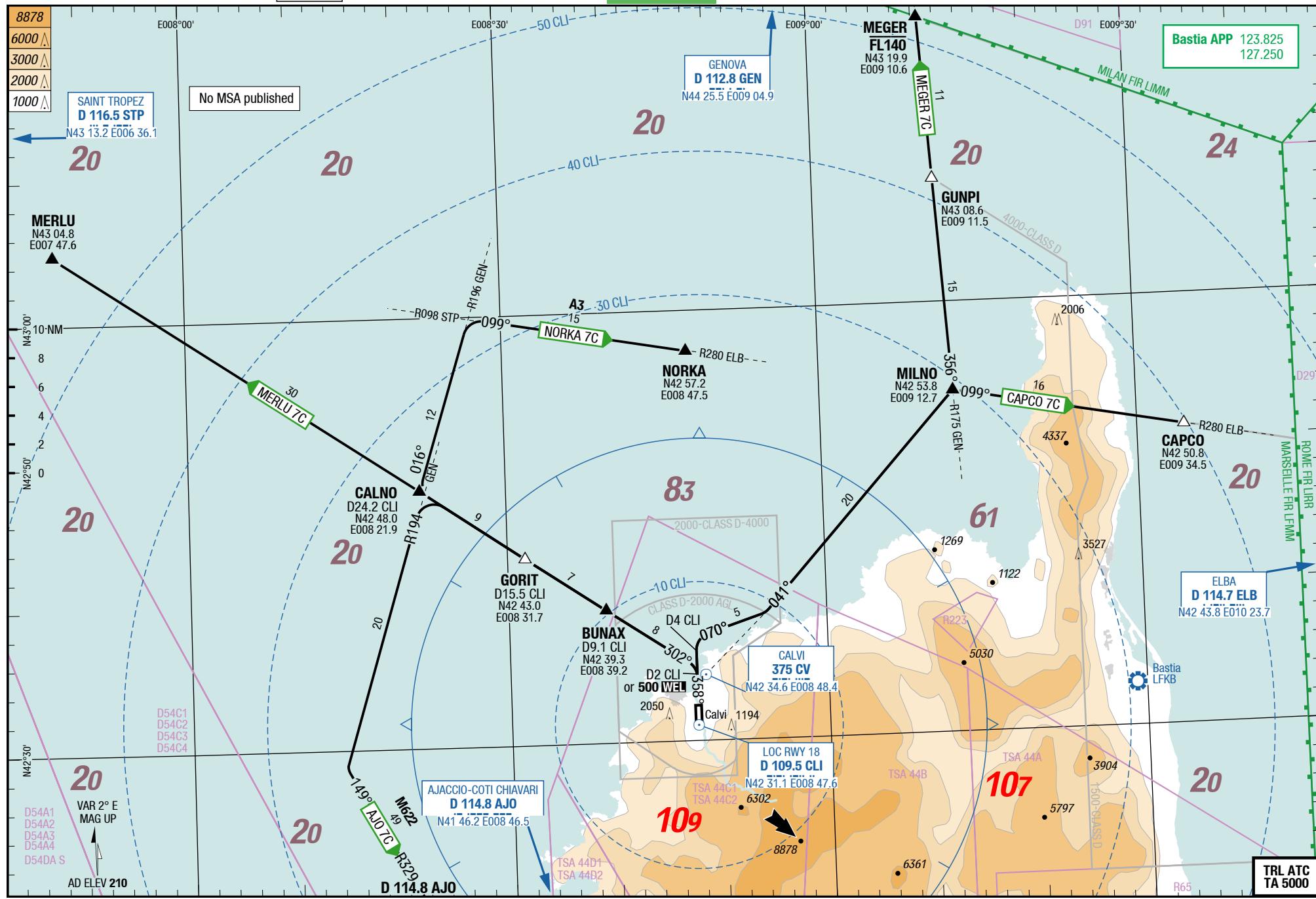
4-20

SIDs RWY 36

SID

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St Catherine Calvi France



AJACCIO 1R / CAPCO 1R / MEGER 1R / MERLU 1R / NORKA 1R / OMNIDIRECTIONAL DEP / SODRI 1R  
RWY 36 (358°)

