

**GENERAL****Operational Hours****ATS Hours:** See NOTAM**AD ADMIN Hours:** No published**Airport Information****RFF:** CAT 5, CAT 7 for SKED ACFT. See NOTAM.**Fuel:** OCT-APR 0500-1800‡, MAY-JUN 0500-1900‡, JUL-SEP 0500-2100‡, other times O/R.**PCN:** RWY 05/23: 32/F/C/W/T**Customs:** 0600-1800‡, PN 6HRs to Ajaccio.**Operation****RWY Restriction**

180°-turns on turning pads only for ACFT with 35t / 77162lbs and above.

MAX cross wind is 20KT on wet RWY.

**TWY Restriction**

Access way width 15m / 49ft.

**Taxi/Parking**

Reduce thrust when using stands 8A, 9, 10A and 11.

**ARRIVAL****Communication****COM Failure****RWY in use is known:** Hold at GALDA (RWY 05) or MASAL (RWY 23).**RWY in use is unknown:** Consider that RWY 05 is in use, hold at GALDA (possibly making a visual manoeuvre without prescribed track if the wind, calculated by the pilot, indicates that RWY 23 is in use).**Followed by MISAP:** Proceed in accordance with the PROC on the IAC, then fly to the ALTN AD.**Arrival Procedure**

Overflying Mt Calderello 120m / 393ft not provided by PAPI.

**Visual APCH:** During night prohibited.**Warnings**

Risk of dazzle for ACFT on RWY 05 APCH.

Turbulence during APCH:

- RWY 23: with medium and strong wind, particularly from W/NW sector, expect strong to very strong turbulence. It is not recommended to start the APCH if wind is above 25KT, gusting 35KT.
- RWY 05: expect turbulence with all wind directions.

## DEPARTURE

## Take-off Minima

RWY		05/23	
A, B, C	ft - m/km	0 - 400V	-
D		Not applicable	-

## Communication

## COM Failure

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

**In IMC:** Continue flight at the last assigned FL to the TMA limits or, if unable to fly at the last assigned FL due to relief, fly at the first safe FL, then start climb to the cruising FL.

