

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** Not published**Airport Information****RFF:** CAT 7 0500-2300 \pm ; CAT 5 2301-0459 \pm **Fuel:** 0600-1800 \pm , outside O/R before 1500 \pm **PCN:** RWY 16/34: 68/F/B/W/T**Customs:** APR-SEP H24

OCT-MAR HJ

HN O/R before 1700 \pm **Operation****RWY Restriction**

Crosswind limited to 20KT in case RWY is wet.

TWY Restriction

TWY M width 21.5m / 71ft.

TWY D width 15.5m / 51ft.

TWY N1 width 15m / 49ft.

TWY C width 12.2m / 40ft.

TWY M limited to code letter C ACFT.

TWY C limited to code letter B ACFT and AVBL HJ only.

Warnings

Parachuting NW of AD.

High terrain W of coastline.

PAPI RWY 16: Lights offset 5° to the east of RWY axis.

AD likely to be covered by sea haze within a few minutes.

Wildlife strike hazard.

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

Communication**COM Failure**

Knowing which RWY in use: Apply procedure described in the National Regulations.

If RWY in use unknown: Consider that RWY 34 is in use. Apply procedure described in the National Regulations (Visual manoeuvring procedure without prescribed track may be proceed if the wind determined by the pilot indicates RWY 16 in use).

Failure followed by a MISAP: Apply the MISAP procedure described on the IAC in order to make a second presentation. If this second landing attempt is followed by a new MISAP, clear the TMA following R028 BTA (MAG track 028°) in order to seek VMC again.

DEPARTURE**Take-off Minima**

RWY		34	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		16	
All ACFT	ft - m/km	0 - 400V	-

Speed

MAX IAS 250KT below FL100.

Communication**COM Failure**

VMC: inside TMA, turn back and land at AD. Otherwise apply the IMC PROC below.

IMC: respect normalised route instruments DEP to comply with set specifications and keeping assigned FL until leaving the TMA. Then continue the flight according to current FPL.

Note: In case of last assigned FL is not compatible with MNM safe ALT, the climb will be maintained to the cruising level.

Departure Procedure**Departure Note**

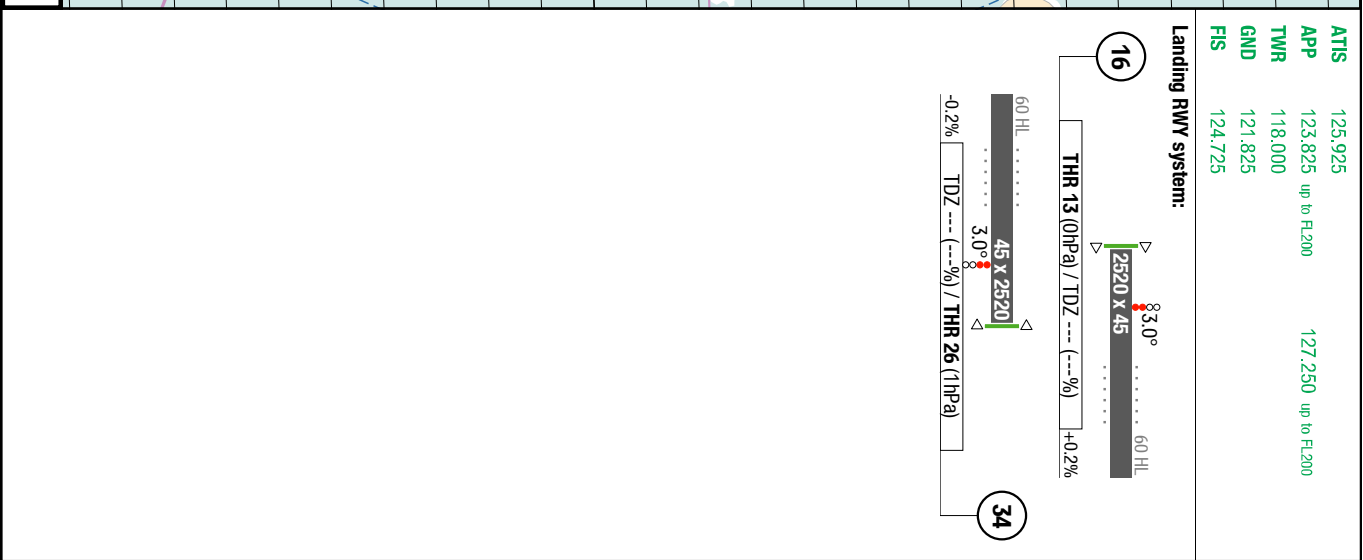
KERIT 6S/N: mandatory and reserved for DEST LFMN, LFMD, LFTZ.

LIBLO 6S/N: reserved for DEST LFKJ.

