

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.

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	-

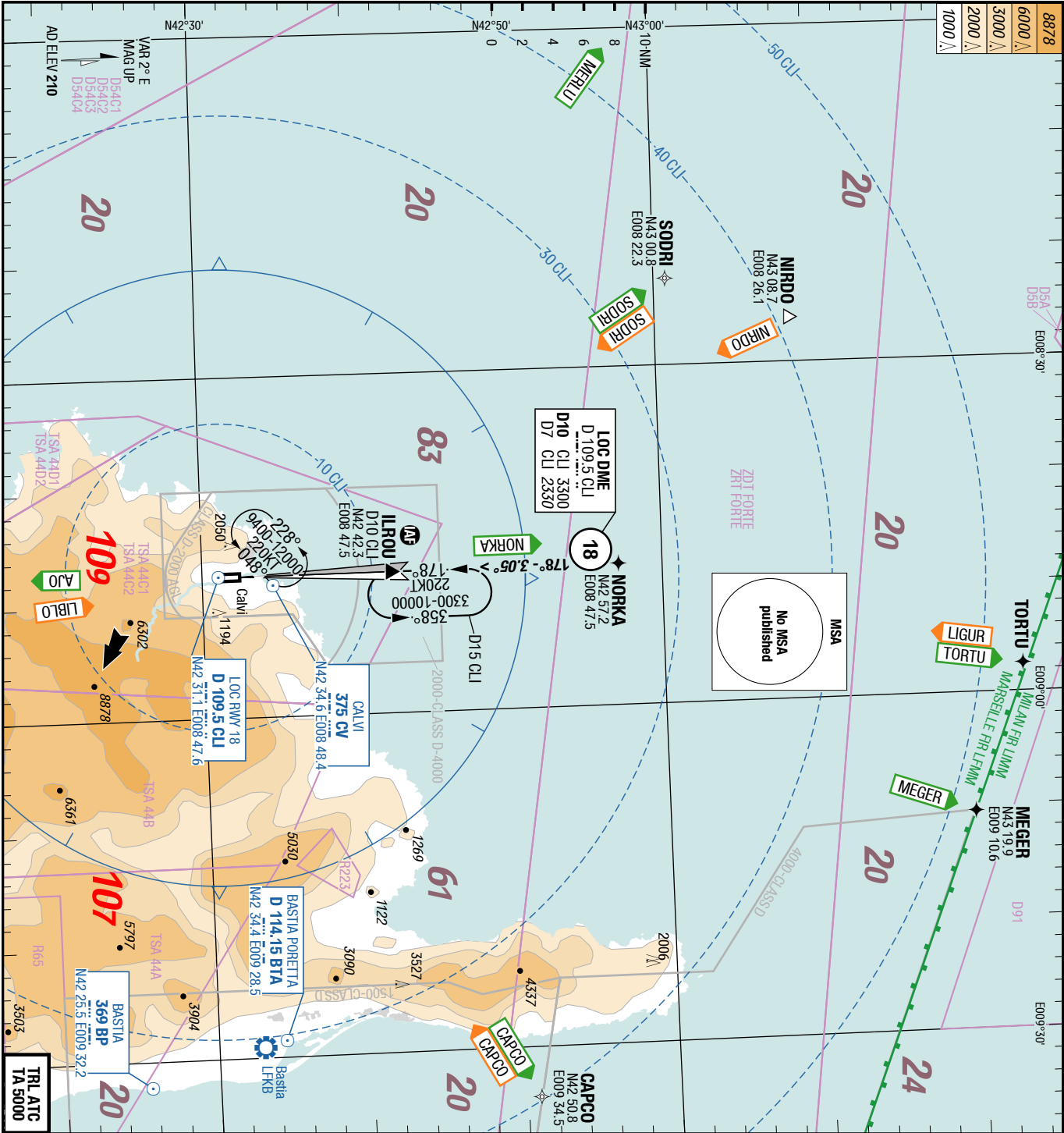
Speed

MAX IAS 250KT below FL100

Communication**COM Failure**

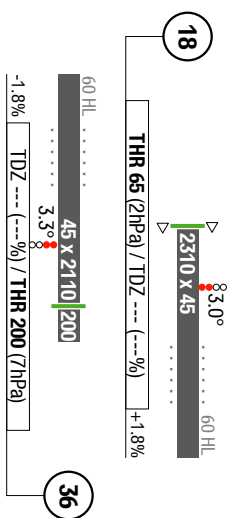
VMC: Turn back and land at AD.