## De-Icing

AVBL

13-SEP-2018/UFN

06-SEP-2018

**FSC-LFKF**

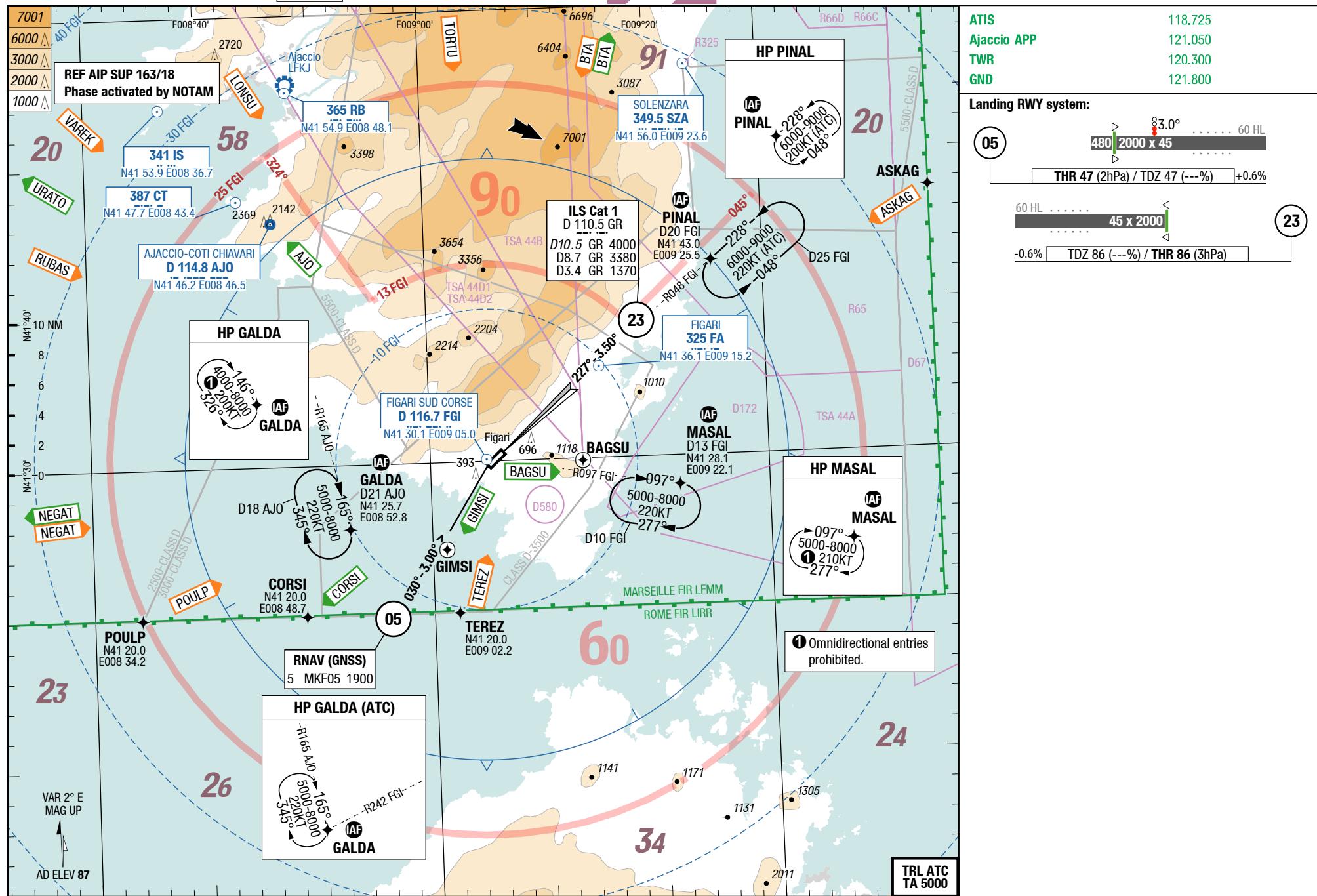
France **Figari** Sud Corse

Sud Corse **Figari** France

2-08

## Tempo AFC SUP 163/18 Phase 2

Tempo AFC SUP 163/18 Phase 2



Effective 13-SEP-2018

06-SEP-2018

FSC-LFKF

France Figari Sud Corse

AGC

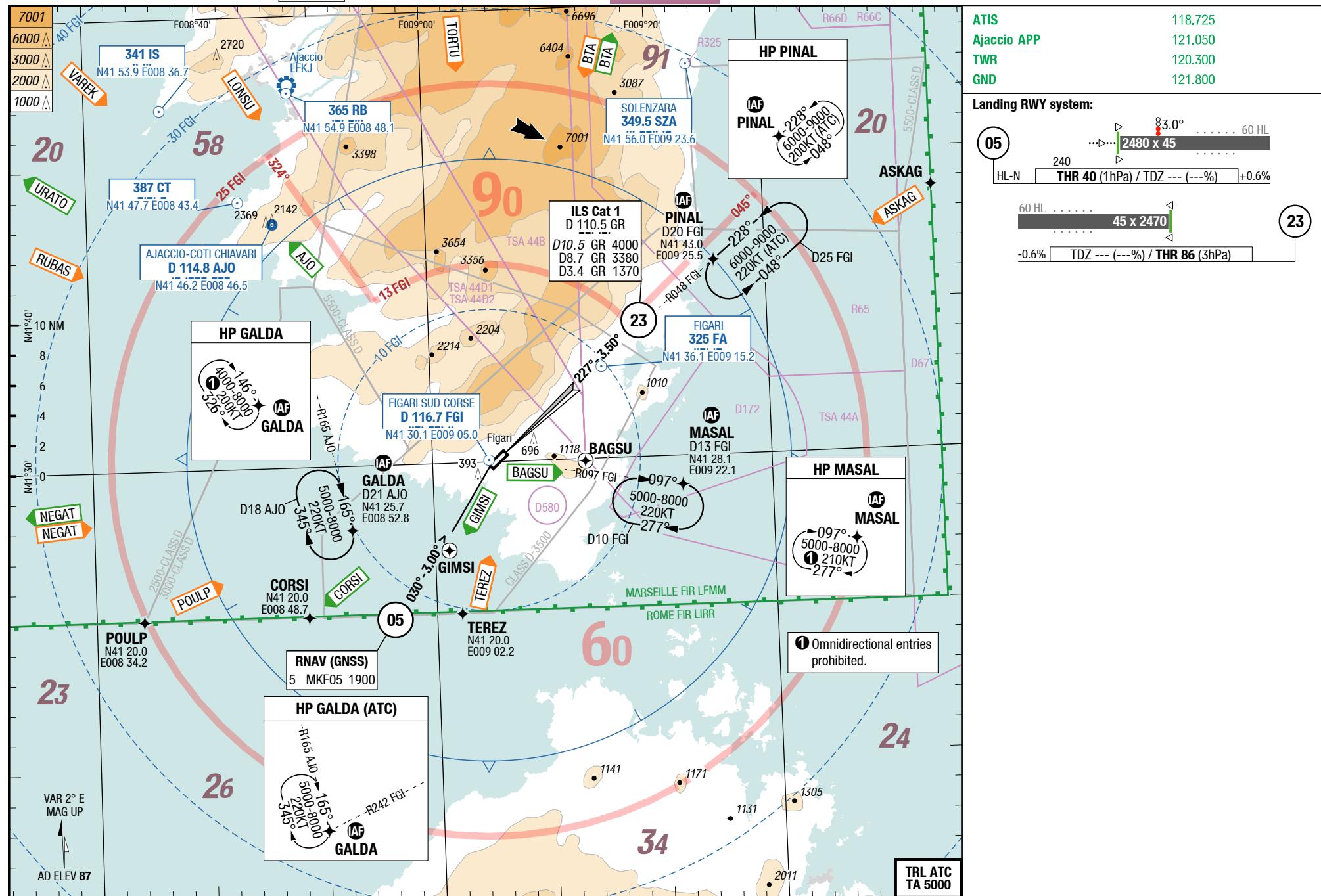
AFC

Sud Corse Figari France

AGC

AFC

2-10



Changes: PROC, Editorial

23  
225°  
86

**ATIS** 118.725  
**TWR** 120.300  
**GND** 121.800

E009° 05'

E009° 06'

N41° 30.5'

E009° 06'

HS: Short taxiing distances from PRKG exits to holding point C.

<b>RWY</b>	<b>TORA</b>	<b>ASDA</b>	<b> TODA</b>
<b>05</b>	2480	2480	2540
<b>23</b>	2480	2470	2530

A diagram of an airport layout. A large grey parallelogram represents the apron. At the bottom, a black parallelogram represents the terminal. To the right of the terminal, a smaller grey parallelogram represents the business terminal. Above the terminal, a circle with a stylized 'T' inside represents the fire station. To the right of the fire station, a grey parallelogram represents the hangar. A black arrow points from the top-left towards the apron area.

VAR 2° E  
MAG UP  
  
AD ELEV 8

05  
045°

Changes: Nil



3-22

Tempo WIP SUP 163/18 Phase 2

AGC

AGC

E009° 05'

REF AIP SUP 163/18  
Phase activated by NOTAM

E009° 06'

23

86

ATIS 118.725  
TWR 120.300  
GND 121.800

Phase 2, 02.01.2019 - 30.01.2019 estimated

- Works with a displaced THR 05, RWY length reduced to 2000m for 4 weeks, then the RWY will be closed
- Works will be carried out on RWY 05 RESA and turn around pad in the daytime and night time
- Creation of embankments of RWY 23 RESA and RWY strip during off-peak hours, in the daytime (RWY not operating)
- Work machines on THR 05, in the RWY strip and on the General Aviation Apron

**Operational restrictions:**

- Closure of part of the General Aviation Apron
- Stand 7 reserved for State helicopters and Emergency Medical Service helicopters
- 480m THR RWY 05 displacement
- Push-back and taxiing procedures on apron may be delayed in case of helicopter traffic
- ACFT turn around on RWY width

FIGARI SUD CORSE  
D 116.7 FGI

RWY	TORA	ASDA	TODA
05	2000	2000	2060

ARP  
N 41 30.1  
E 009 05.8

2000 X 45

HS C

WORK IN PROGRESS  
GRASS PARKING  
GENERAL AVIATION APRON  
HANGAR  
APRON  
FIRE STATION  
BUSINESS TERMINAL  
TERMINAL

HS: Short taxiing distances from PRKG exits to holding point C.

VAR 2° E

MAG UP

AD ELEV 87

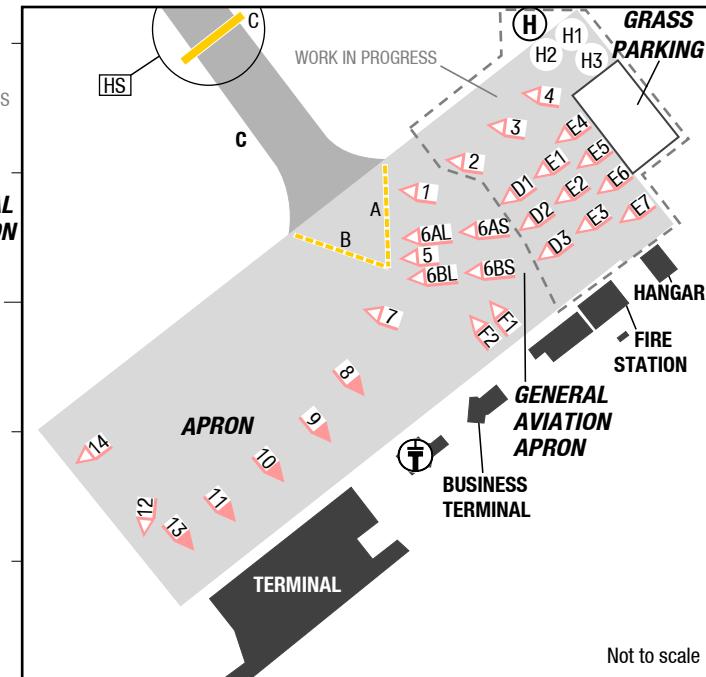
47

WORK IN PROGRESS

Changes:

new

m 0 500 1000 2000 3000  
ft 0 1000 2000 3000



18-MAY-2017

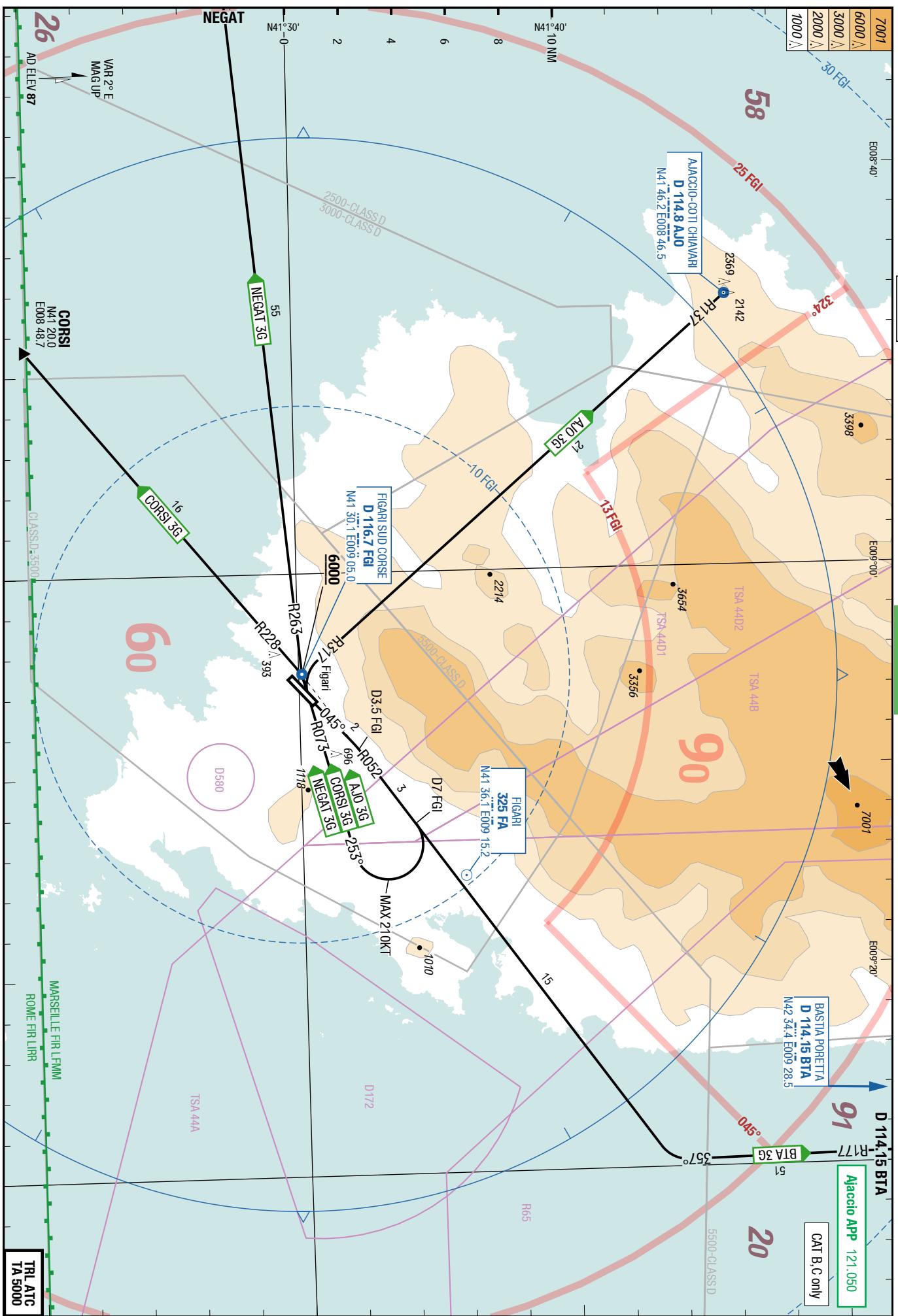
FSC-LFKF

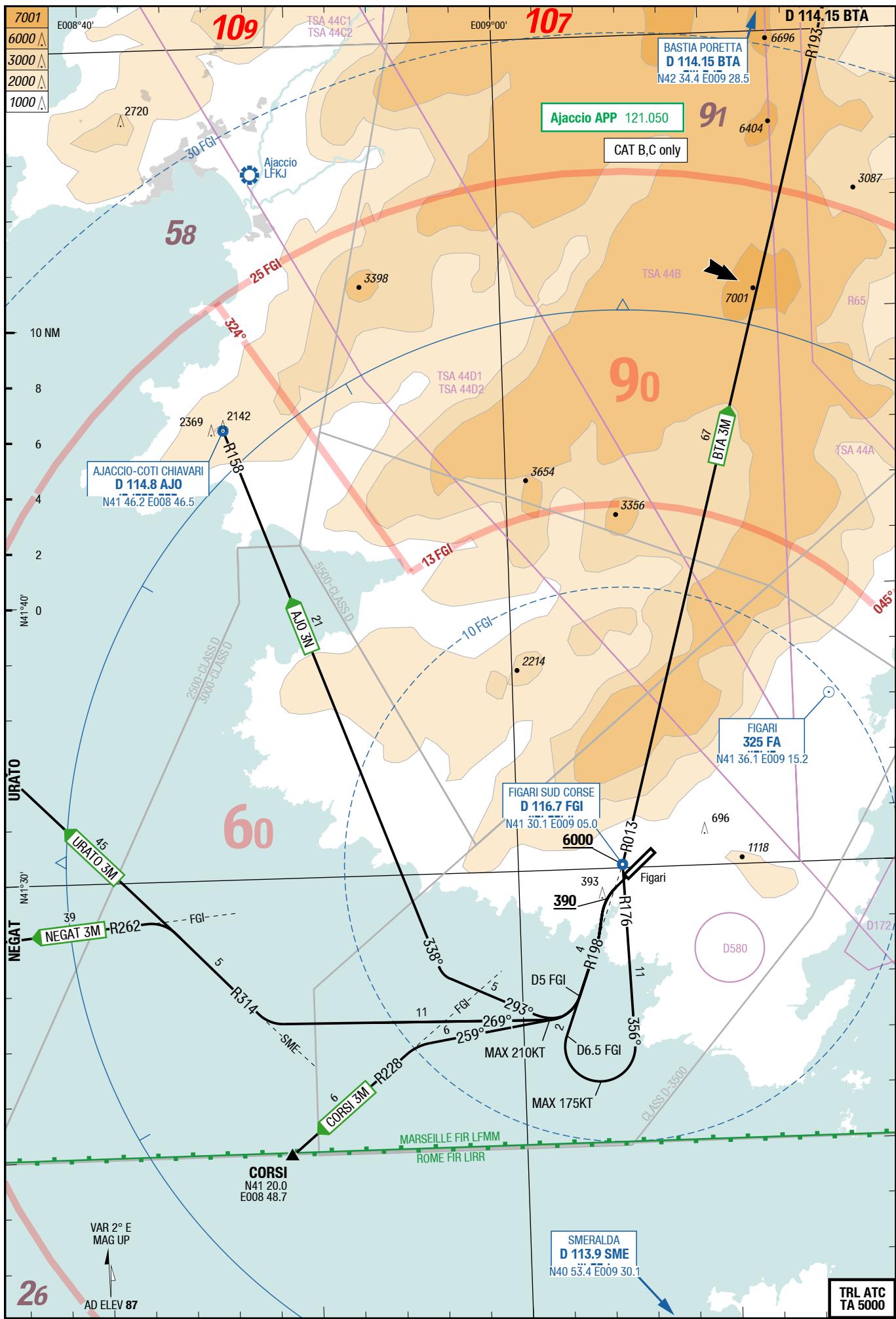
4-10

SIDS RWY 05

9

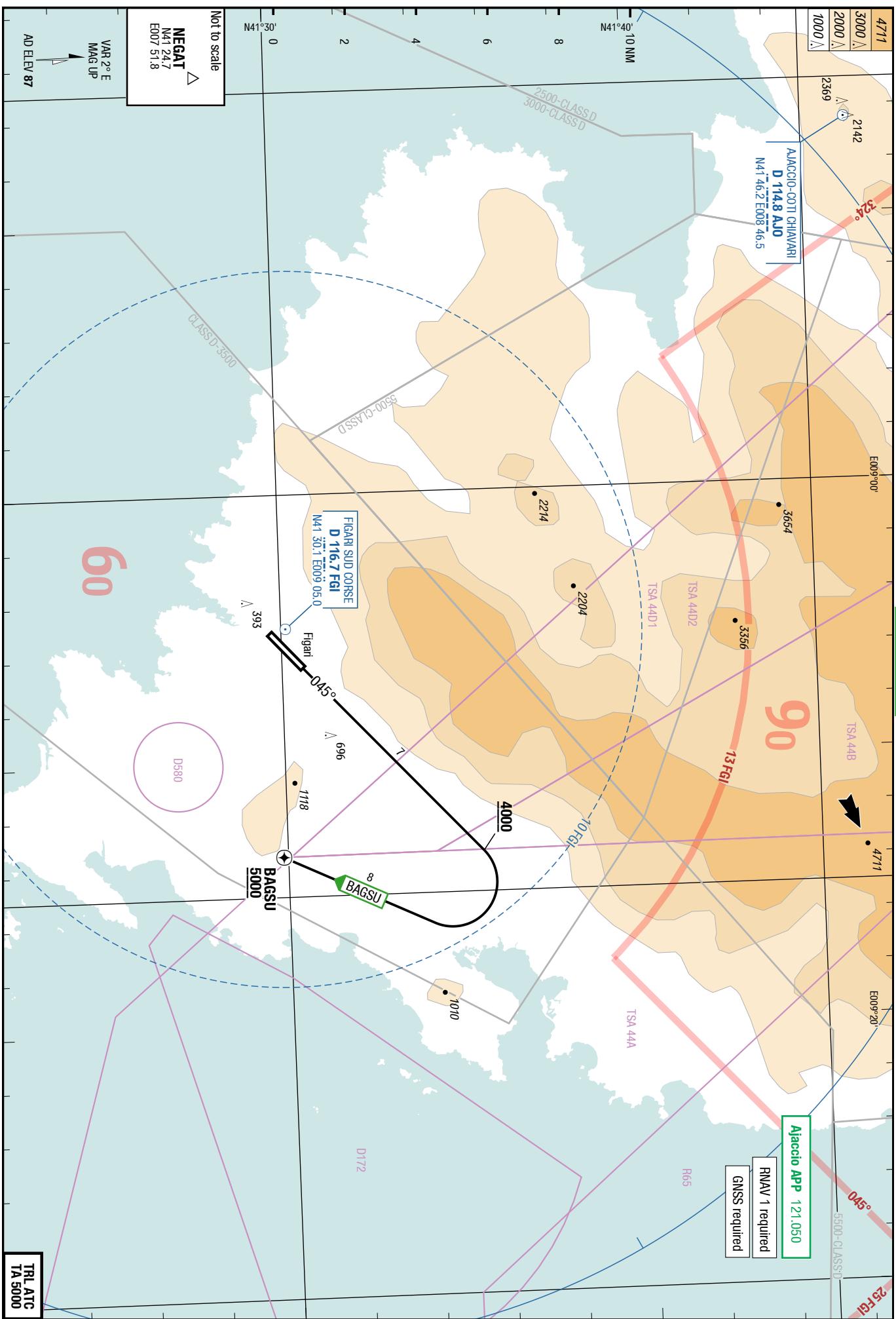
SIDS RWY 05

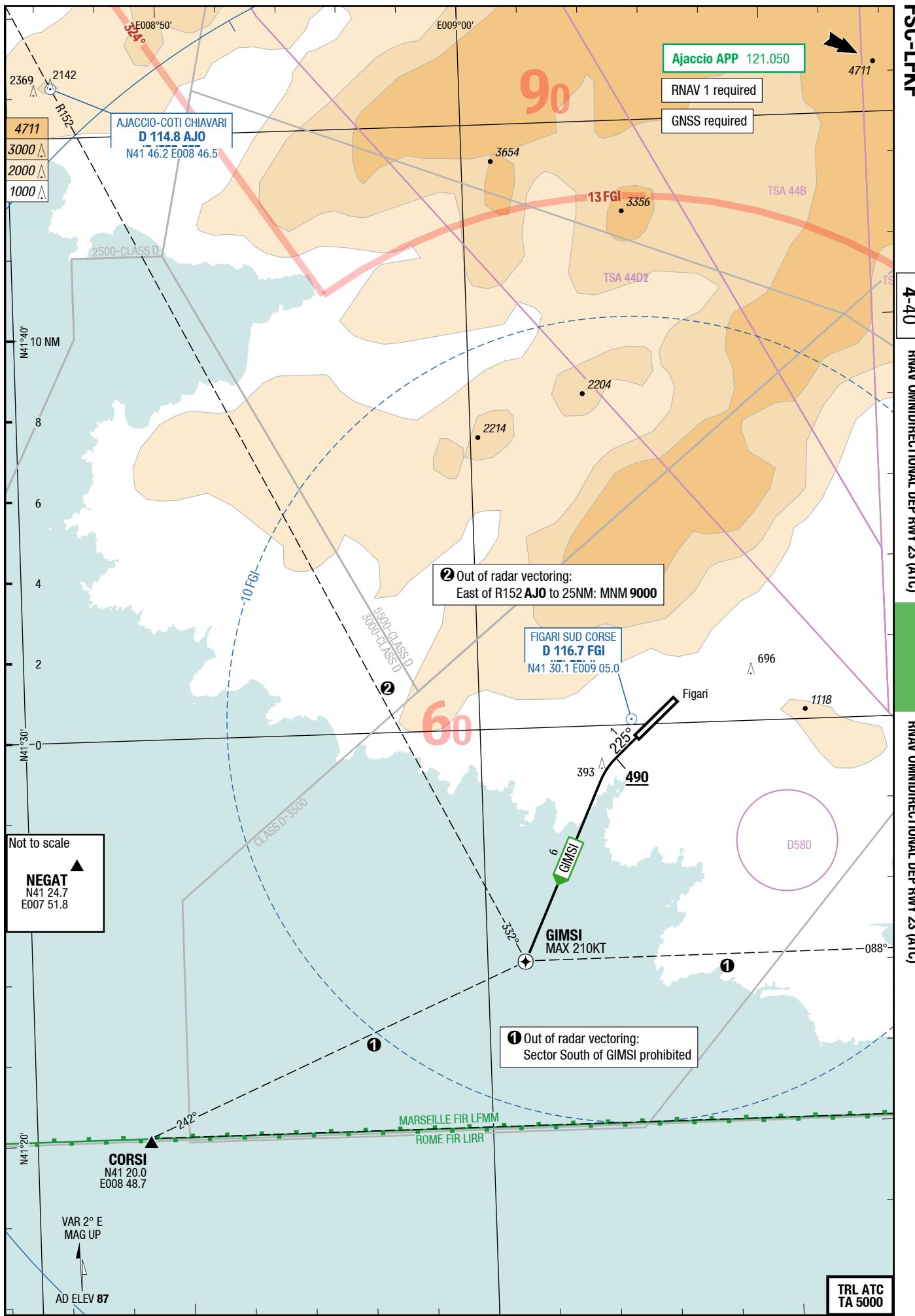




**4-30** **France Figari Sud Corse**  
**RNAV OMNIDIRECTIONAL DEP RWY 23 (ATC)**  
**RNAV OMNIDIRECTIONAL DEP RWY 05 (ATC)**

**SUD CORSE FIGARI FRANCE**  
RNAV OMNIDIRECTIONAL DEP RWY 23 (ATC)  
RNAV OMNIDIRECTIONAL DEP RWY 05 (ATC)





18-MAY-2017

**FSC-LFKF****5-10****SIDs RWY 05****AJACCIO 3G / BASTIA 3G / CORSI 3G / NEGAT 3G**

RWY 05 (045°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>AJACCIO 3G</b> <b>AJO 3G</b> 5.4% to 6000 <b>121.050</b> ①	at D3.5 <b>FGI</b> intercept R052 <b>FGI</b> - at D7 <b>FGI RT</b> (MAX 210KT) intercept R073 <b>FGI</b> to <b>FGI</b> - <b>RT</b> intercept R137 <b>AJO</b> to <b>AJO</b>	<b>FGI MNM 6000</b>
<b>BASTIA 3G</b> <b>BTA 3G</b> 5.1% <b>121.050</b> ①	at D3.5 <b>FGI</b> intercept R052 <b>FGI</b> - intercept R177 <b>BTA</b> to <b>BTA</b>	
<b>CORSI 3G</b> 5.4% to 6000 <b>121.050</b>	at D3.5 <b>FGI</b> intercept R052 <b>FGI</b> - at D7 <b>FGI RT</b> (MAX 210KT) intercept R073 <b>FGI</b> to <b>FGI</b> - R228 <b>FGI</b> to <b>CORSI</b>	<b>FGI MNM 6000</b>
<b>NEGAT 3G</b> 5.4% to 6000 <b>121.050</b>	at D3.5 <b>FGI</b> intercept R052 <b>FGI</b> - at D7 <b>FGI RT</b> (MAX 210KT) intercept R073 <b>FGI</b> to <b>FGI</b> - R263 <b>FGI</b> to <b>NEGAT</b>	<b>FGI MNM 6000</b>