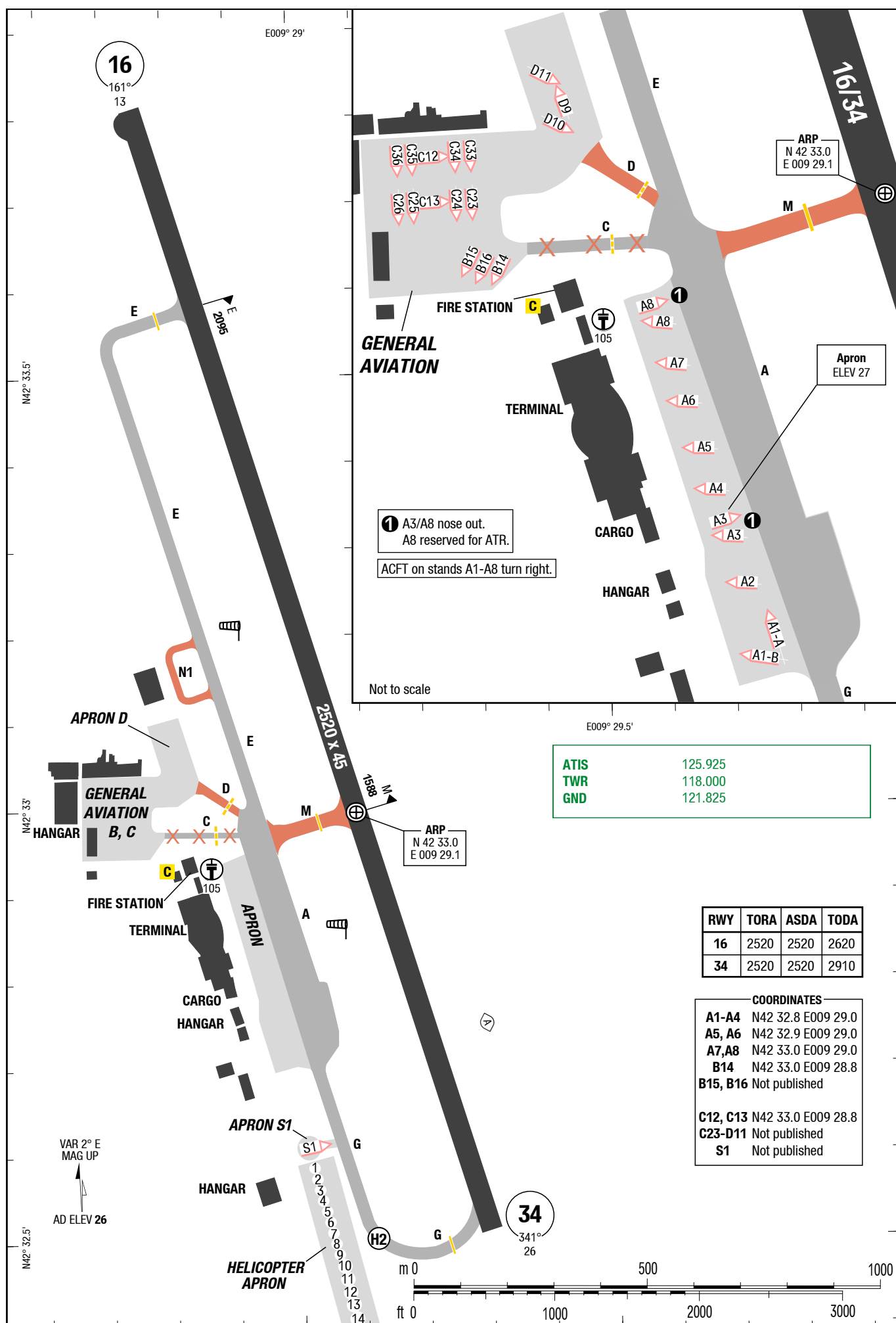
Poretta Bastia France

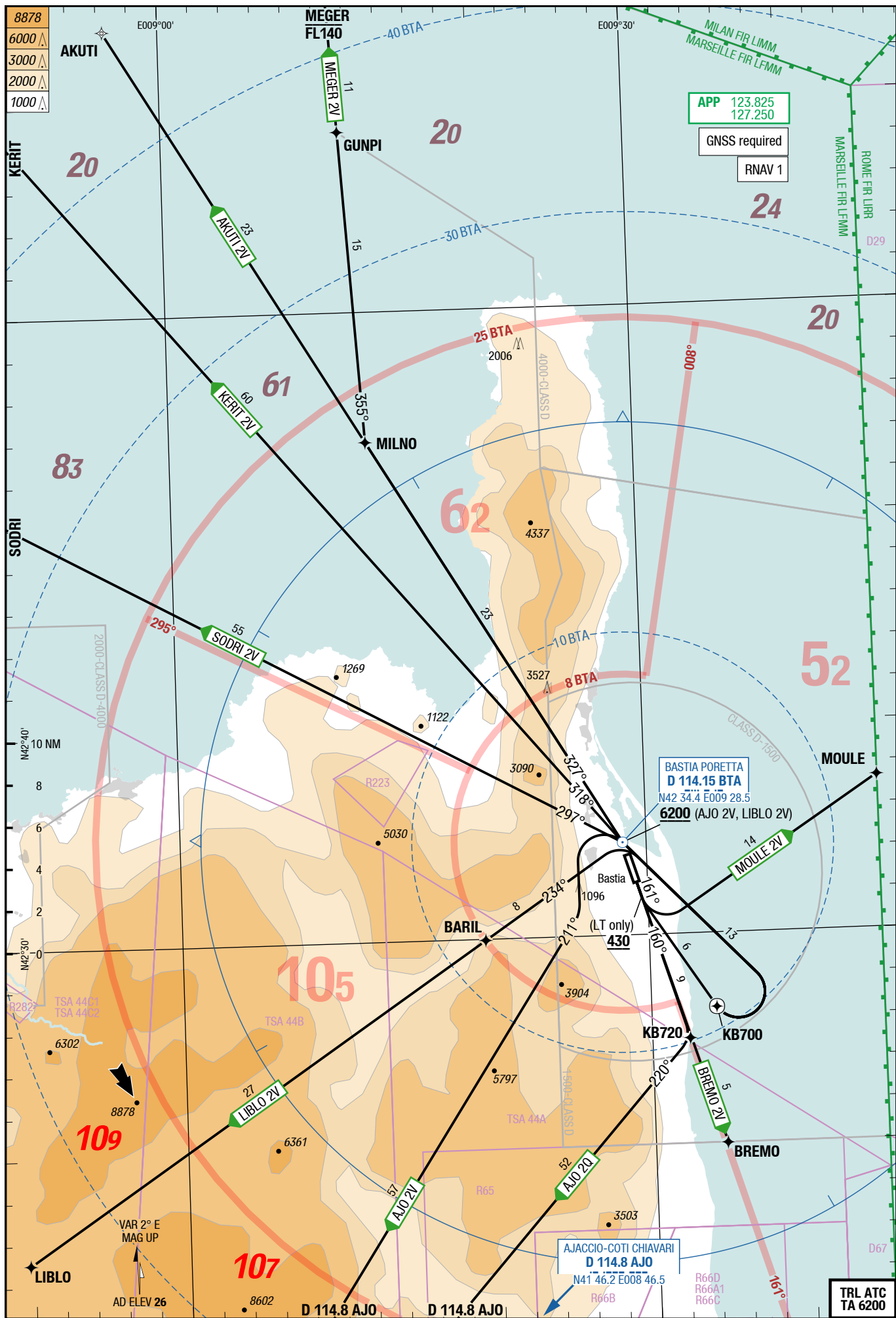
AGC

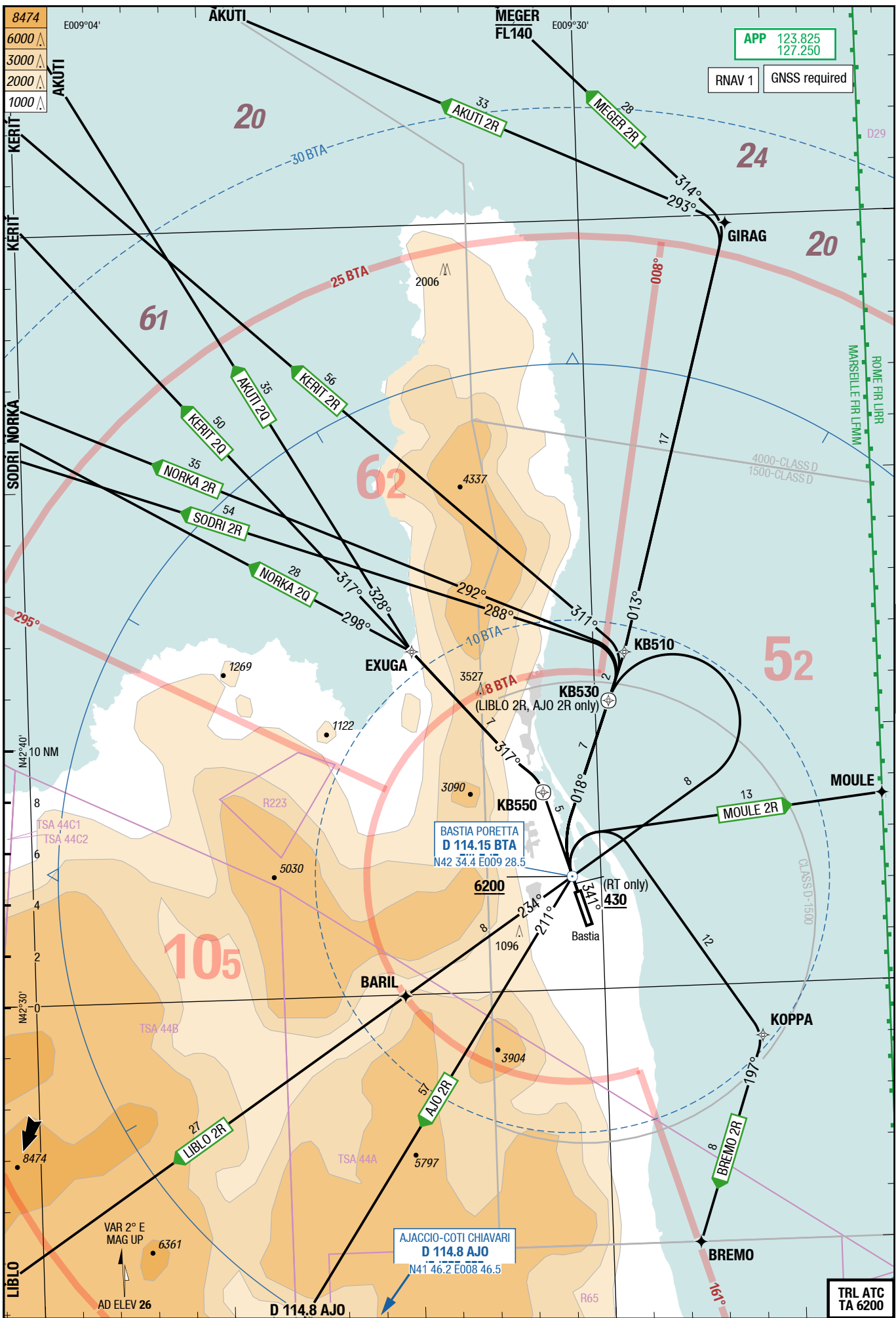
AFG



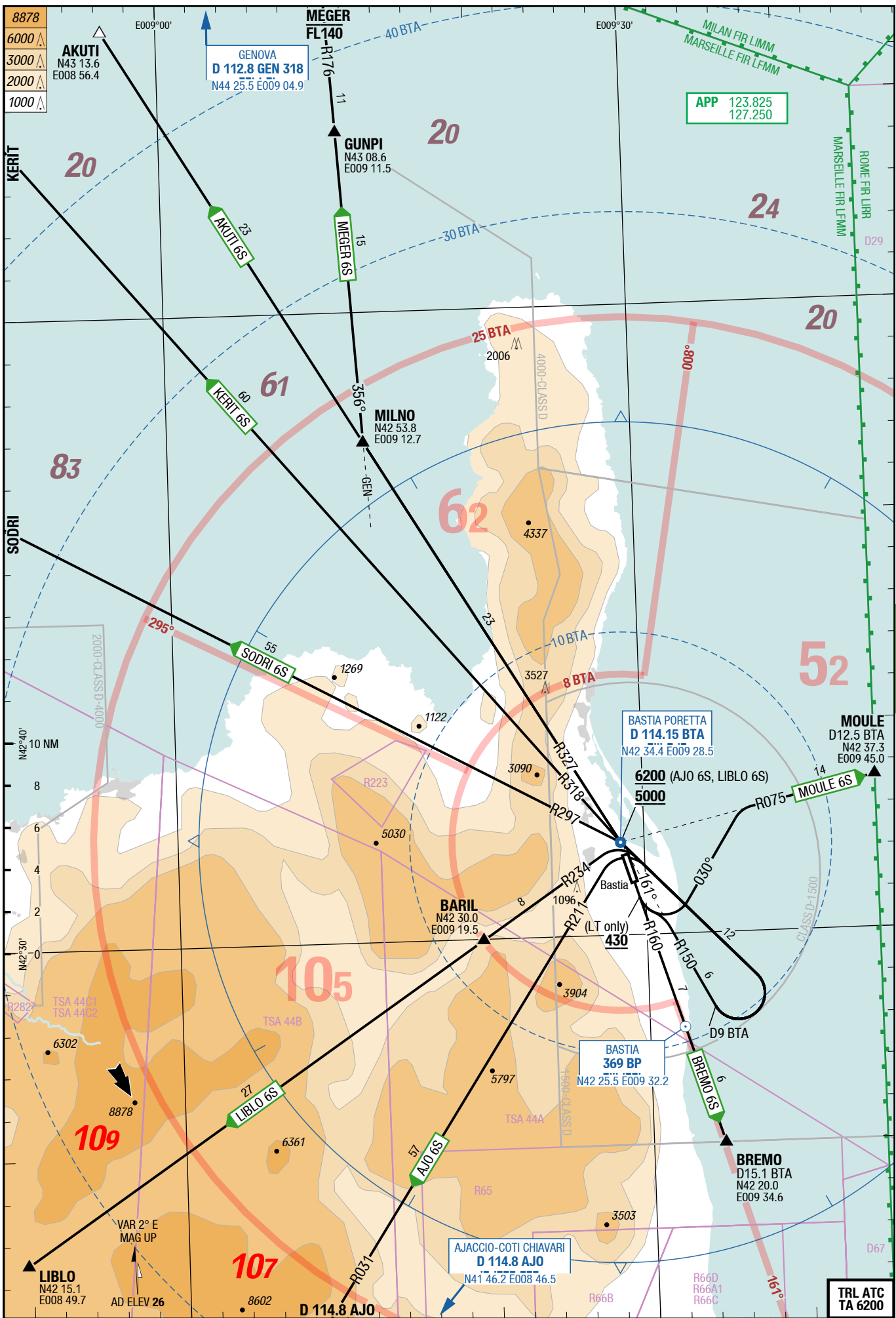
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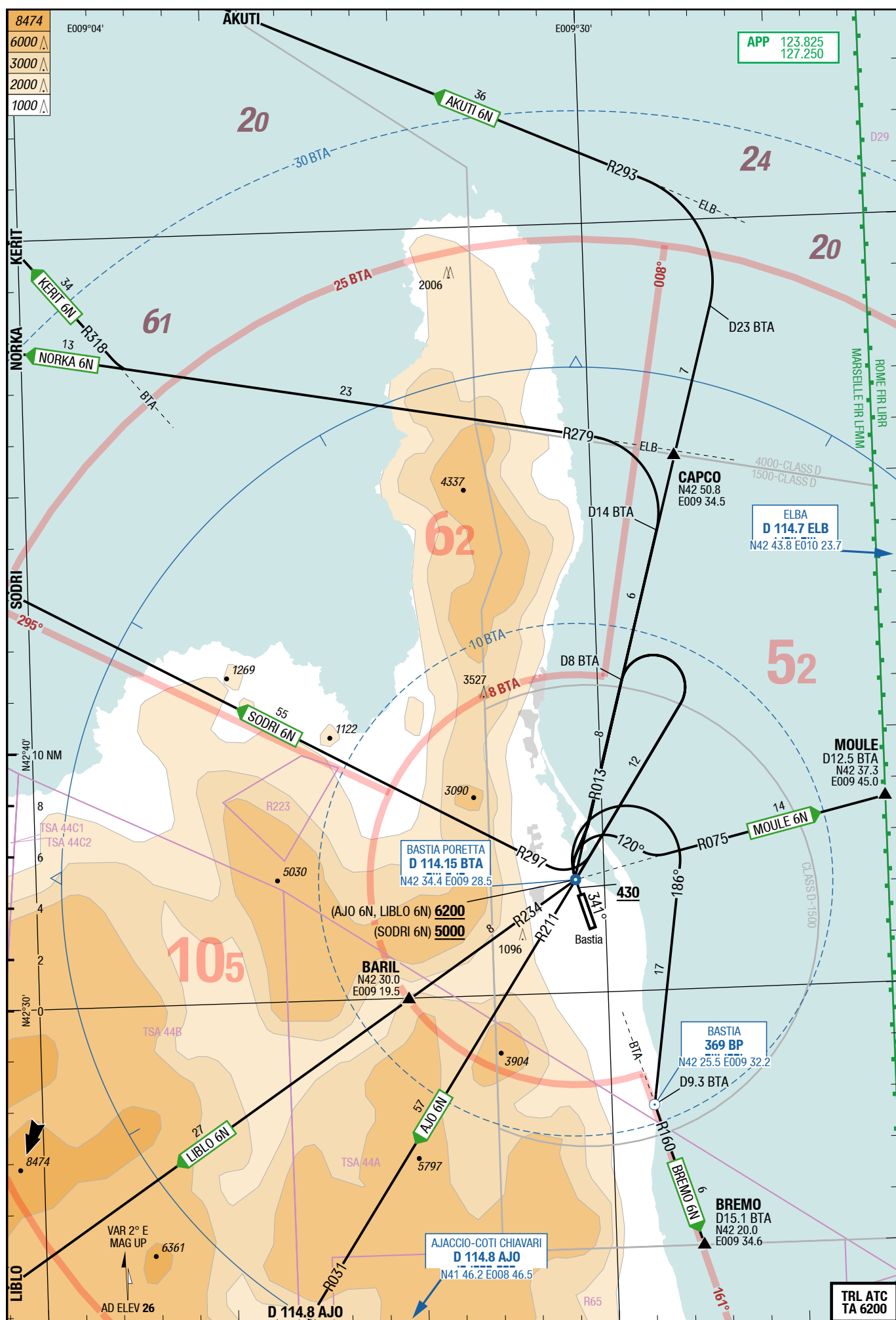