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

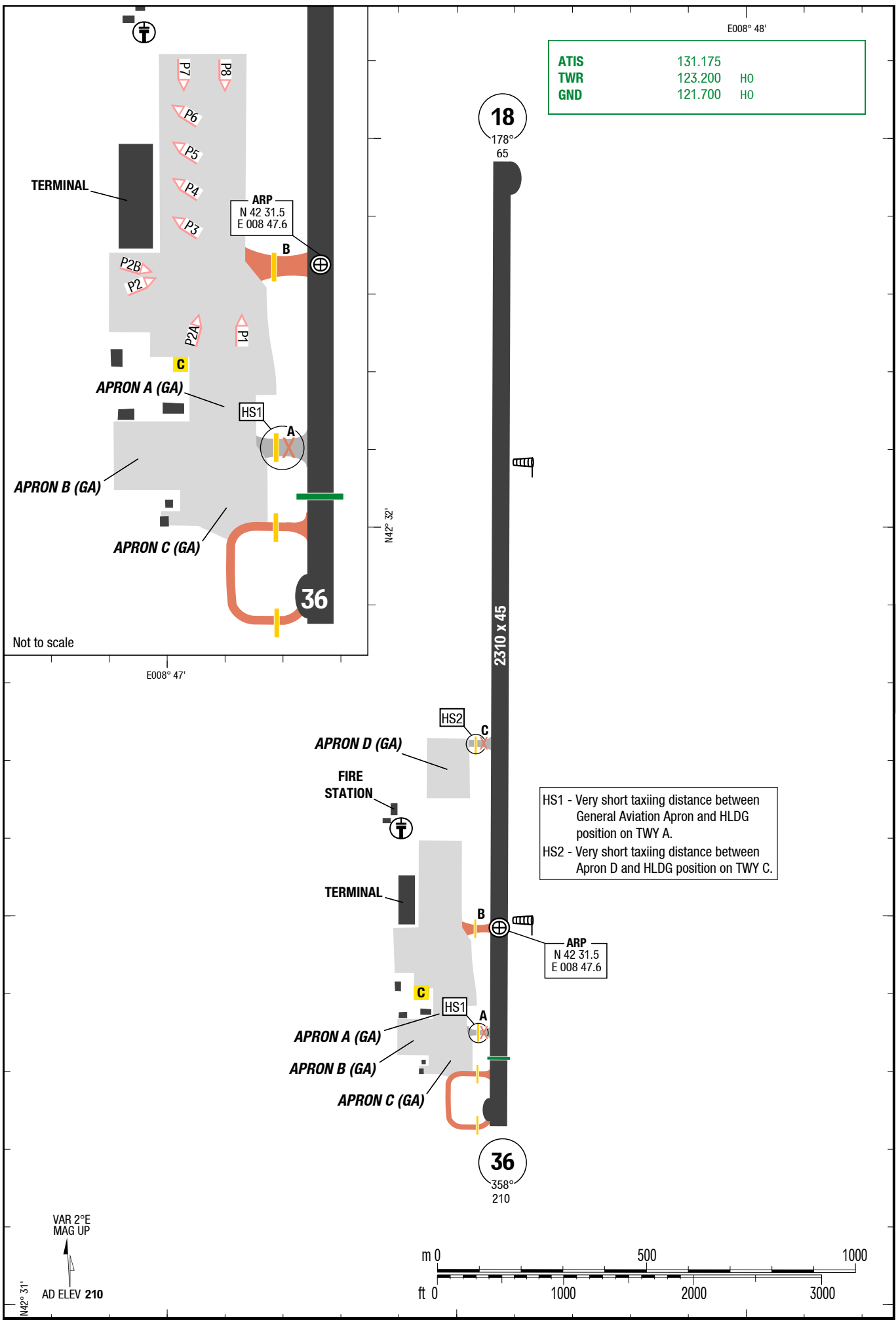


ATIS 131.175
Bastia APP 123.825
TWR 127.250
GND 123.200 HO
121.700 HO

Landing RWY system:



ATIS	131.175	
TWR	123.200	HO
GND	121.700	HO



Effective 10-DEC-2015

03-DEC-2015

CLY-LFKC

4-10

France Calvi St Catherine

SIDs RWY 36

RNAV SIDs RWY 36

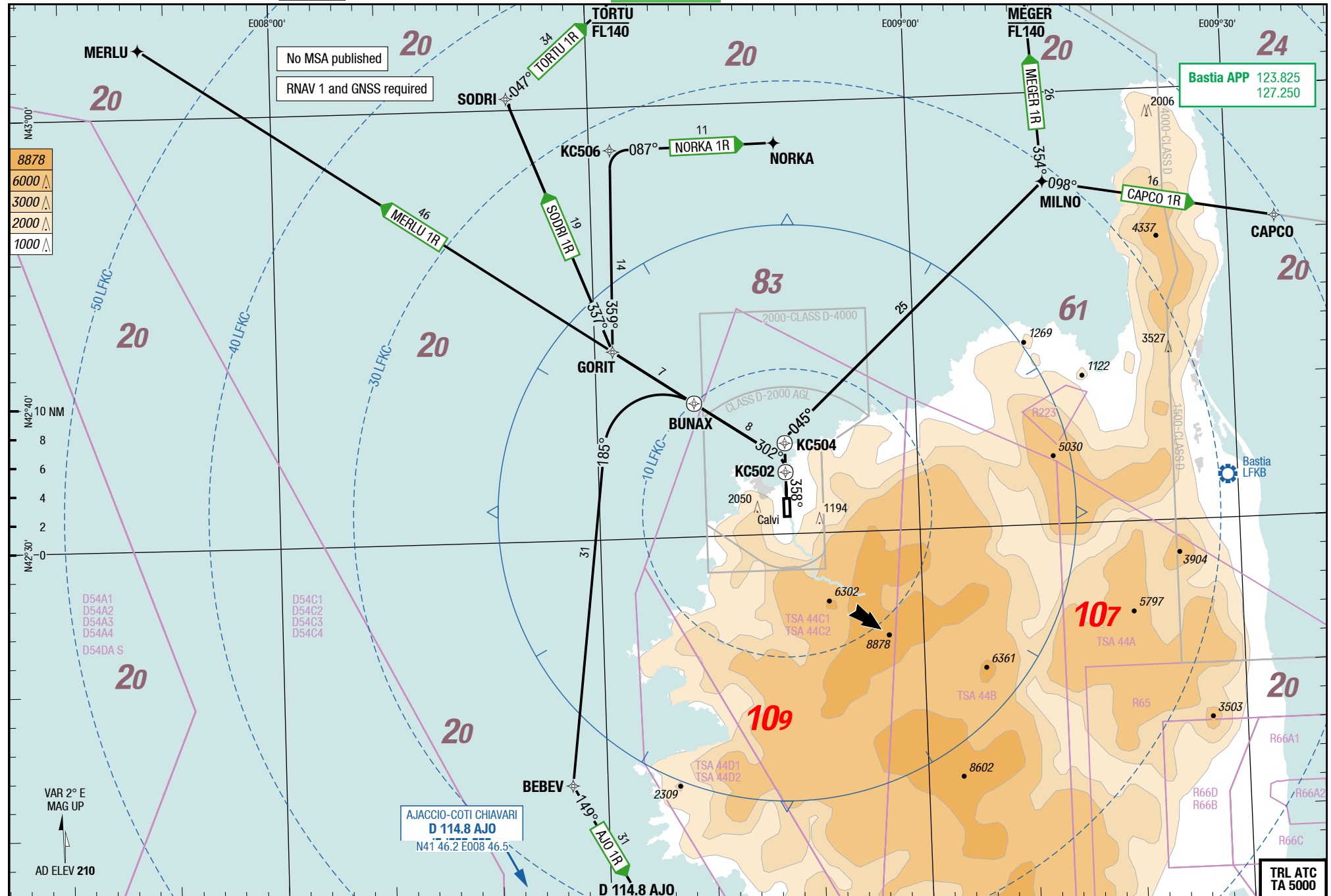
SID

SID

St Catherine Calvi France

SIDs RWY 36