① Not AVBL when R65 is active.

18-MAY-2017

**FSC-LFKF****5-20****SIDs RWY 23****AJACCIO 3N / BASTIA 3M / CORSI 3M / NEGAT 3M / URATO 3M**

RWY 23 (225°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.2%	ft/MIN	700	800	1000	1200	1300	1500
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 23</b>		
<b>AJACCIO 3N</b> <b>AJO 3N</b> 4.7% <b>121.050</b> ①	at MNM <b>390</b> intercept R198 <b>FGI</b> - at D5 <b>FGI RT</b> (MAX 210KT) 293° - intercept R158 <b>AJO</b> to <b>AJO</b>	
<b>BASTIA 3M</b> <b>BTA 3M</b> 5.2% to 6000 <b>121.050</b> ①②	at MNM <b>390</b> intercept R198 <b>FGI</b> - at D6.5 <b>FGI LT</b> (MAX 175KT) - intercept R176 <b>FGI</b> to <b>FGI</b> - R013 <b>FGI</b> to <b>BTA</b>	<b>FGI</b> MNM <b>6000</b>
<b>CORSI 3M</b> 4.7% <b>121.050</b> ①	at MNM <b>390</b> intercept R198 <b>FGI</b> - at D5 <b>FGI RT</b> (MAX 210KT) 259° - intercept R228 <b>FGI</b> to <b>CORSI</b>	
<b>NEGAT 3M</b> 4.7% <b>121.050</b> ①	at MNM <b>390</b> intercept R198 <b>FGI</b> - at D5 <b>FGI RT</b> (MAX 210KT) 269° - intercept R314 <b>SME</b> - intercept R262 <b>FGI</b> to <b>NEGAT</b>	
<b>URATO 3M</b> 4.7% <b>121.050</b> ①	at MNM <b>390</b> intercept R198 <b>FGI</b> - at D5 <b>FGI RT</b> (MAX 210KT) 269° - intercept R314 <b>SME</b> to <b>URATO</b>	

① If Mont Caldarellu (388ft, 233°/1.7NM from LFKF) is considered, MNM climb gradient for all DEP is 7.5%.