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
<b>AJACCIO 1R</b> <b>AJO 1R</b> 6.1% to 3000 <b>123.825</b> <sup>④</sup>	KC502 [L] - BUNAX [L] - BEBEV - AJO	
<b>CAPCO 1R</b> <b>123.825</b> <sup>④</sup>	KC504 [R] - MILNO - CAPCO	
<b>MEGER 1R</b> <b>123.825</b>	KC504 [R] - MILNO - MEGER	MEGER MAX FL140
<b>MERLU 1R</b> 6.1% to 3000 <b>123.825</b> <sup>①④</sup>	KC502 [L] - BUNAX - MERLU	
<b>NORKA 1R</b> 7.0% to KC506 <b>123.825</b> <sup>④</sup>	KC502 [L] - BUNAX - GORIT - KC506 - NORKA	
<b>OMNIDIRECTIONAL DEP</b> 6.1% to 2000 <b>123.825</b> <sup>④</sup>	at KC502 LT to given track and climb to assigned level	
<b>SODRI 1R</b> 6.1% to 3000 8.0% to FL150 <b>123.825</b> <sup>①②③④</sup>	KC502 [L] - BUNAX - GORIT - SODRI	

- ① Requested flight level <FL115
- ② 6.1% for requested flight level <FL125 / reserved destination LFMN, LFMD, LFTZ
- ③ 8.0% for requested flight level >FL145 all other destinations
- ④ If unable to maintain climb gradient, inform ATC upon startup.

**TORTU 1R**

RWY 36 (358°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 36</b>	
<b>TORTU 1R 123.825</b>	<u>KC502 [L]</u> - <u>BUNAX</u> - GORIT - SODRI - TORTU	TORTU MAX <b>FL140</b>

CLY-LFKC

5-30

SIDs RWY 36

AJACCIO 7C / CAPCO 7C / MEGER 7C / MERLU 7C / NORKA 7C / OMNIDIRECTIONAL DEP  
RWY 36 (358°)

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
<b>AJACCIO 7C</b> <b>AJO 7C</b> 6.1% to 3000 <b>123.825</b> ①	at D2 <b>CLI</b> or <b>500</b> , whichever is later, <b>LT</b> intercept QDR 302 <b>CV</b> to BUNAX - at CALNO <b>LT</b> intercept R194 <b>GEN</b> - <b>LT</b> join AWY M622 (R329 <b>AJO</b> inbound) to <b>AJO</b>	
<b>CAPCO 7C</b> <b>123.825</b>	at D4 <b>CLI RT</b> 070° to intercept QDR 041 <b>CV</b> - at MILNO <b>RT</b> intercept R280 <b>ELB</b> inbound CAPCO	
<b>MEGER 7C</b> <b>123.825</b>	at D4 <b>CLI RT</b> 070° to intercept QDR 041 <b>CV</b> - at MILNO <b>LT</b> intercept R175 <b>GEN</b> inbound to GUNPI - MEGER	MEGER MAX <b>FL140</b>
<b>MERLU 7C</b> 6.1% to 3000 <b>123.825</b> ①	at D2 <b>CLI</b> or <b>500</b> , whichever is later, <b>LT</b> intercept QDR 302 <b>CV</b> to BUNAX - CALNO - MERLU	
<b>NORKA 7C</b> 6.1% to 3000 <b>123.825</b> ①	at D2 <b>CLI</b> or <b>500</b> , whichever is later, <b>LT</b> intercept QDR 302 <b>CV</b> to BUNAX - at CALNO <b>RT</b> intercept R196 <b>GEN</b> inbound - <b>RT</b> join airway A3 (R280 <b>ELB</b> inbound) to NORKA	
<b>OMNIDIRECTIONAL DEP</b> 6.1% to 2000 <b>123.825</b> ①	at D2 <b>CLI</b> or at <b>500</b> , whichever is later, <b>LT</b> to given track and assigned level	

① If unable to maintain climb gradient, inform ATC upon startup.