Changes: new





BIA-LFKB



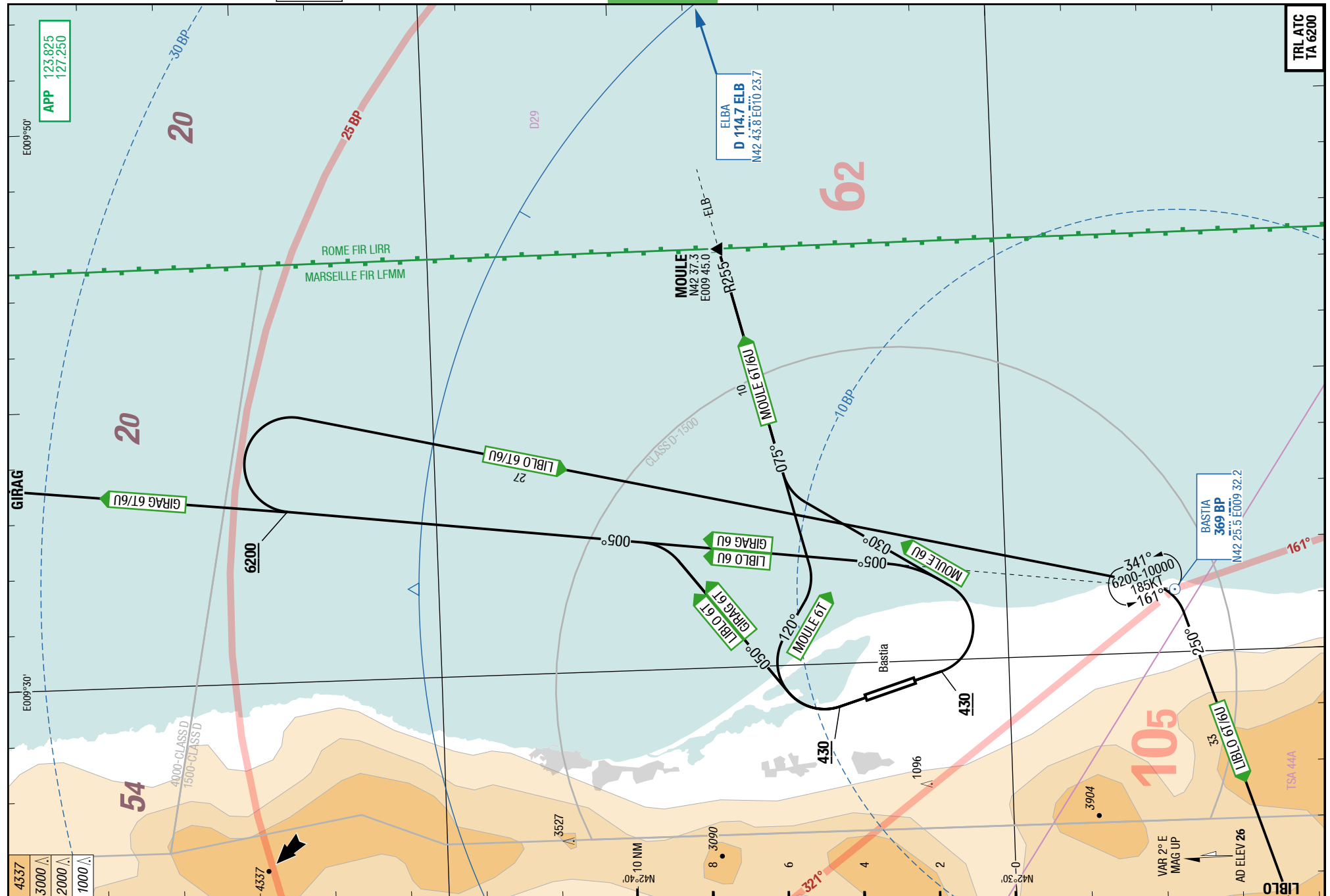
SIDs (BTA VOR U/S)

SID

SID

NIL

SIDs (BTA VOR U/S)



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5-10

RNAV SIDs RWY 16**SIDPT****AJO 2Q / AJO 2V / AKUTI 2V / BREMO 2V / KERIT 2V**

RWY 16 (161°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
3.7%	ft/MIN	500	600	700	800	900	1100
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
AJO 2Q 6.6% to 5100 4.9% to 10300 123.825 ①	DCT KB720 - AJO	
AJO 2V 6.0% to BTA 5.3% to 7600 123.825 ②	161° [A430+ ;L] - DCT <u>KB700</u> [L] - DCT <u>BTA</u> - AJO	BTA MNM 6200 initial climb by ATC
AKUTI 2V 3.7% to 4700 123.825 ③	161° [A430+ ;L] - DCT <u>KB700</u> [L] - DCT BTA - MILNO - AKUTI	 initial climb by ATC
BREMO 2V 123.825	160° BREMO	 initial climb by ATC
KERIT 2V 3.6% to 4200 123.825 ④	161° [A430+ ;L] - DCT <u>KB700</u> [L] - DCT BTA - KERIT	 initial climb by ATC

① Climb gradient 6.6% due to Pointe San Giovanni 4108ft at 12.4NM/188° from ARP. Climb gradient 4.9% due to Monte Renoso 7717ft at 33.3NM/206° from ARP.

② Climb gradient 5.3% due to Monte San Petrone 5797ft at 11.6NM/215° from ARP.

③ Climb gradient due to Cime de Taffoni 3665ft at 4.6NM/275° from ARP.

④ Climb gradient due to Serrale 3455ft at 4.7NM/281° from ARP.

LIBLO 2V / MEGER 2V / MOULE 2V / SODRI 2V

RWY 16 (161°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
3.9%	ft/MIN	500	600	800	900	1000	1100
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
LIBLO 2V 6.0% to BTA 4.8% to 10000 123.825 ①	161° [A430+ ;L] - DCT <u>KB700</u> [L] - DCT BTA - BARIL - LIBLO	BTA MNM 6200 initial climb by ATC
MEGER 2V 3.7% to 4700 123.825 ②	161° [A430+ ;L] - DCT <u>KB700</u> [L] - DCT BTA - MILNO - GUNPI - MEGER	MEGER MAX FL140 initial climb by ATC
MOULE 2V 123.825	161° [A430+ ;L] - DCT MOULE	initial climb by ATC
SODRI 2V 3.9% to 4200 123.825 ③	161° [A430+ ;L] - DCT <u>KB700</u> [L] - DCT BTA - SODRI	initial climb by ATC

① Climb gradient 4.8% due to Cima A Spazzolu 4049ft at 6NM/266° from ARP and Pointe de Cricche 6747ft at 31.6NM/240° from ARP.

② Climb gradient due to Cime de Taffoni 3665ft at 4.6NM/275° from ARP.

③ Climb gradient due to Cime de Taffoni 3665ft at 4.6NM/275° from ARP. When R223 active up to FL60, with vertical margin of 500ft, ATC climb gradient 5.0% to FL065. When R223 active up to FL80, with vertical margin of 500ft, ATC climb gradient 6.4% to FL085.

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5-30

RNAV SIDs RWY 34**SIDPT**

AJO 2R / AKUTI 2Q / AKUTI 2R / BREMO 2R / KERIT 2Q / KERIT 2R / LIBLO 2R
RWY 34 (341°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.9%	ft/MIN	800	900	1100	1300	1500	1700
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
AJO 2R 6.0% to BTA 5.0% to 7700 123.825 ①	341° [A430+] - 018° <u>KB530</u> [R] - DCT BTA - AJO	BTA MNM 6200 initial climb by ATC
AKUTI 2Q 8.2% to 4200 123.825 ②	DCT <u>KB550</u> - EXUGA - AKUTI	 initial climb by ATC
AKUTI 2R 123.825	341° [A430+] - 018° KB510 - GIRAG - AKUTI	 initial climb by ATC
BREMO 2R 123.825	341° [A430+] - DCT KOPPA - BREMO	 initial climb by ATC
KERIT 2Q 8.2% to 4200 123.825 ②	DCT <u>KB550</u> - EXUGA - KERIT	 initial climb by ATC
KERIT 2R 5.9% to 5100 123.825 ③	341° [A430+] - 018° KB510 - KERIT	 initial climb by ATC
LIBLO 2R 6.0% to BTA 5.0% to 8200 123.825 ④	341° [A430+] - 018° <u>KB530</u> [R] - DCT BTA - BARIL - LIBLO	BTA MNM 6200 initial climb by ATC

① Climb gradient 5.0% due to Monte San Petrone 5797ft at 11.6NM/215° from ARP.