② Not AVBL when R65 is active.

## BAGSU

RWY 05 (045°)

	GS	120	150	180	210	240	270
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
<b>BAGSU</b> (ATC) 6.4% to 4000 <b>121.050</b> ①	at <b>4000 RT</b> direct BAGSU - direct to assigned <b>FL</b> <b>FMS</b> [A4000+ ;R] - <u>BAGSU</u> - direct to assigned FL	BAGSU MNM <b>5000</b> BAGSU MNM <b>5000</b>

① Climb gradient for ATS reason.

## GIMSI

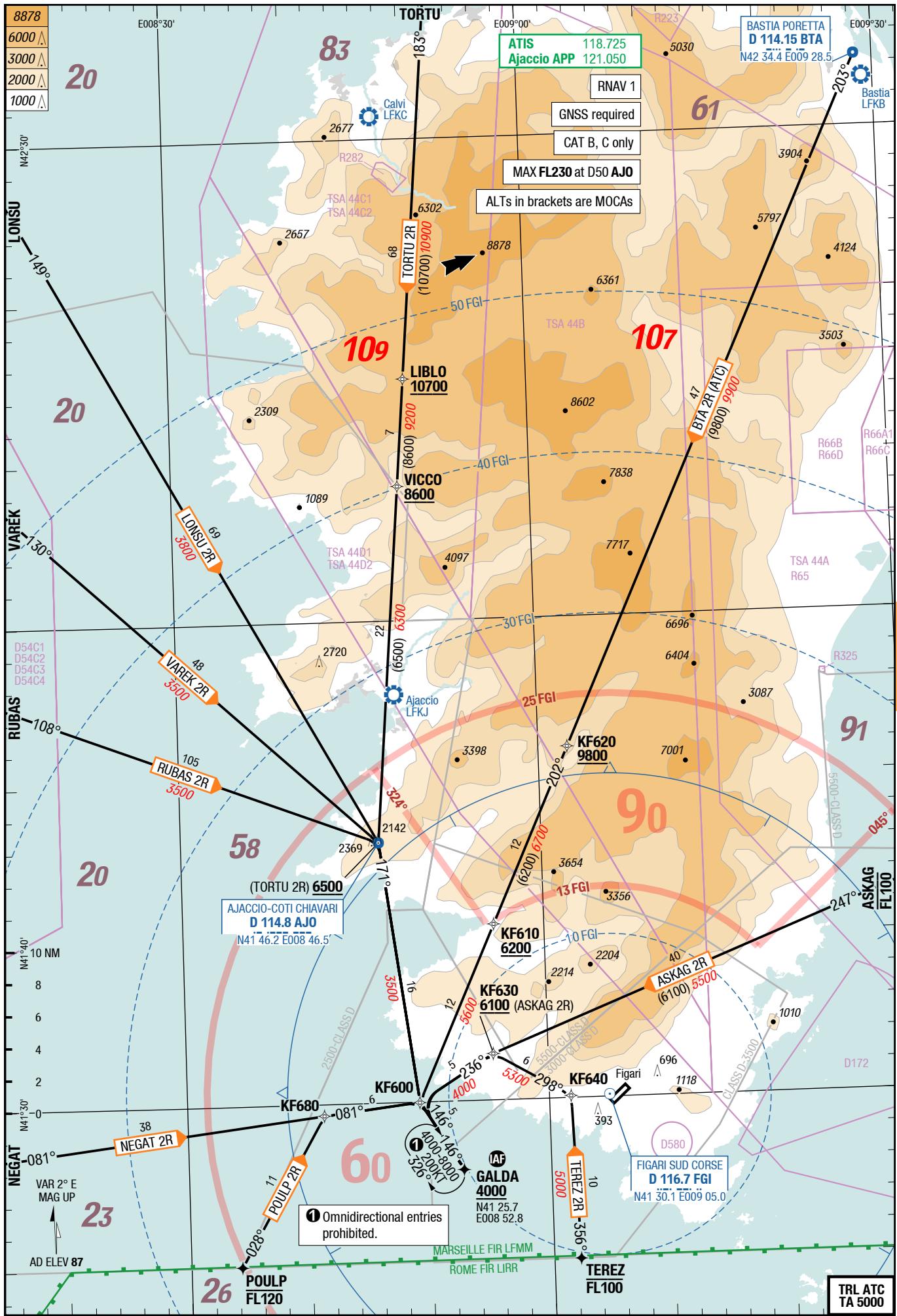
RWY 23 (225°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
8.8%	ft/MIN	1100	1400	1700	1900	2200	2500

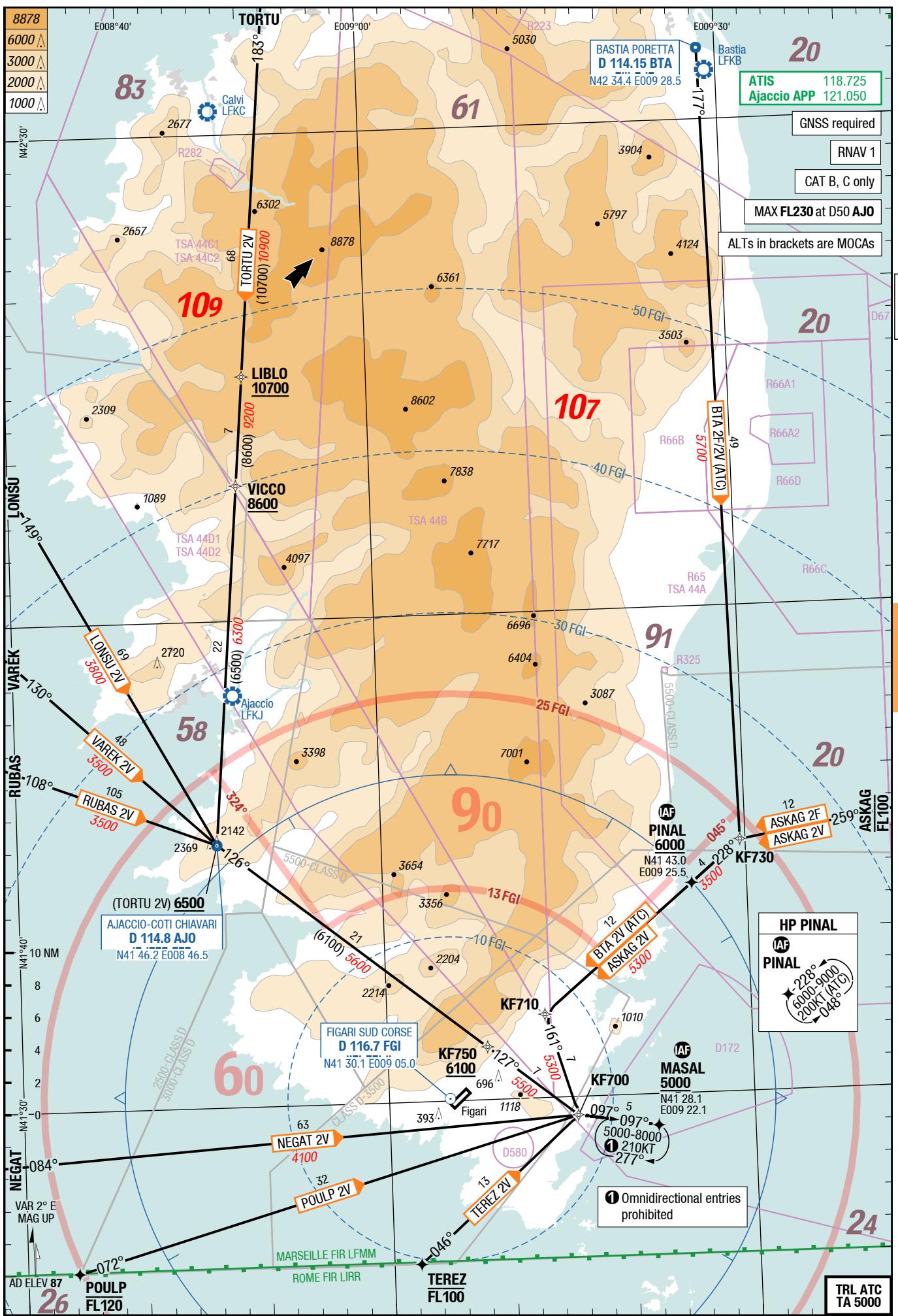
DESIGNATOR	ROUTING	ALTITUDES
		Runway 23
<b>GIMSI</b> (ATC) 8.8% to 700 5.0% 7.0% to GIMSI (ATC) <b>121.050</b> ①②	at <b>490</b> LT direct GIMSI (MAX 210KT) - <b>RT</b> direct to assigned <b>FL</b>  <b>FMS</b> [A490+ ;L] - <u>GIMSI</u> [K210-] - RT climbing to assigned FL	