RNAV SIDs RWY 36



Effective 10-DEC-2015

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CLY-LFKC

France Calvi St Catherine

St Catherine Calvi France

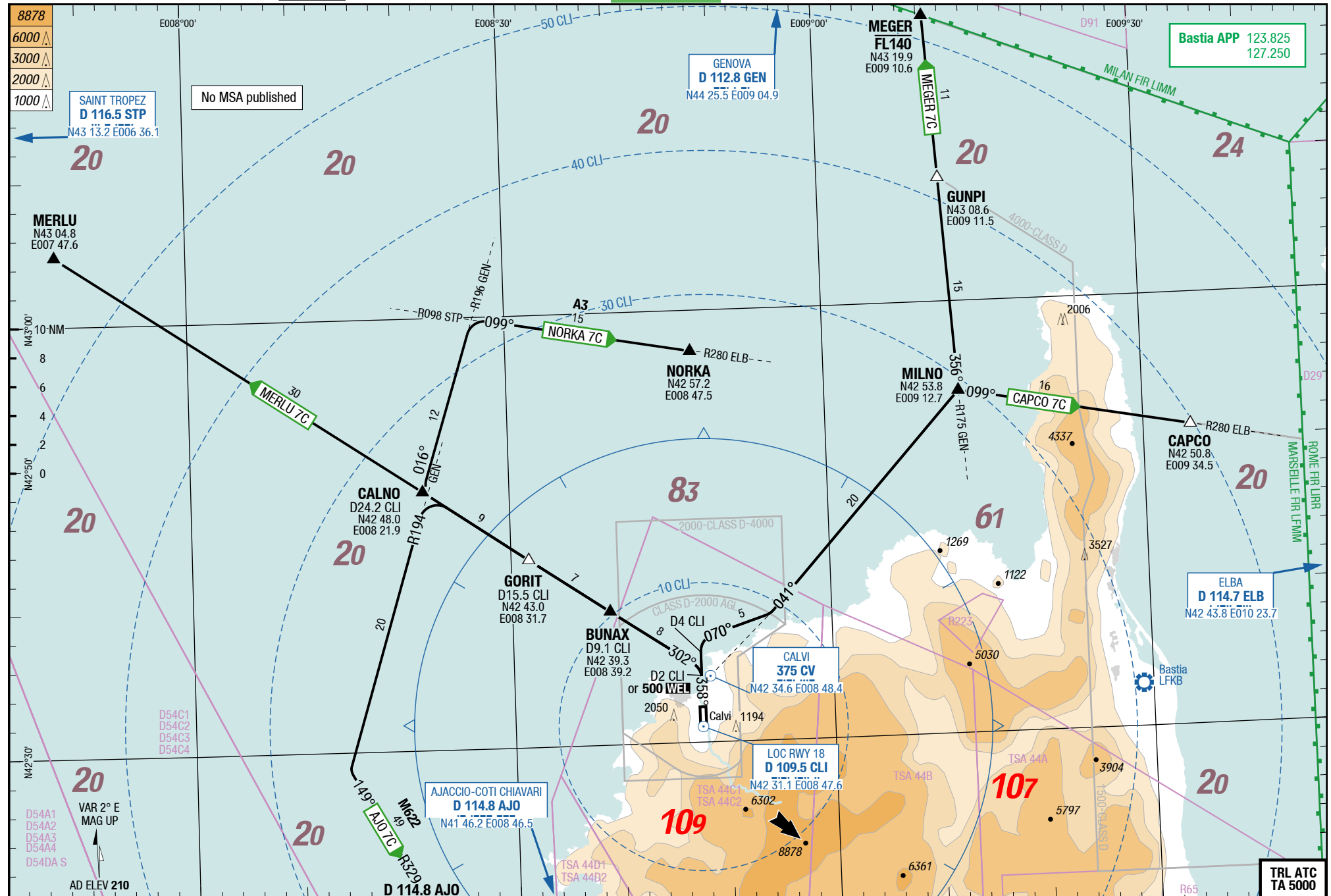
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SIDs RWY 36