② Climb gradient due to pylon of Pignol 3527ft at 9.5NM/334° from ARP.

③ Climb gradient due to Monte Stello Antenna 4315ft at 14.6NM/346° from ARP.

④ Climb gradient 5.0% due to Pointe d'Evoli 3780ft at 4.9NM/272° from ARP and Cime Al I Mori 7151ft at 19.5NM/245° of the ARP.

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5-40

RNAV SIDs RWY 34**SIDPT****MEGER 2R / MOULE 2R / NORKA 2Q / NORKA 2R / SODRI 2R**

RWY 34 (341°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
MEGER 2R 123.825	341° [A430+] - 018° KB510 - GIRAG - MEGER	MEGER MAX FL140 initial climb by ATC
MOULE 2R 123.825	341° [A430+ ;R] - DCT MOULE	initial climb by ATC
NORKA 2Q 8.2% to 4200 123.825 ①	DCT <u>KB550</u> - EXUGA - NORKA	initial climb by ATC
NORKA 2R 6.0% to 4700 123.825 ②	341° [A430+] - 018° KB510 - NORKA	initial climb by ATC
SODRI 2R 6.0% to 4700 123.825 ③	341° [A430+] - 018° KB510 - SODRI	initial climb by ATC

① Climb gradient due to pylon of Pignol 3527ft at 9.5NM/334° from ARP.

② Climb gradient due to Monte Capra 3947ft at 13.8NM/345° from ARP and Guadalone 3931ft at 12.9NM/339° from ARP.

③ Climb gradient due to Monte Stello Antenna 4315ft at 14.6NM/346° from ARP and Guadalone 3931ft at 12.9NM/339° from ARP.

BIA-LFKB

5-50

SIDs RWY 16

AJO 6S / AKUTI 6S / BREMO 6S / KERIT 6S / LIBLO 6S

RWY 16 (161°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
4.0%	ft/MIN	500	700	800	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.4%	ft/MIN	700	900	1000	1200	1400	1500
5.6%	ft/MIN	700	900	1100	1200	1400	1600
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
7.9%	ft/MIN	1000	1300	1500	1700	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
AJO 6S 5.4% to 7600 7.0% to BTA 123.825 ①	at MNM 430 LT intercept R150 BTA- at D9 BTA LT direct BTA - R211 BTA to AJO	BTA MNM 6200 initial climb by ATC
AKUTI 6S 4.0% to 4400 5.6% to BTA 123.825 ②	at MNM 430 LT intercept R150 BTA- at D9 BTA LT direct BTA - R327 BTA to MILNO - AKUTI	BTA MNM 5000 initial climb by ATC
BREMO 6S 3.7% to 430 123.825 ③	intercept R160 BTA to BREMO	initial climb by ATC
KERIT 6S 4.0% to 4400 5.6% to BTA 123.825 ②	at MNM 430 LT intercept R150 BTA- at D9 BTA LT direct BTA - R318 BTA to KERIT	BTA MNM 5000 initial climb by ATC
LIBLO 6S 5.0% to 11200 7.9% to BTA 123.825 ③④	at MNM 430 LT intercept R150 BTA - at D9 BTA LT direct BTA - R234 BTA to BARIL - LIBLO	BTA MNM 6200 initial climb by ATC

① Climb gradient 5.4% due to Monte San Petrone 5797ft at 11.6NM/215° from ARP.

② Climb gradient 4.0% due to Pointe d'Evoli 3780ft at 4.9NM/272° from ARP.

③ Climb gradient due to mast 66ft very close to DER 16.

④ Climb gradient 5.0% due to Monte Cinto 8878ft at 26NM/245° from ARP.

BIA-LFKB

5-60

SIDs RWY 16

MEGER 6S / MOULE 6S / SODRI 6S

RWY 16 (161°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
4.0%	ft/MIN	500	700	800	900	1000	1100
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.6%	ft/MIN	700	900	1100	1200	1400	1600
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
MEGER 6S 4.0% to 4400 5.6% to BTA 123.825 ①	at MNM 430 LT intercept R150 BTA - at D9 BTA LT direct BTA - R237 BTA outbound - at MILNO RT intercept R176 GEN inbound to GUNPI - MEGER	BTA MNM 5000 MEGER MAX FL140 initial climb by ATC
MOULE 6S 3.7% to 430 123.825 ②	at MNM 430LT 030° - intercept R075 BTA to MOULE	initial climb by ATC
SODRI 6S 4.0% to 4400 5.6% to BTA 123.825 ③	at MNM 430 LT intercept R150 BTA - at D9 BTA LT direct BTA - R297 BTA to SODRI	BTA MNM 5000 initial climb by ATC

① Climb gradient 4.0% due to Pointe d'Evoli 3780ft at 4.9NM/272° from ARP.

② Climb gradient due to mast 66ft very close to DER 16.

③ Climb gradient 4.0% due to Pointe d'Evoli 3780ft at 4.9NM/272° from ARP. When R223 active, up to FL060, with vertical margin of 500ft, ATC climb gradient 4.8% to FL60. When R223 active, up to FL085, with vertical margin of 500ft, ATC climb gradient 6.2% to FL85.

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5-70

SIDs RWY 34

AJO 6N / AKUTI 6N / BREMO 6N / KERIT 6N / LIBLO 6N / MOULE 6N / NORKA 6N
RWY 34 (341°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600
6.8%	ft/MIN	900	1100	1300	1500	1700	1900
7.7%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
AJO 6N 5.8% to 8000 6.8% to BTA 123.825 ①	at MNM 430 RT intercept R013 BTA - at D8 BTA RT direct BTA - R211 to AJO	BTA MNM 6200 initial climb by ATC
AKUTI 6N 123.825	at MNM 430 RT intercept R013 BTA - at D23 BTA LT intercept R293 ELB to AKUTI	initial climb by ATC
BREMO 6N 5.8% to 4000 123.825 ②	at MNM 430 RT intercept QDR 186 BP to BP - R160 BTA to BREMO	initial climb by ATC
KERIT 6N 5.8% to 5000 123.825 ③	at MNM 430 RT intercept R013 BTA - at D14 BTA LT intercept R279 ELB - RT intercept R318 BTA KERIT	initial climb by ATC
LIBLO 6N 5.8% to 11200 7.7% to BTA 123.825 ④	at MNM 430 RT intercept R013 BTA - at D8 BTA RT direct BTA - R234 BTA to BARIL - LIBLO	BTA MNM 6200 initial climb by ATC
MOULE 6N 123.825	at MNM 430 RT 120° - intercept R075 BTA to MOULE	initial climb by ATC
NORKA 6N 5.8% to 5000 123.825 ③	at MNM 430 RT intercept R013 BTA - at D14 BTA LT intercept R279 ELB to NORKA	initial climb by ATC

① Climb gradient 5.8% due to Monte San Petrone 5797ft at 11.6NM/215° from ARP.

② Climb gradient 5.8% due to Monte Negrine 3718ft at 12.3NM/179° from ARP.

③ Climb gradient due to Cima di e Follicie 4344ft at 17.2NM/343° from ARP.

④ Climb gradient 5.8% due to Monte Cinto 8878ft at 26NM/245° from ARP.

SODRI 6N

RWY 34 (341°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
SODRI 6N 5.8% to 7000 5.8% to BTA 123.825 ①	at MNM 430 RT intercept R013 BTA - at D8 BTA RT direct BTA - R297 BTA to SODRI	BTA MNM 5000 initial climb by ATC

① Climb gradient 5.8% to 7000ft due to Monte Astu 5037ft at 12.3NM/277° from ARP. When R223 active up to FL60, with vertical margin of 500ft, ATC climb gradient 5.8% to FL65. When R223 active up to FL80, with vertical margin of 500ft, ATC climb gradient 6.2% to FL85.

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5-90

SIDs (BTA VOR U/S)**GIRAG 6T / GIRAG 6U / LIBLO 6T / LIBLO 6U / MOULE 6T / MOULE 6U**

RWYs 16 (161°) / 34 (341°)