① Out of radar vectoring: East of R152 AJO to 25NM MNM 9000

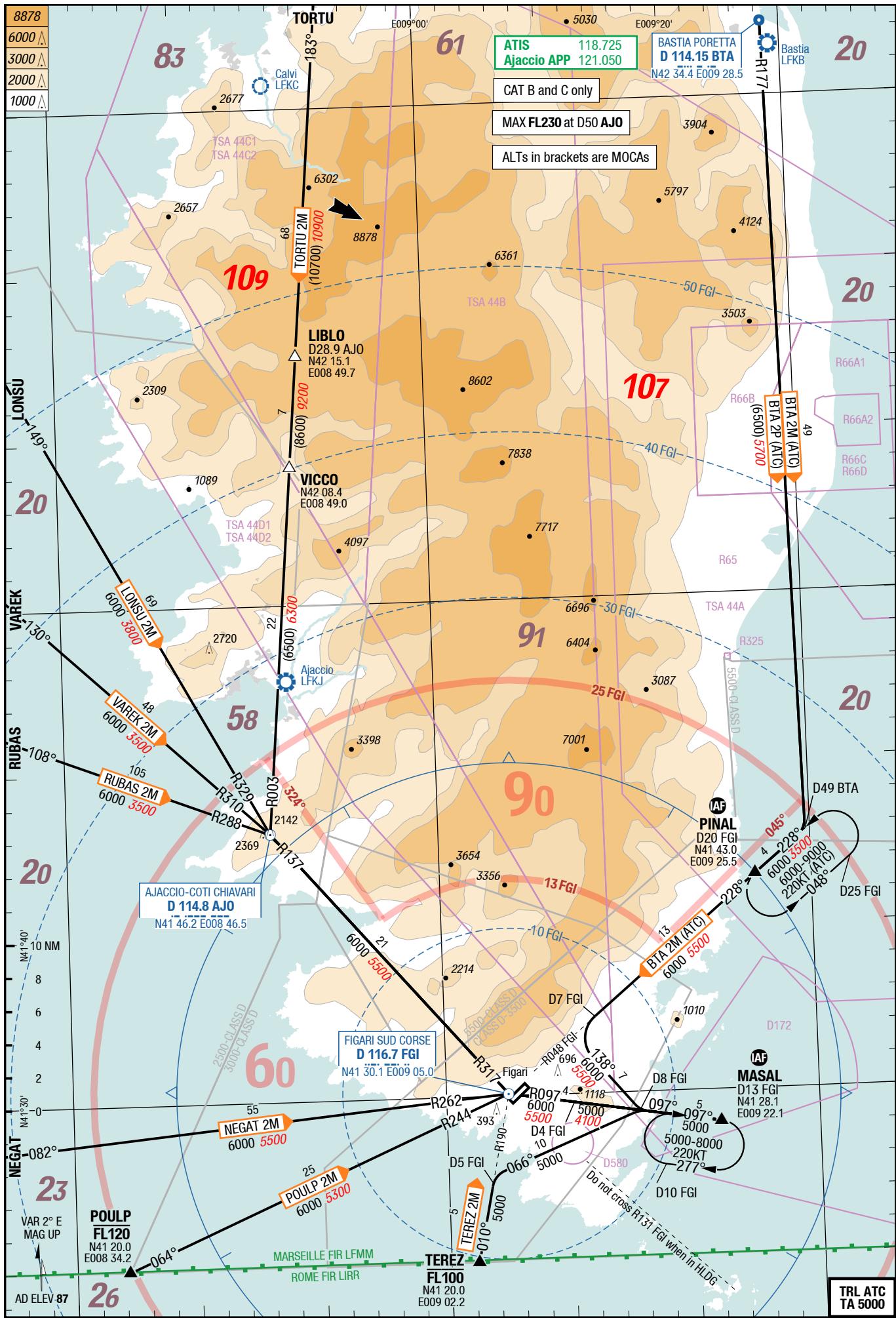
② Out of radar vectoring: Sector South of GIMSI prohibited.