SID

SID

SIDs RWY 36



Changes: new

03-DEC-2015

CLY-LFKC

5-10

RNAV SIDs RWY 36

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

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

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

CLY-LFKC

NIL

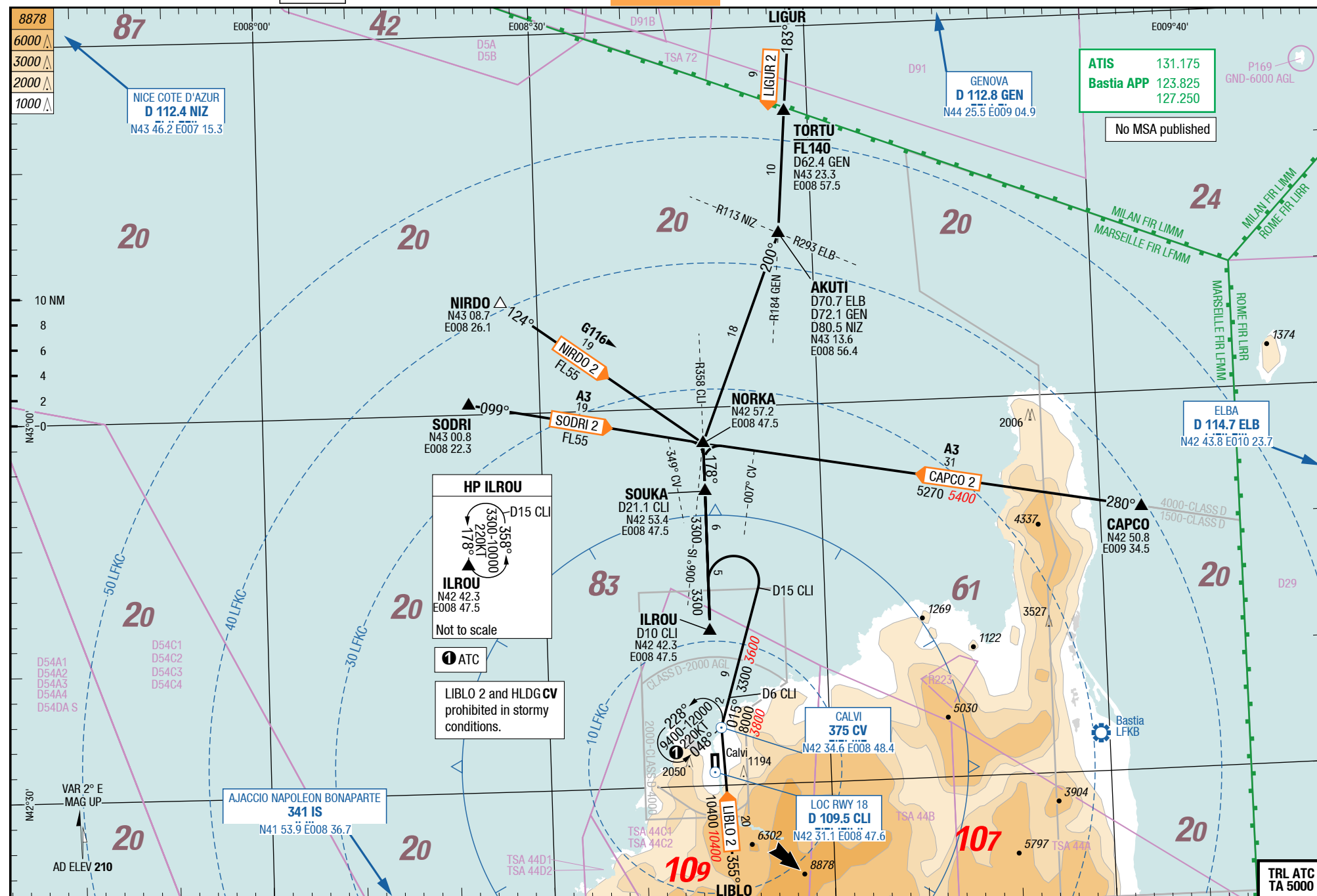
STARS

STAR

STAR