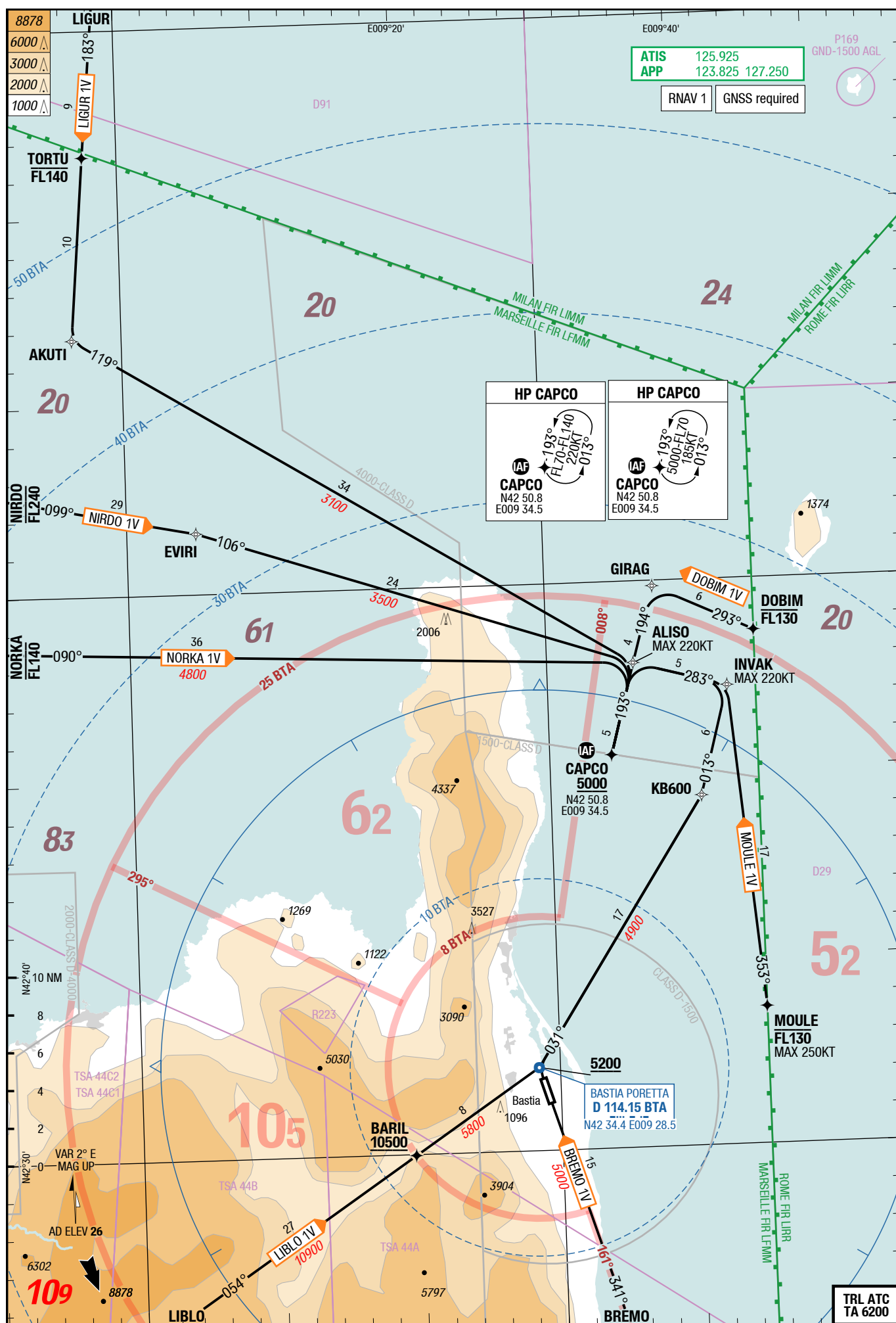
	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.8%	ft/MIN	800	900	1100	1300	1500	1600

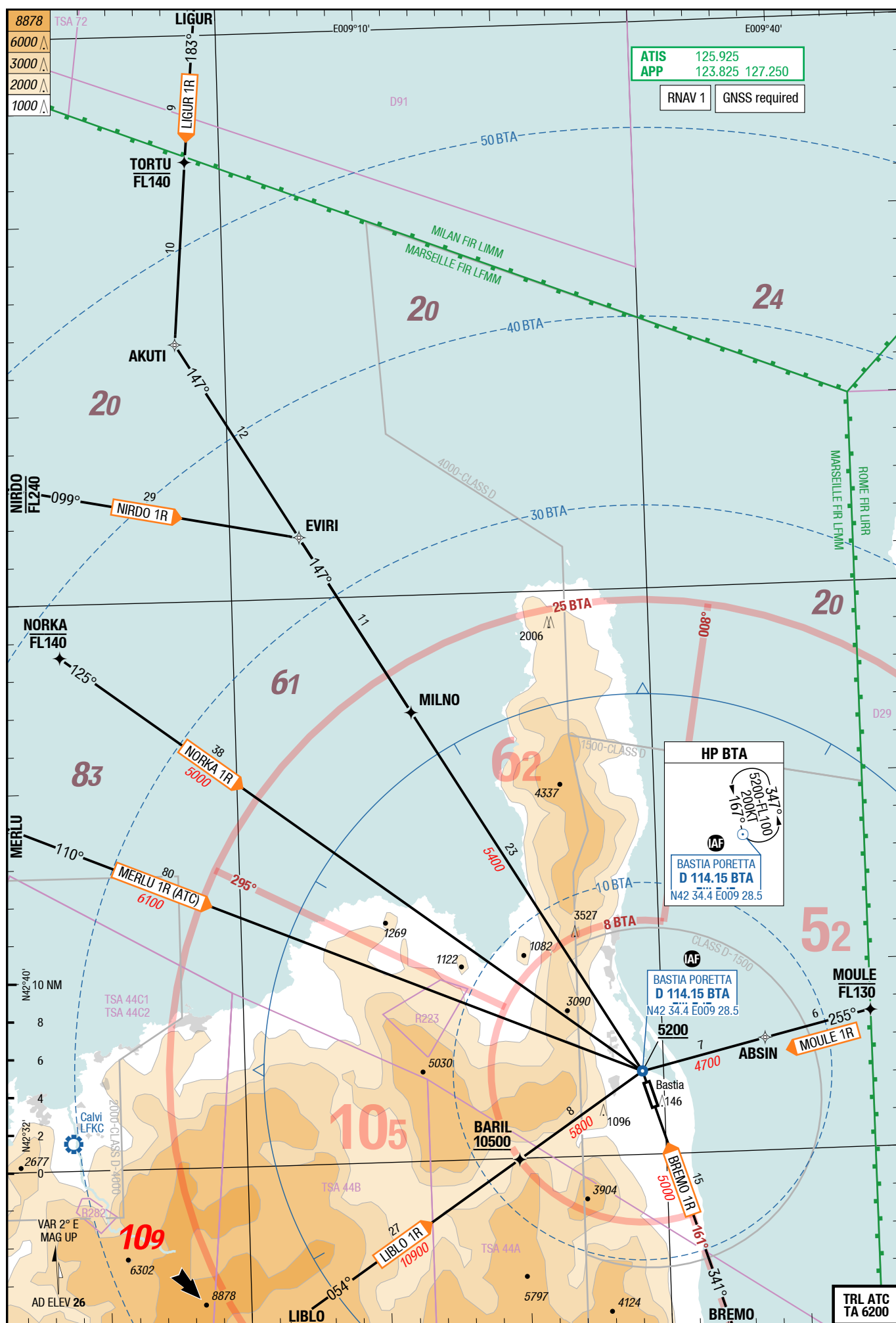
DESIGNATOR	ROUTING	ALTITUDES
Runway 16		
GIRAG 6U 3.7% to 430 123.825 ①	at MNM 430 LT intercept QDR 005 BP to GIRAG	initial climb by ATC
LIBLO 6U 4.5% to 8000 123.825 ②	at MNM 430 LT intercept QDR 005 BP - at MNM 6200 RT direct BP (climb in HLDG BP if necessary) - QDR 250 BP to LIBLO	initial climb by ATC
MOULE 6U 3.7% to 430 123.825 ①	at MNM 430 LT 030° - intercept R255 ELB inbound to MOULE	initial climb by ATC
Runway 34		
GIRAG 6T 123.825	at MNM 430 RT 050° intercept QDR 005 BP to GIRAG	initial climb by ATC
LIBLO 6T 5.8% to 7800 123.825 ②	at MNM 430 RT 050° - intercept QDR 005 BP - at MNM 6200 RT direct BP (climb in HLDG BP if necessary) - QDR 250 BP to LIBLO	initial climb by ATC
MOULE 6T 123.825	at MNM 430 RT 120° - intercept R255 ELB inbound to MOULE	initial climb by ATC

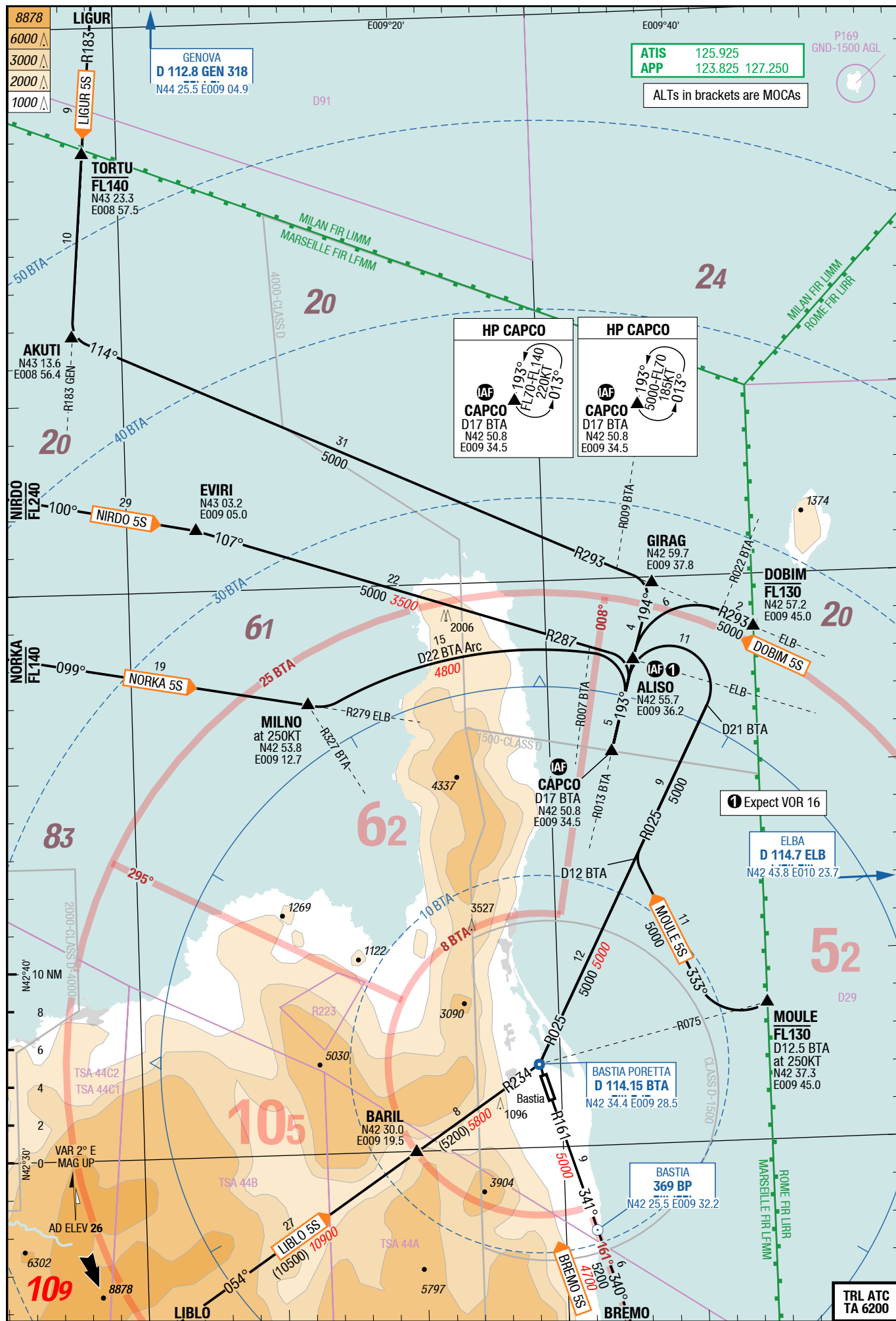
① Climb gradient due to mast 66ft, very close to DER RWY 16.