**Effective 30-APR-2015**

23-APR-2015

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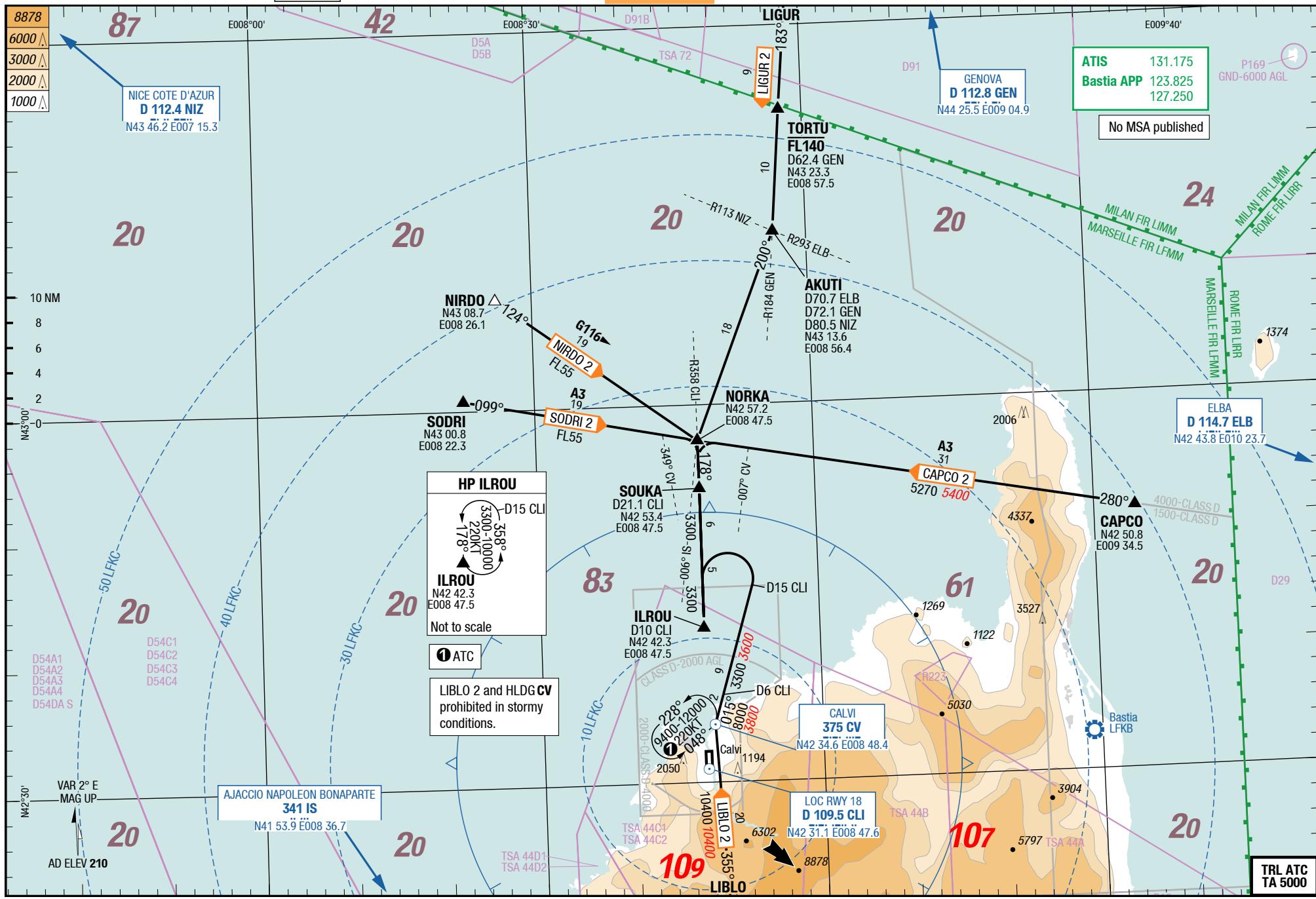
France Calvi St Catherine

St Catherine Calvi France

The NIL logo consists of the word "NIL" in a bold, black, sans-serif font, enclosed within a white right-pointing arrow shape.