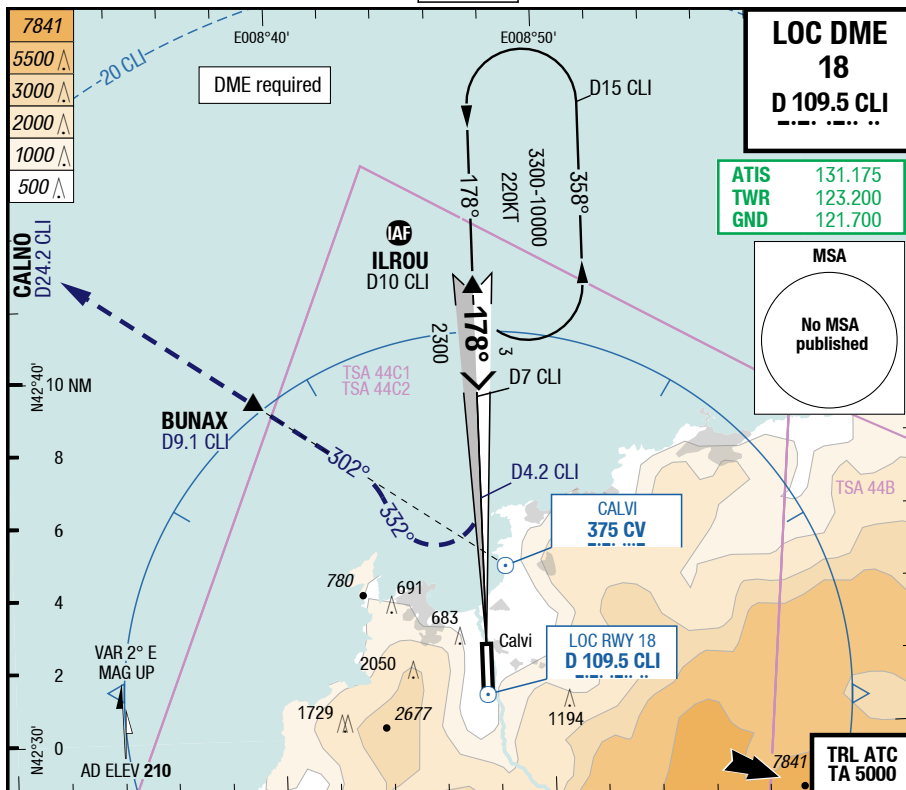
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STARS

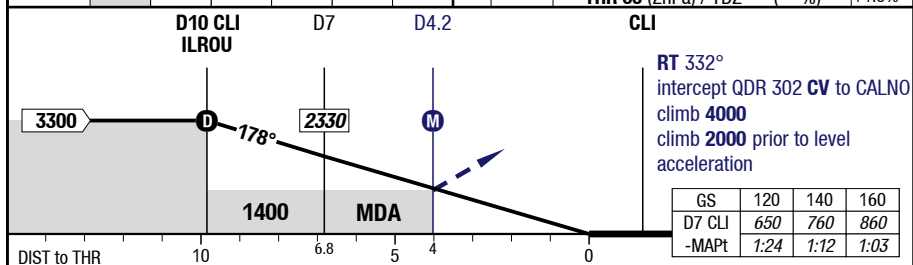


Changes: Track, MTCA, OBST, VAR, SUAs, AWY

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3.05° D CLI		10	9	8	6	5	18	3.0° 2310 x 45	60 HL
		3300	2970	2650	2000	1680		THR 65 (2hPa) / TDZ --- (---%)	+1.8%