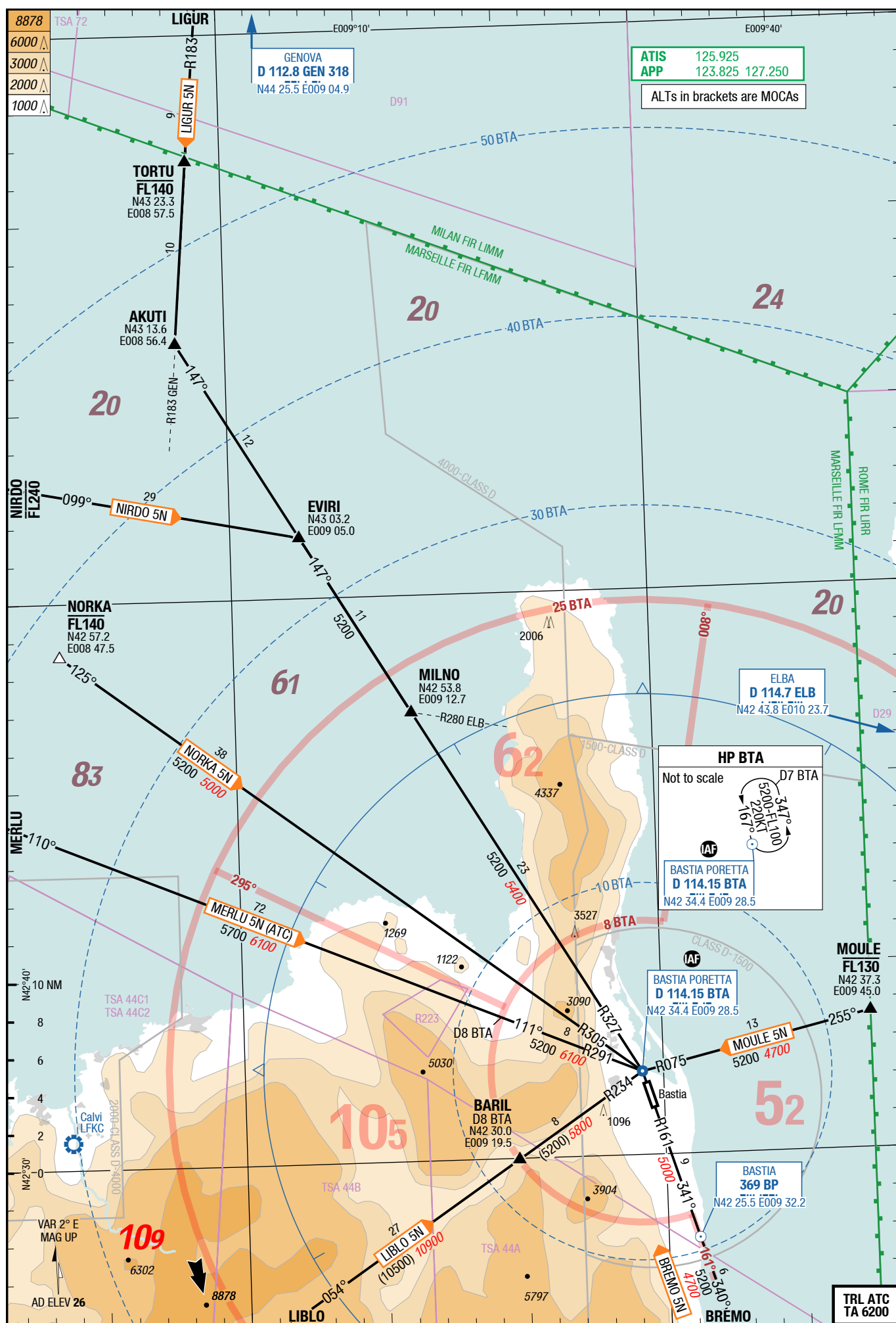
② Climb gradient due to Monte San Petrone 5797ft at 11.6NM/215° from ARP.

DEPARTURES	
RWY	Routing
OMNIDIRECTIONAL 16	161° - at MNM 430 LT on the given HDG and climb to the assigned FL
OMNIDIRECTIONAL 34	341° - at MNM 430 RT on the given HDG and climb to the assigned FL
RWY	Notes
16 / 34	The vicinity and height of the terrain limit the east departure sector between 020° and 150°.