The NIL logo consists of the word "NIL" in a bold, black, sans-serif font inside a white arrowhead pointing to the right.

6-10

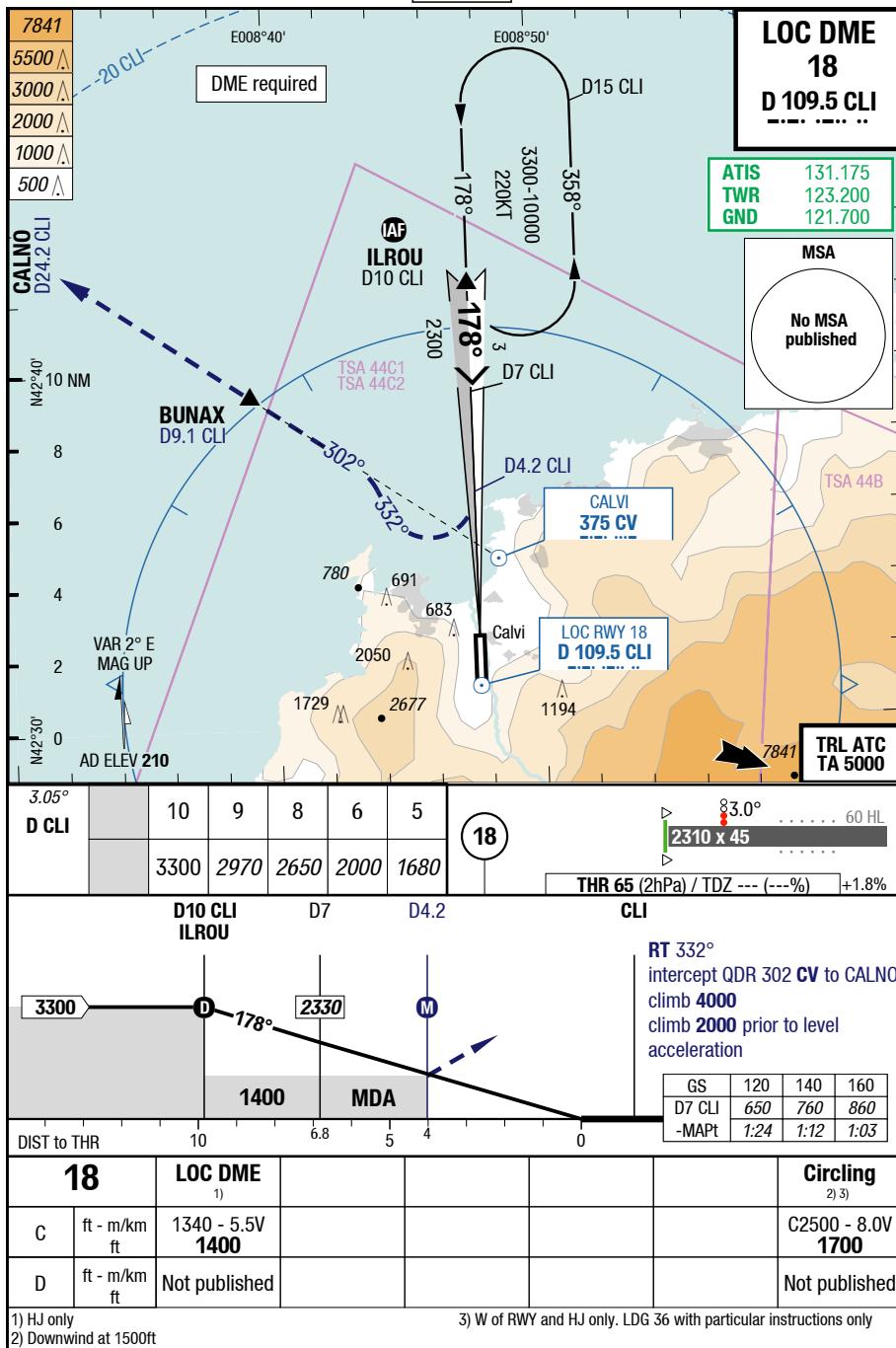