Changes: PROC, ALT, Track, OBST, SUAS







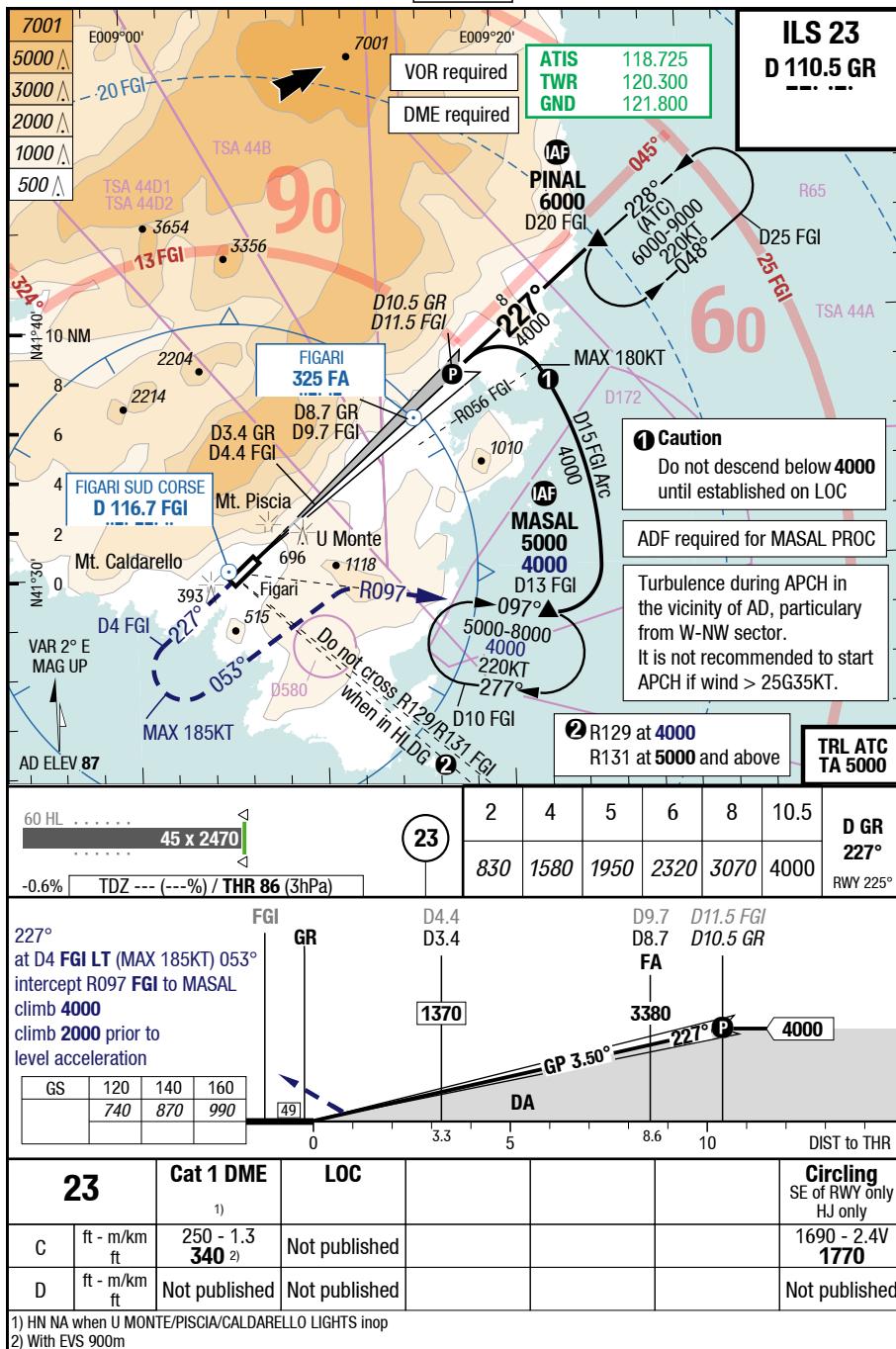
28-JUN-2018

France Figari Sud Corse

FSC-LFKF

7-10

ILS 23



Changes: LDA

28-JUN-2018

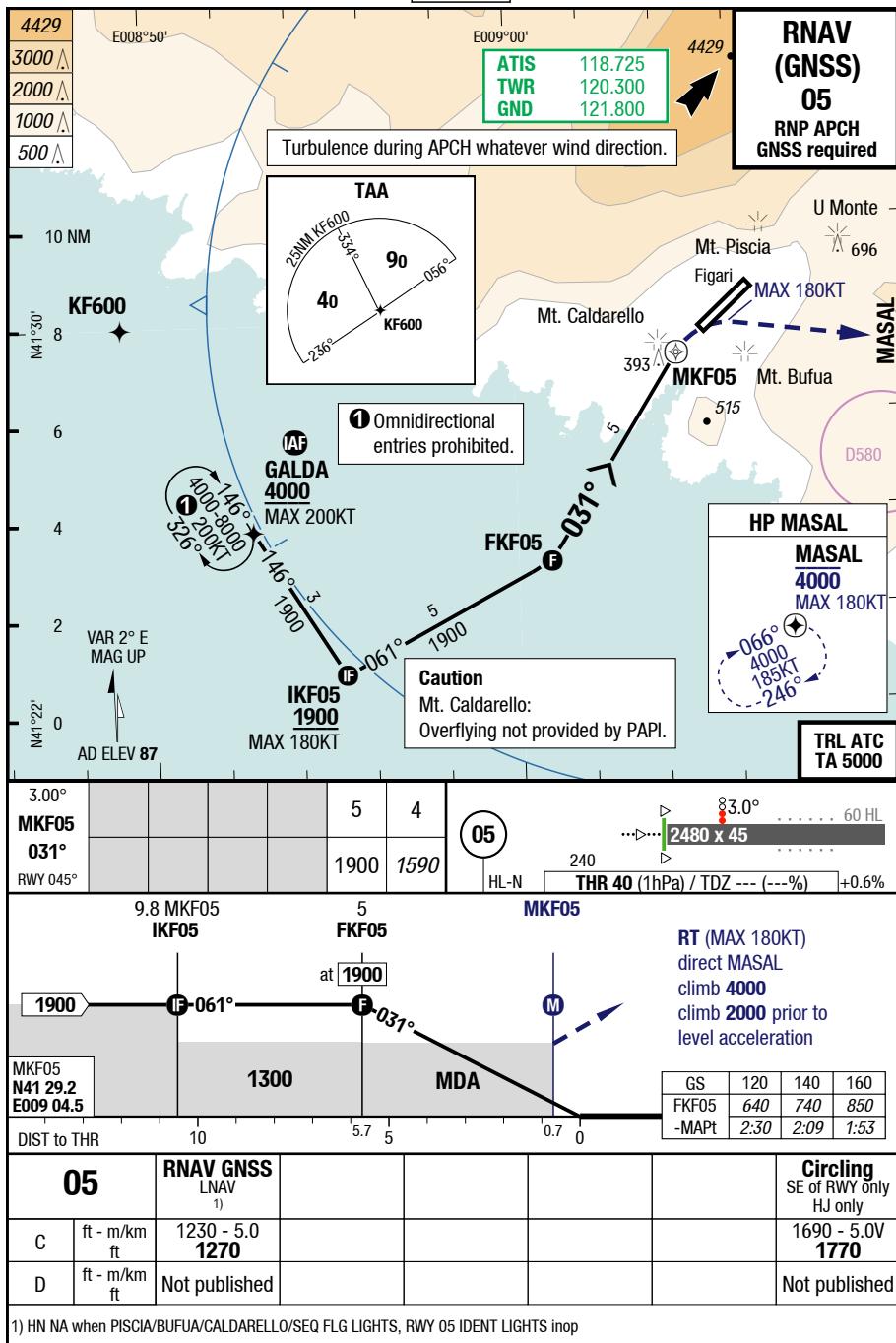
France Figari Sud Corse

FSC-LFKF

7-30

RNAV (GNSS) 05

IAC

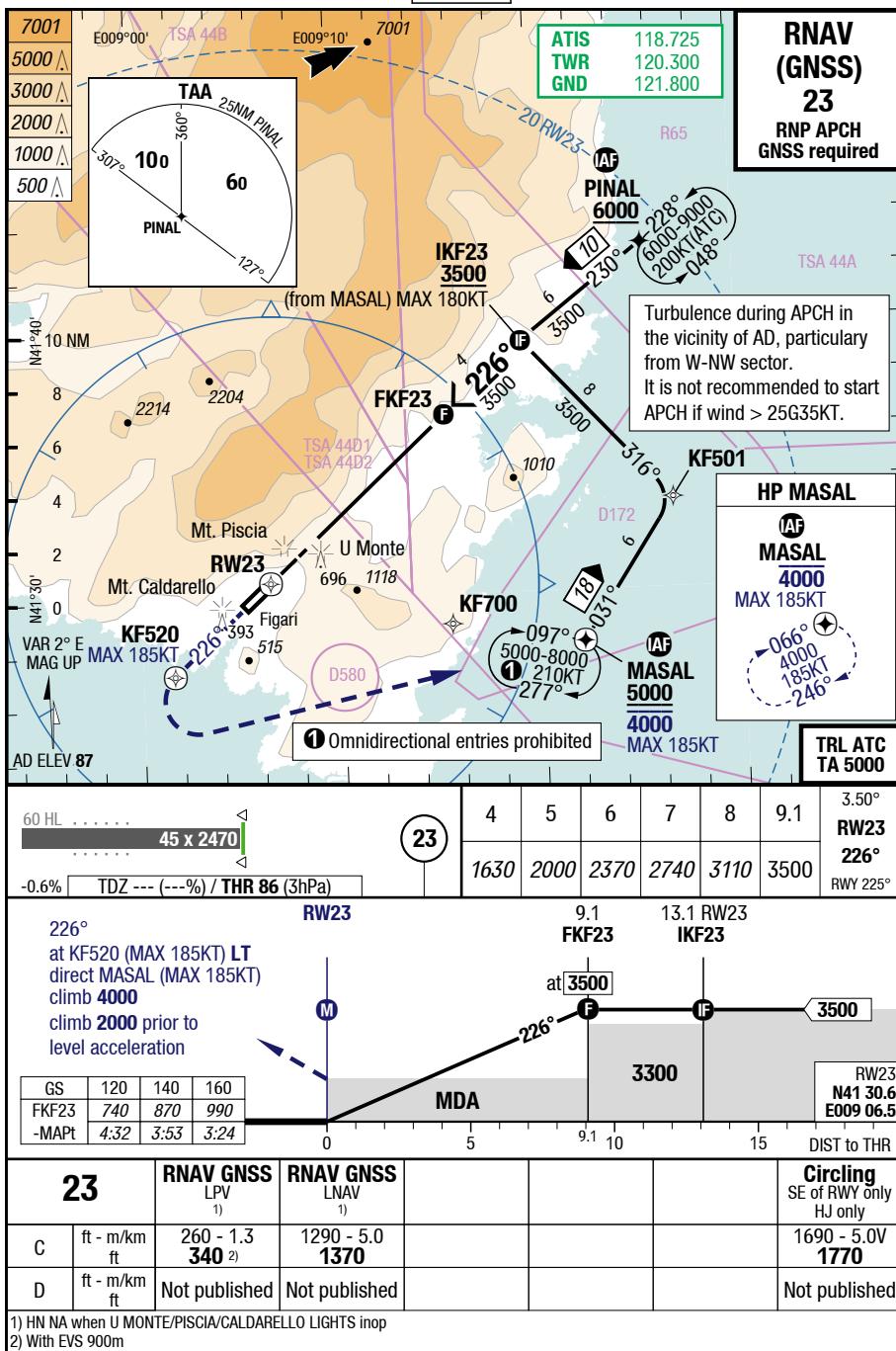