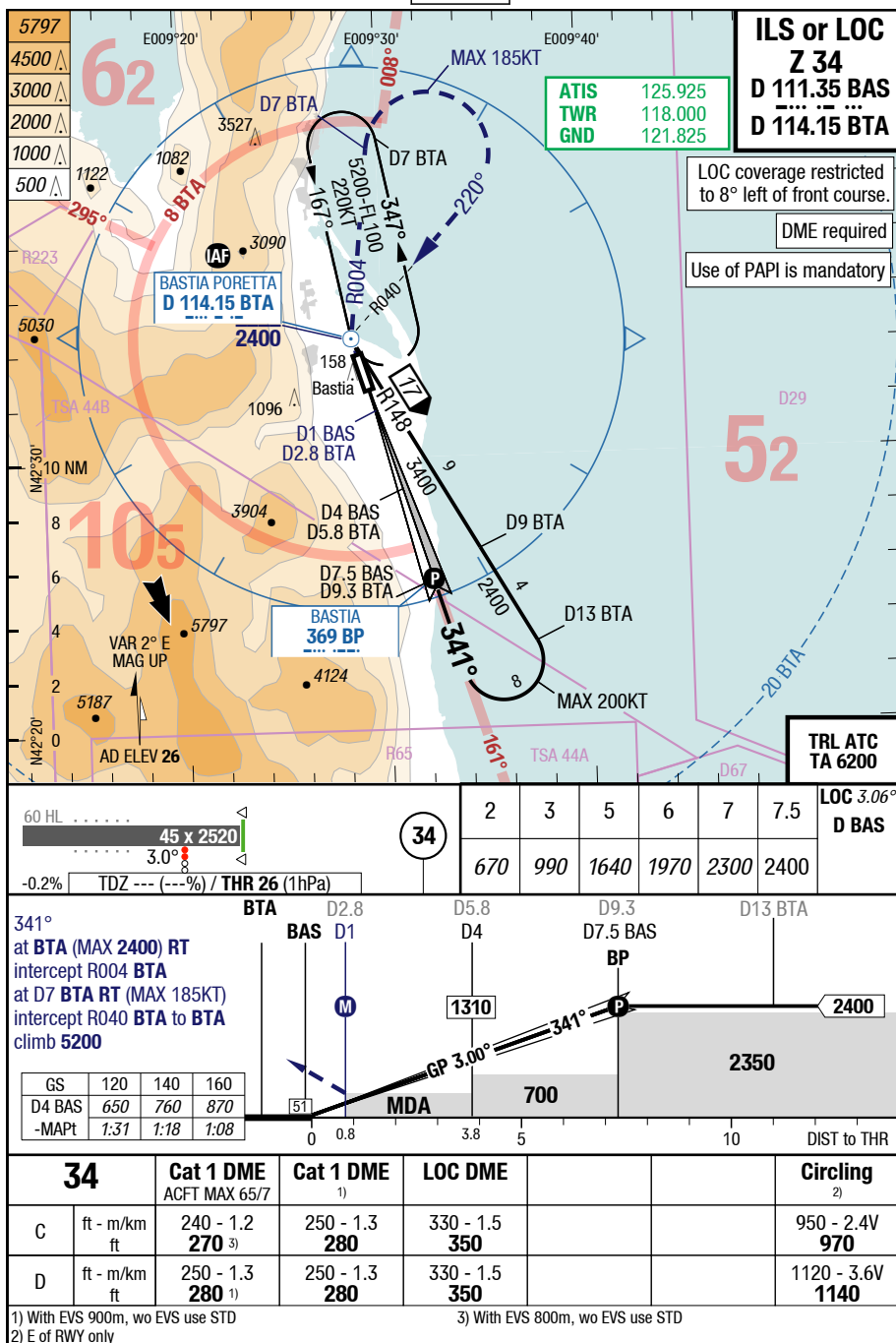






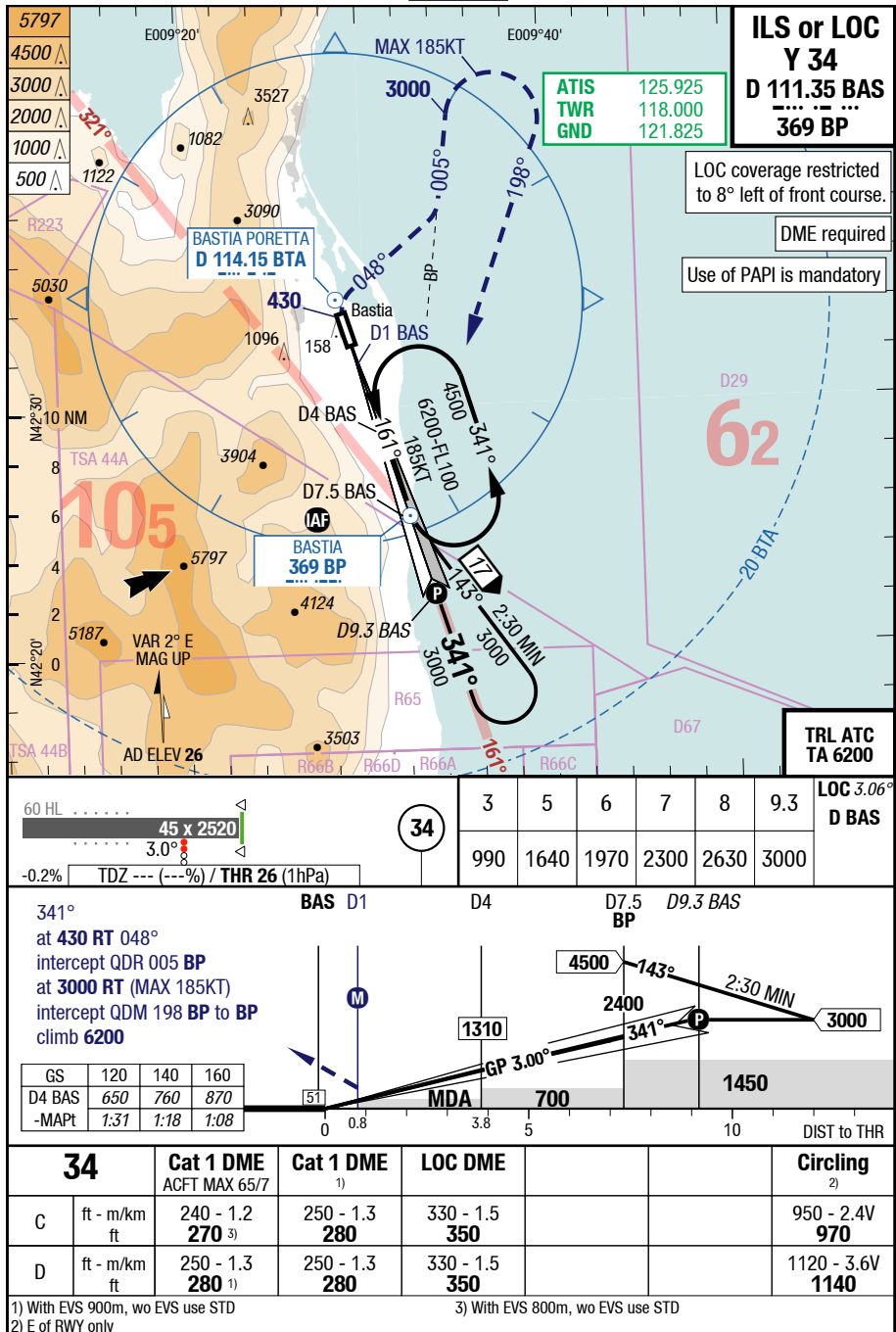
BIA-LFKB

7-10

ILS or LOC Z 34

BIA-LFKB

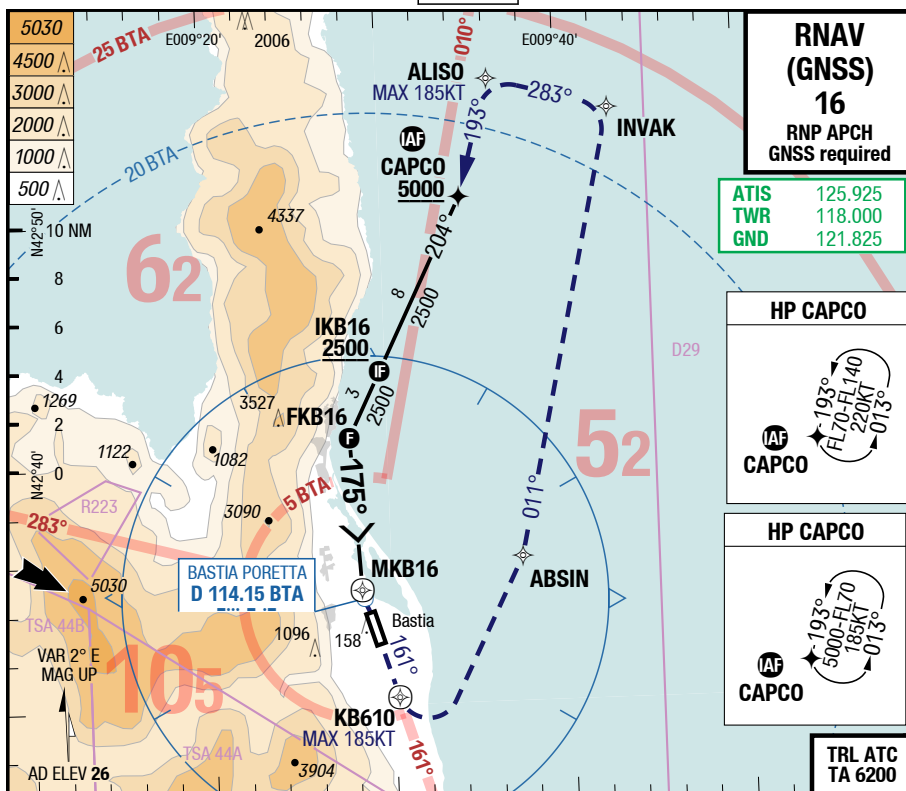
7-20

ILS or LOC Y 34

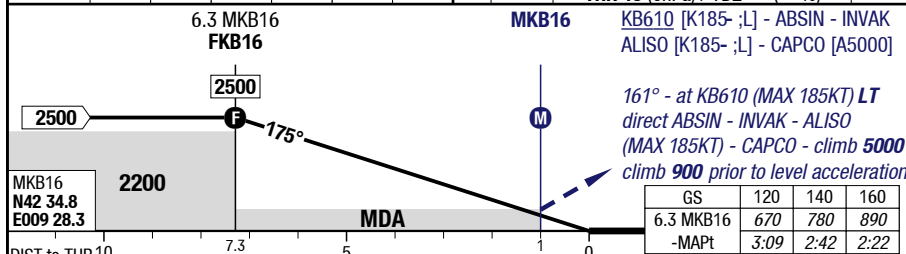
BIA-LFKB

7-30

RNAV (GNSS) 16



3.15° MKB16 175° RWY 161°	6.3	5	4	3	2	1	<div>16</div>	<div> <div>8.3.0°</div> <div>2520 x 45</div> <div>60 HL</div> </div>
	2500	2070	1740	1400	1070	740		



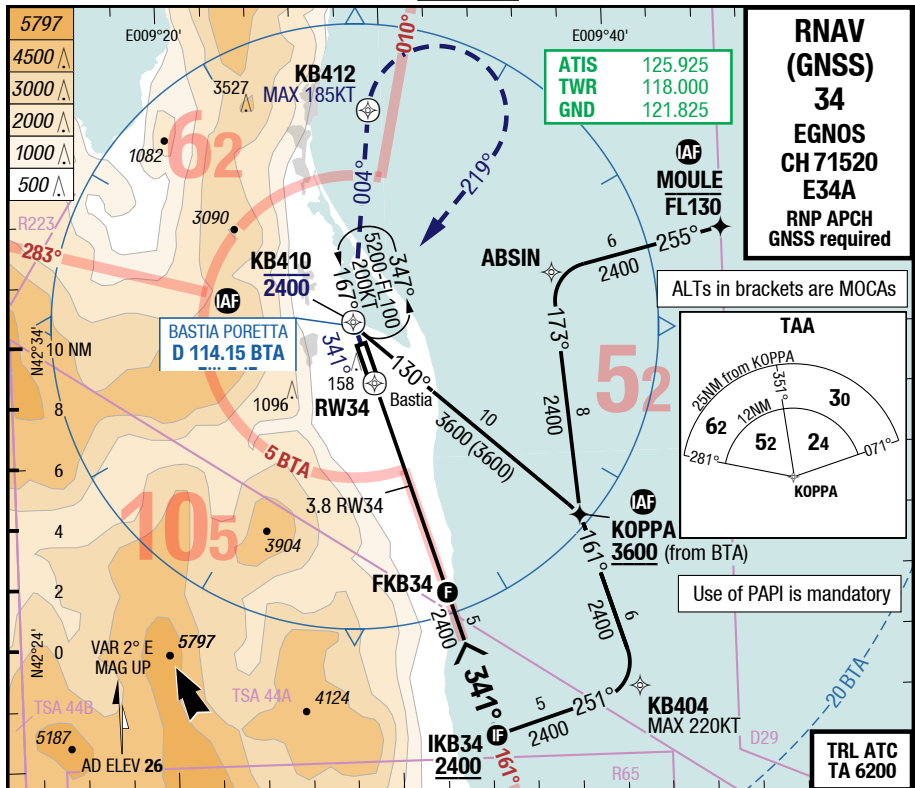
16		RNAV GNSS LNAV				Circling E of RWY only 1)
C	ft - m/km ft	510 - 2.4 520				640 - 2.4V 660
D	ft - m/km ft	540 - 2.4 550				1040 - 3.6V 1060

1) To RWY 34 PAPI mandatory

BIA-LFKB

7-40

RNAV (GNSS) 34

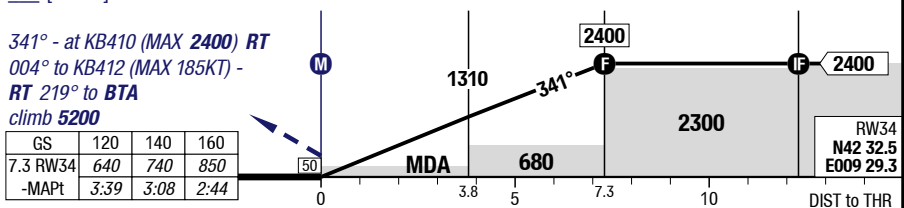


60 HL	45 x 2520	2	3	4	5	7.3	3.00°
TDZ	3.0°	720	1040	1350	1670	2400	RW34
-0.2%	THR 26 (1hPa)						

KB410 [A2400] - KB412 [K185] RW34
BTA [A5200]

341° - at KB410 (MAX 2400) RT
004° to KB412 (MAX 185KT) -
RT 219° to BTA
climb 5200

GS	120	140	160
7.3 RW34	640	740	850
-MAPt	3:39	3:08	2:44



34	RNAV GNSS LPV GA 5.0% ACFT MAX 65/7	RNAV GNSS LPV GA 5.0% 1)	RNAV GNSS LPV GA 4.0%	RNAV GNSS LPV GA 2.5% 2)	RNAV GNSS VNAV GA 3.0% 2) 3)	Circling E of RWY only
C	ft - m/km ft 210 - 1.2 230 1)	240 - 1.2 260	240 - 1.2 260 1) 4)	250 - 1.3 270 4)	260 - 1.3 280	640 - 2.4V 660
D	ft - m/km ft 210 - 1.2 230 1)	240 - 1.2 260	250 - 1.3 270 2)	260 - 1.3 280	290 - 1.4 310	1040 - 3.6V 1060