22-JUN-2017

CLY-LFKC

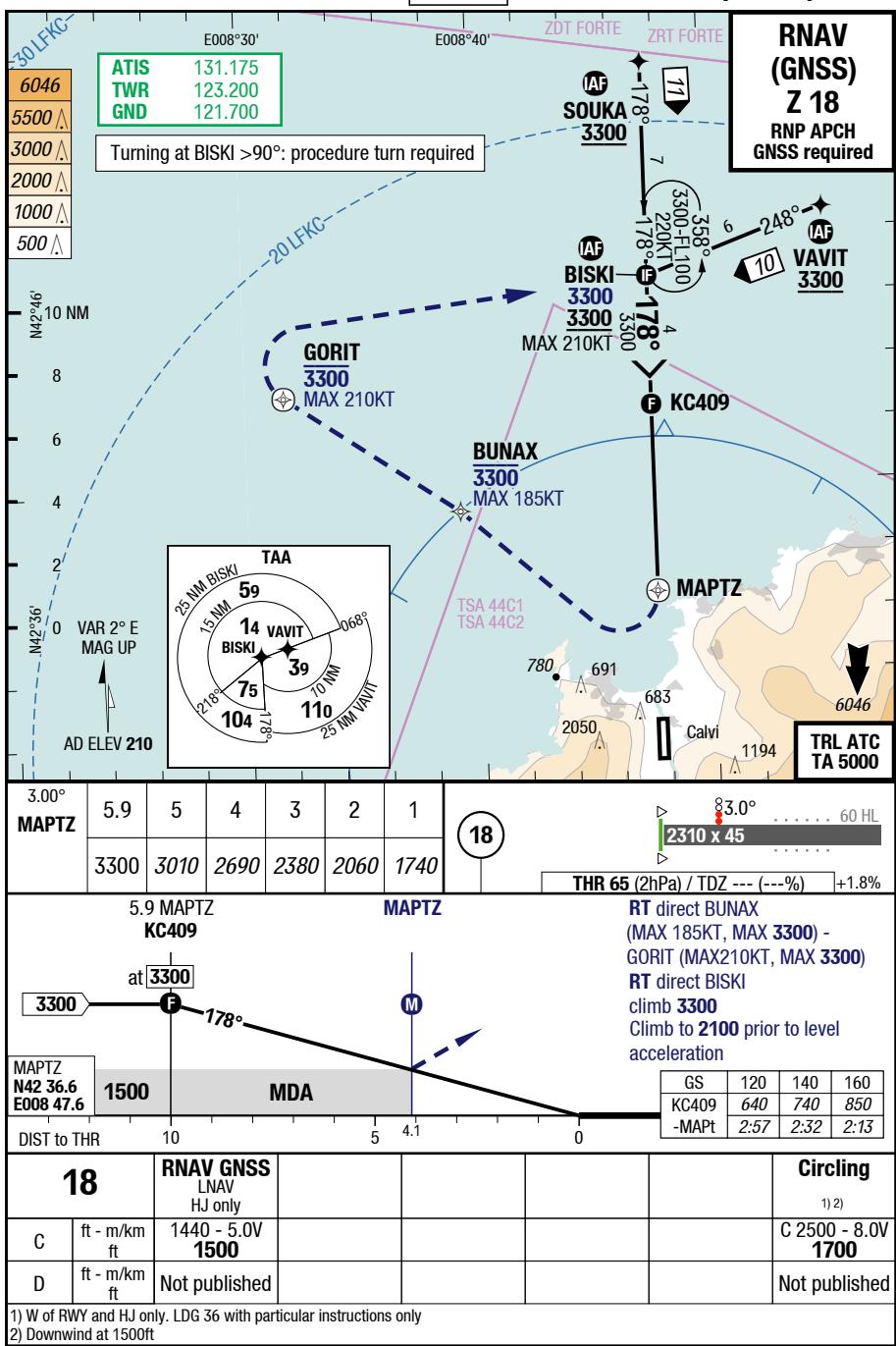
7-10

LOC DME 18



7-30

**RNAV (GNSS) Z 18**



## Changes: DIST ALT