18		LOC DME 1)				Circling 2) 3)
C	ft - m/km ft	1340 - 5.5V 1400				C2500 - 8.0V 1700
D	ft - m/km ft	Not published				Not published

1) HJ only

2) Downwind at 1500ft

3) W of RWY and HJ only. LDG 36 with particular instructions only

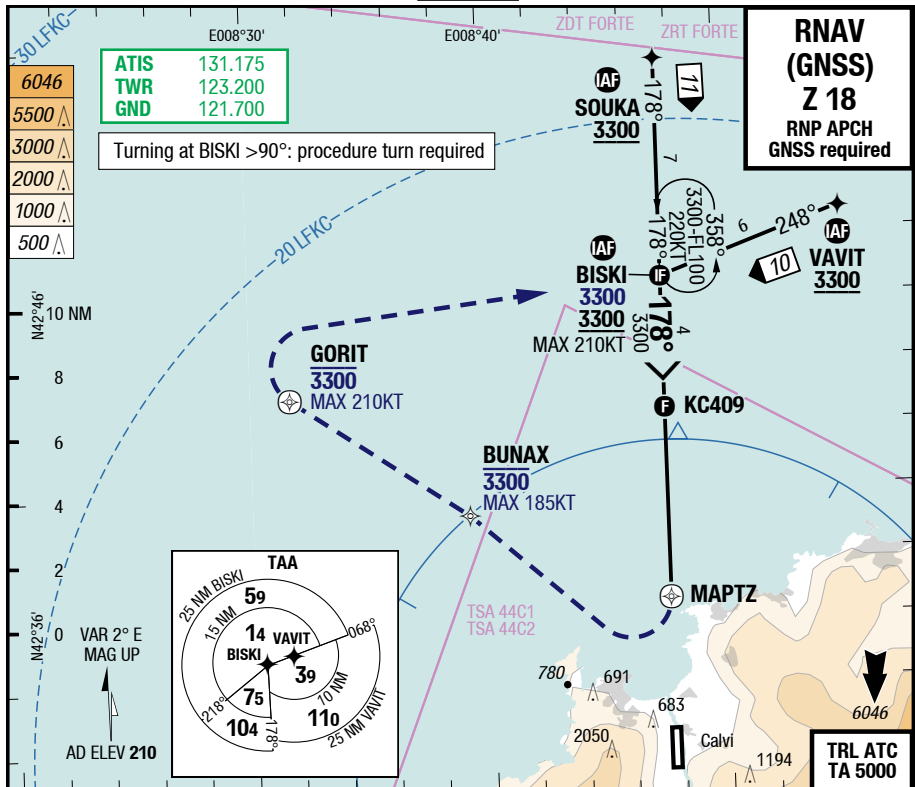
22-JUN-2017
CLY-LFKC

France Calvi St Catherine

IAC

7-30

RNAV (GNSS) Z 18



3.00° MAPTZ	5.9	5	4	3	2	1	<div>18</div>	<div>83.0° 2310 x 45 60 HL</div>	<div>THR 65 (2hPa) / TDZ --- (---%) +1.8%</div>												
	3300	3010	2690	2380	2060	1740															
5.9 MAPTZ KC409							MAPTZ														
at <div>3300</div>							<div>RT direct BUNAX (MAX 185KT, MAX 3300) - GORIT (MAX 210KT, MAX 3300) RT direct BISKI climb 3300 Climb to 2100 prior to level acceleration</div>														
<div>MAPTZ N42 36.6 E008 47.6</div>	1500	MDA					<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>KC409</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPT</td><td>2:57</td><td>2:32</td><td>2:13</td></tr></table>			GS	120	140	160	KC409	640	740	850	-MAPT	2:57	2:32	2:13
GS	120	140	160																		
KC409	640	740	850																		
-MAPT	2:57	2:32	2:13																		
DIST to THR		10	5		4.1	0															
<div>18</div>		RNAV GNSS LNAV HJ only					<div>Circling</div> <div>1) 2)</div>														
C	ft - m/km ft	1440 - 5.0V 1500					C 2500 - 8.0V 1700														
D	ft - m/km ft	Not published					Not published														
1) W of RWY and HJ only. LDG 36 with particular instructions only 2) Downwind at 1500ft																					