Changes: Nil

## FSC-LFKF

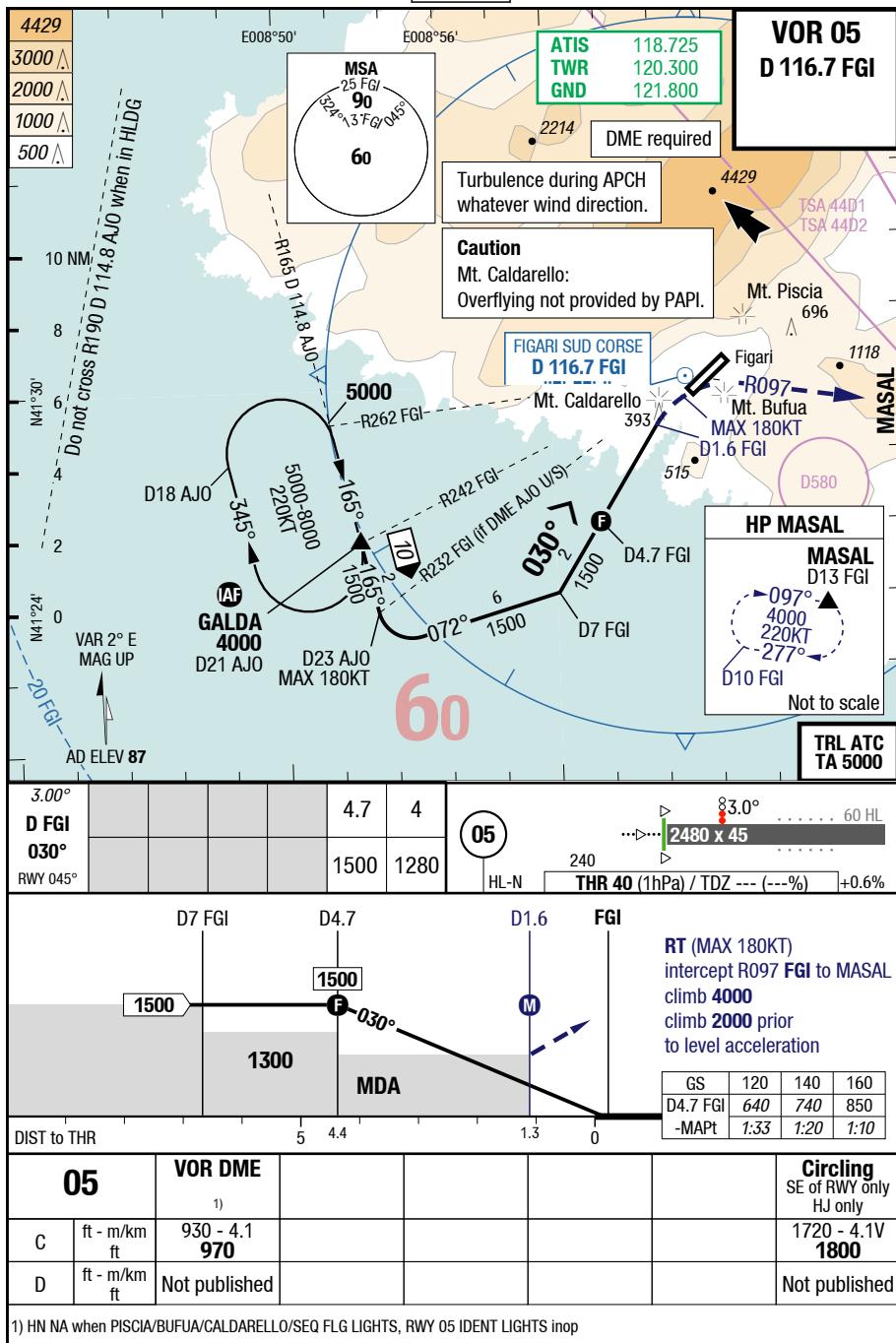
7-40

## RNAV (GNSS) 23



7-50

VOR 05



18-MAY-2017

FSC-LFKF

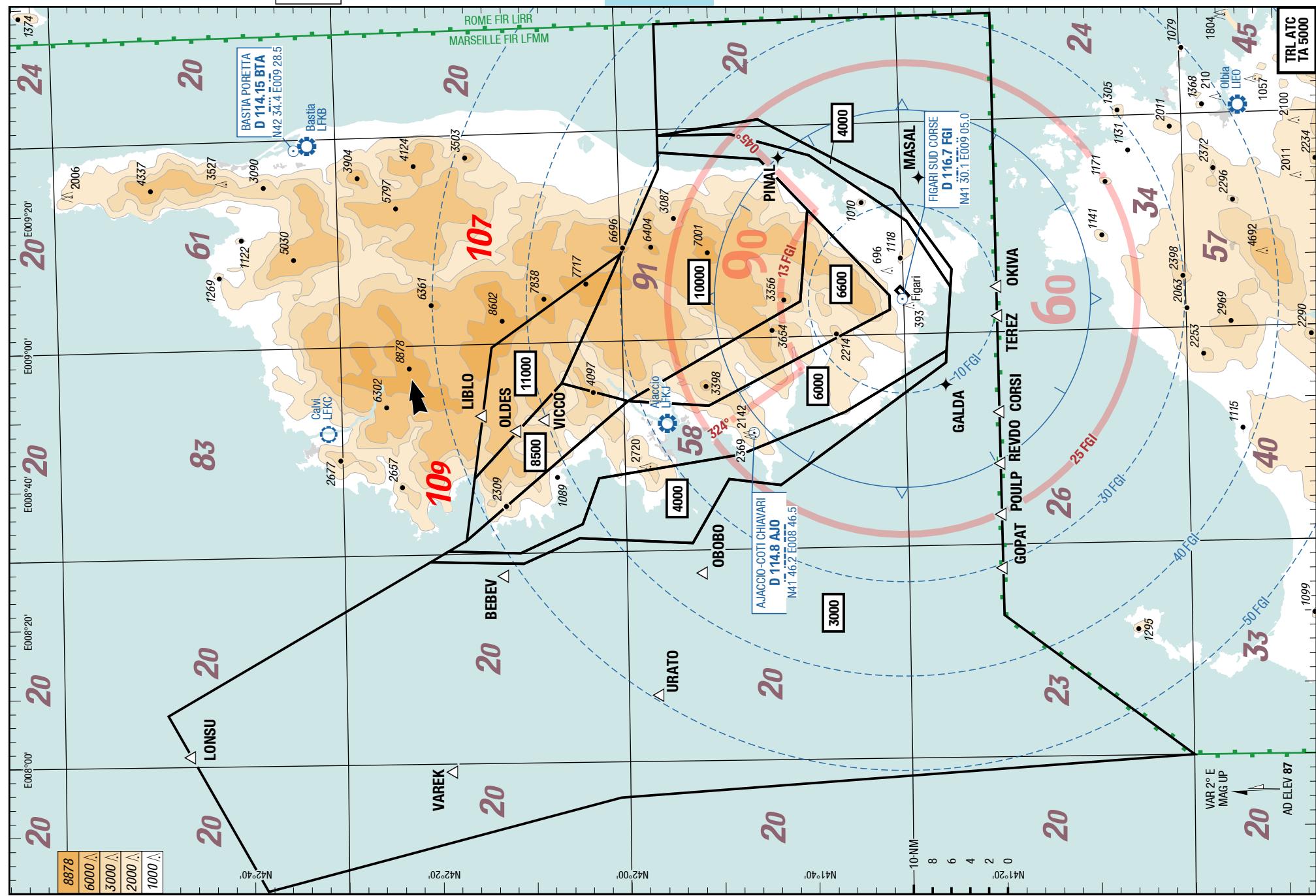
France **Figari** Sud Corse

Sud Corse **Figari** France

NIL  
**MRC**

**NIL**

8-10



Changes: MSA, Navaid , WPT , OBST