table, ALT, OBST, SUAs, Profile

22-JUN-2017

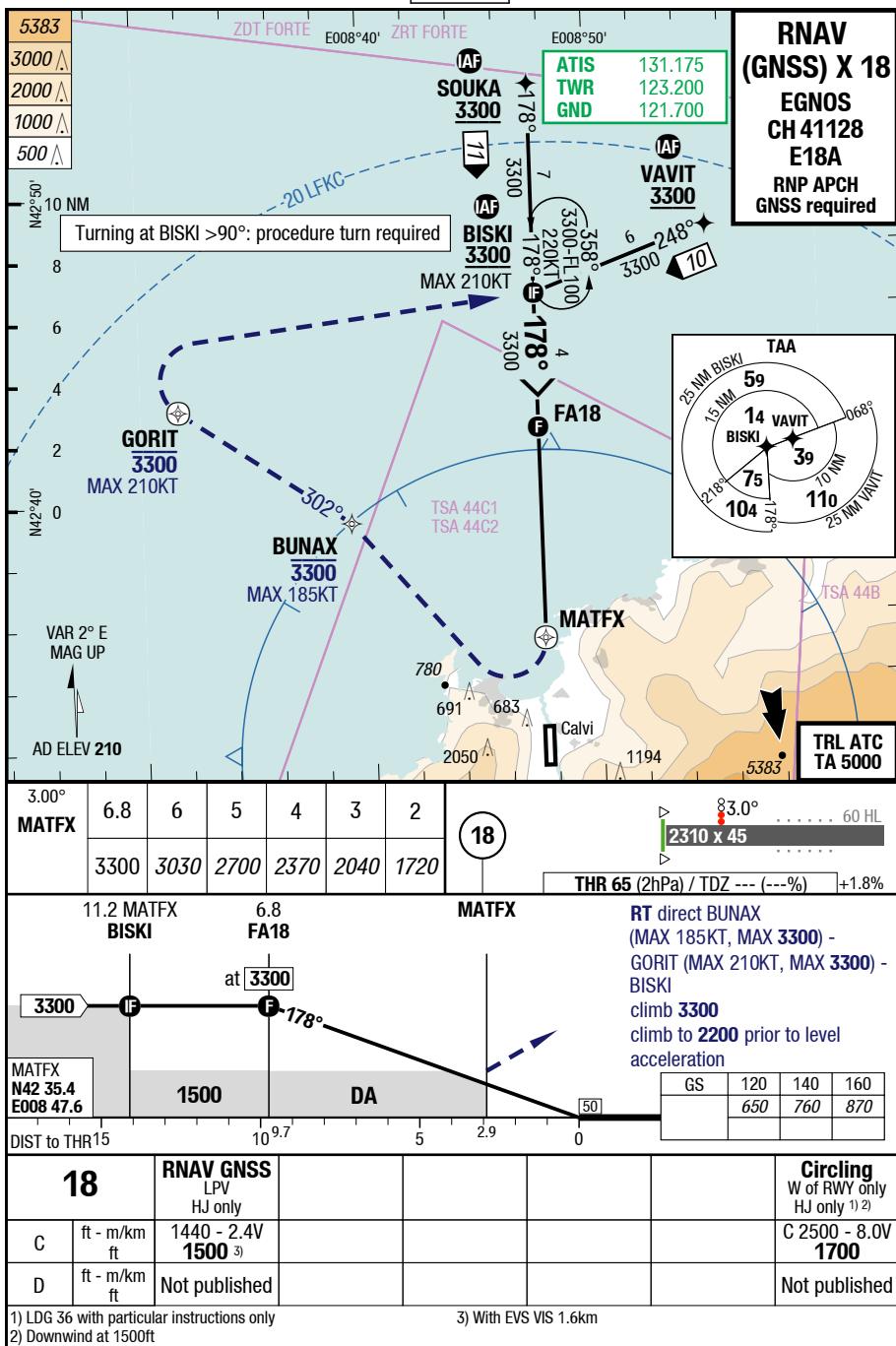
France Calvi St Catherine

IAC

CLY-LFKC

7-40

RNAV (GNSS) X 18



Changes: new