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

22-JUN-2017

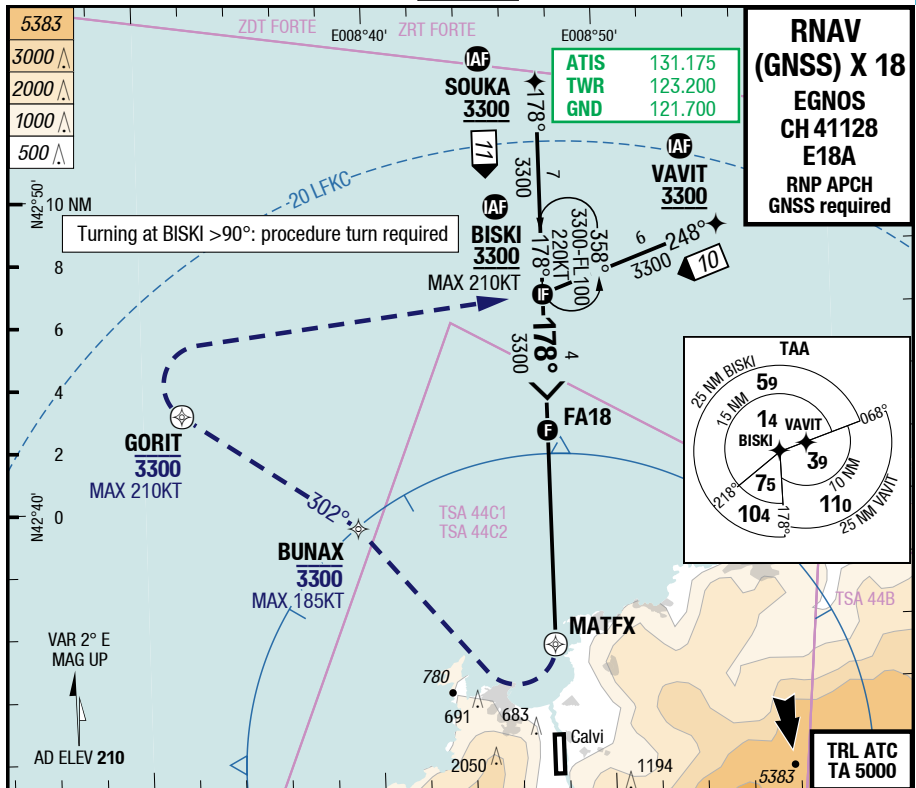
CLY-LFKC

France Calvi St Catherine

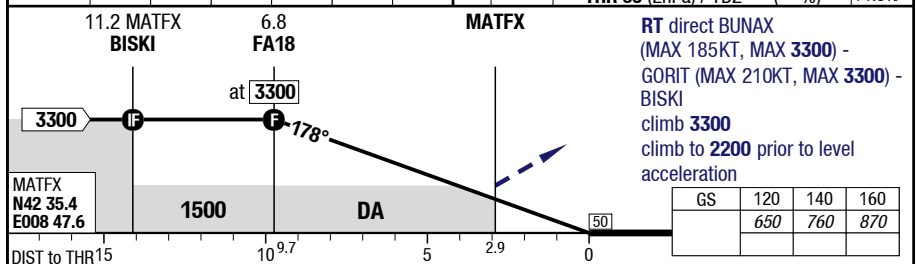
IAC

7-40

RNAV (GNSS) X 18



3.00°	6.8	6	5	4	3	2	18	83.0°	60 HL
MATFX	3300	3030	2700	2370	2040	1720		2310 x 45	
THR 65 (2hPa) / TDZ --- (---%) +1.8%									



18	RNAV GNSS LPV HJ only				Circling W of RWY only HJ only ^{1) 2)}
C	ft - m/km ft	1440 - 2.4V 1500 ³⁾			C 2500 - 8.0V 1700
D	ft - m/km ft	Not published			Not published

1) LDG 36 with particular instructions only

3) With EVS VIS 1.6km

2) Downwind at 1500ft

Changes: new