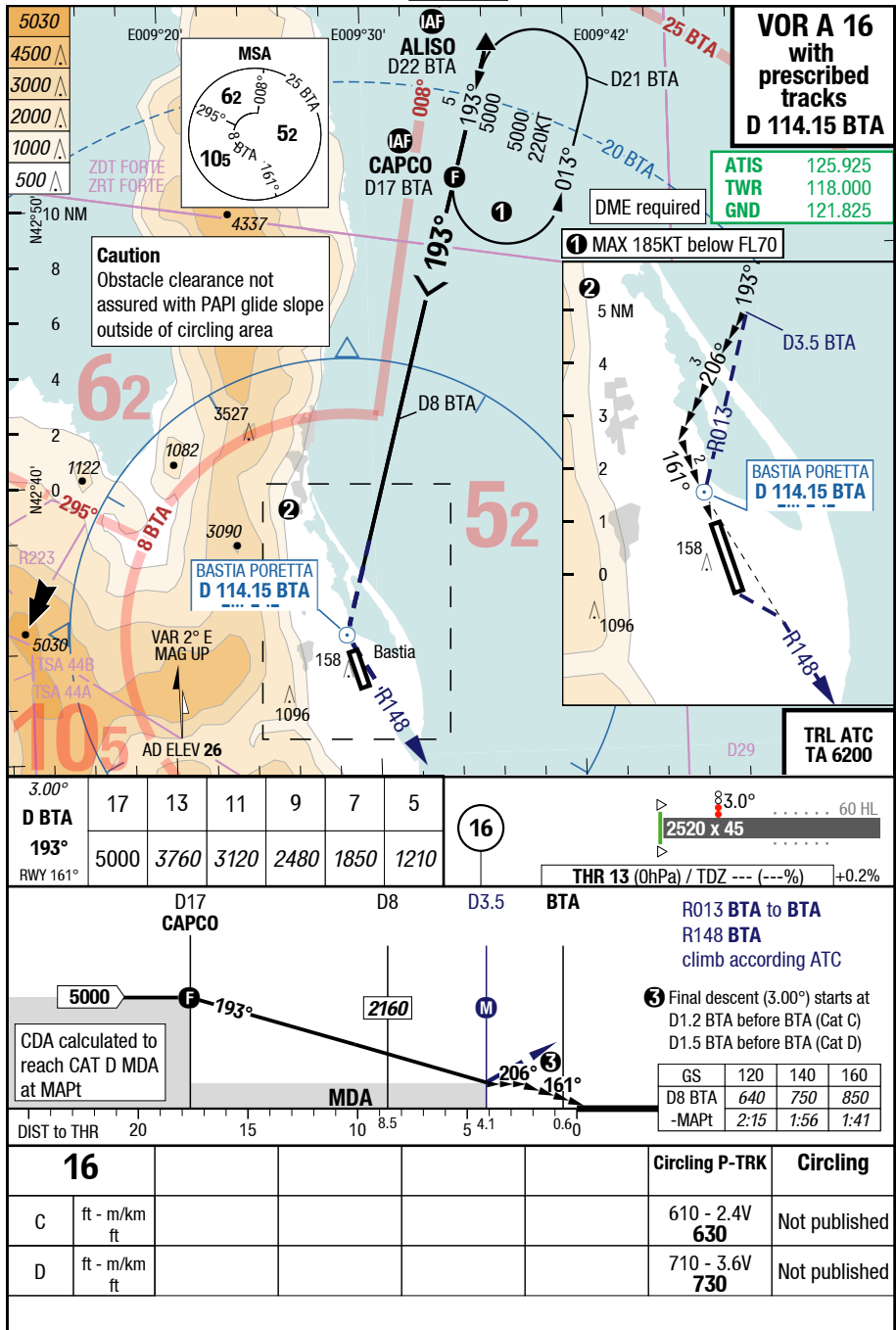
1) With EVS 800m

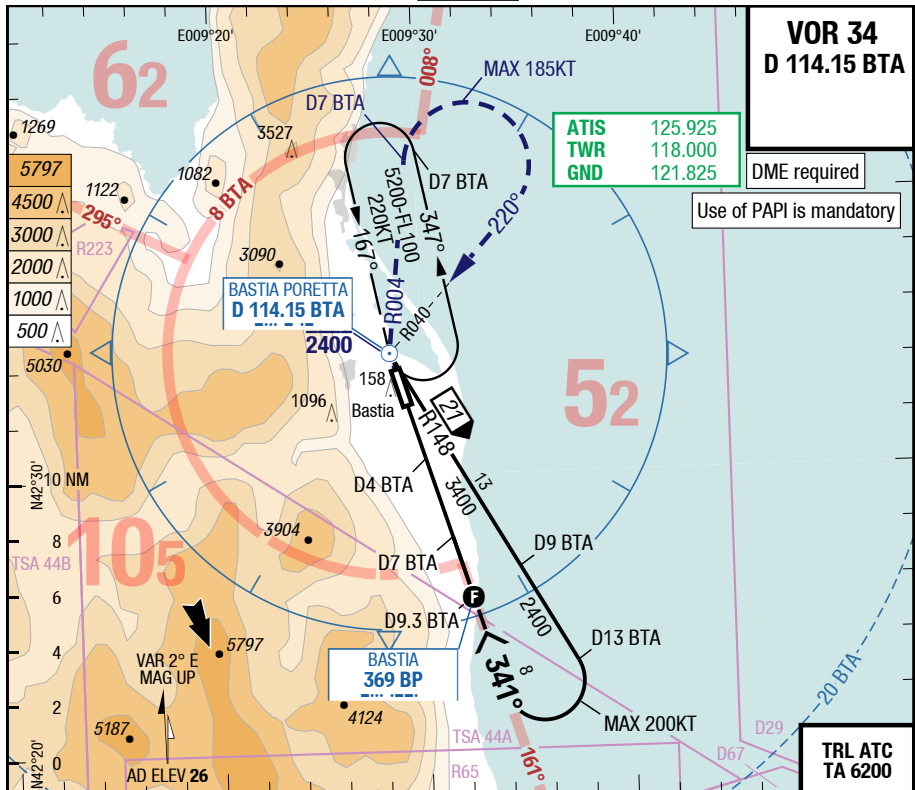
2) With EVS 900m

3) Uncompensated BARO VNAV NA below -20°C (-4°F)

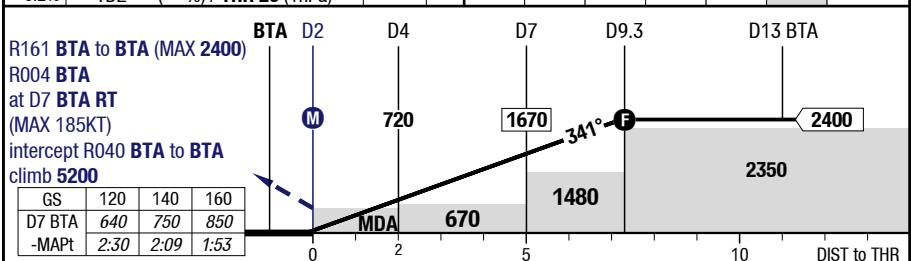
4) For ACFT >65/7 use CAT D minima

Changes: Nil

BIA-LFKB**7-50****VOR A 16 with prescribed tracks**

BIA-LFKB**7-60****VOR 34**

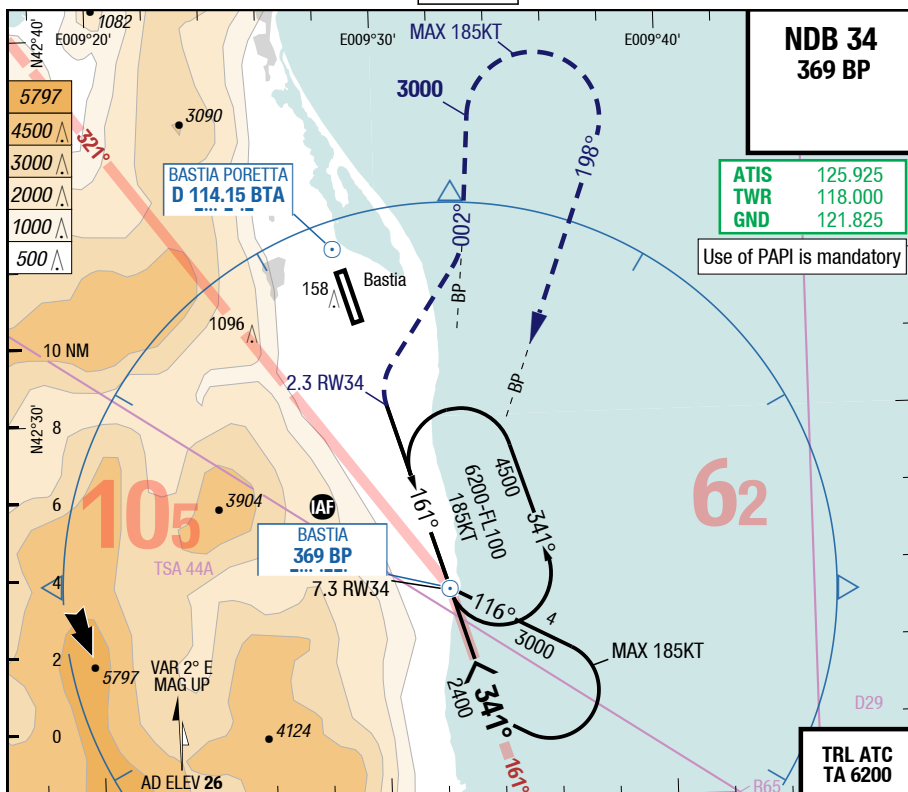
60 HL	45 x 2520	3.0°	-0.2%	TDZ --- (---%) / THR 26 (1hPa)	4	5	6	8	9.3	3.00° D BTA
					720	1040	1350	1990	2400	



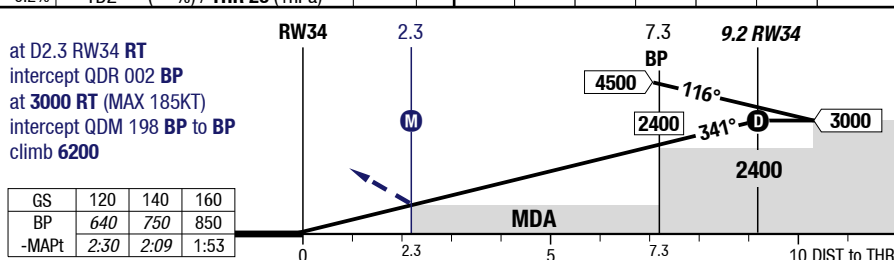
34	VOR DME					Circling ¹⁾
C	ft - m/km ft	390 - 1.8 410				1000 - 2.4V 1020
D	ft - m/km ft	390 - 1.8 410				1120 - 3.6V 1140

1) E of RWY only

Changes: Note

BIA-LFKB**7-70****NDB 34**

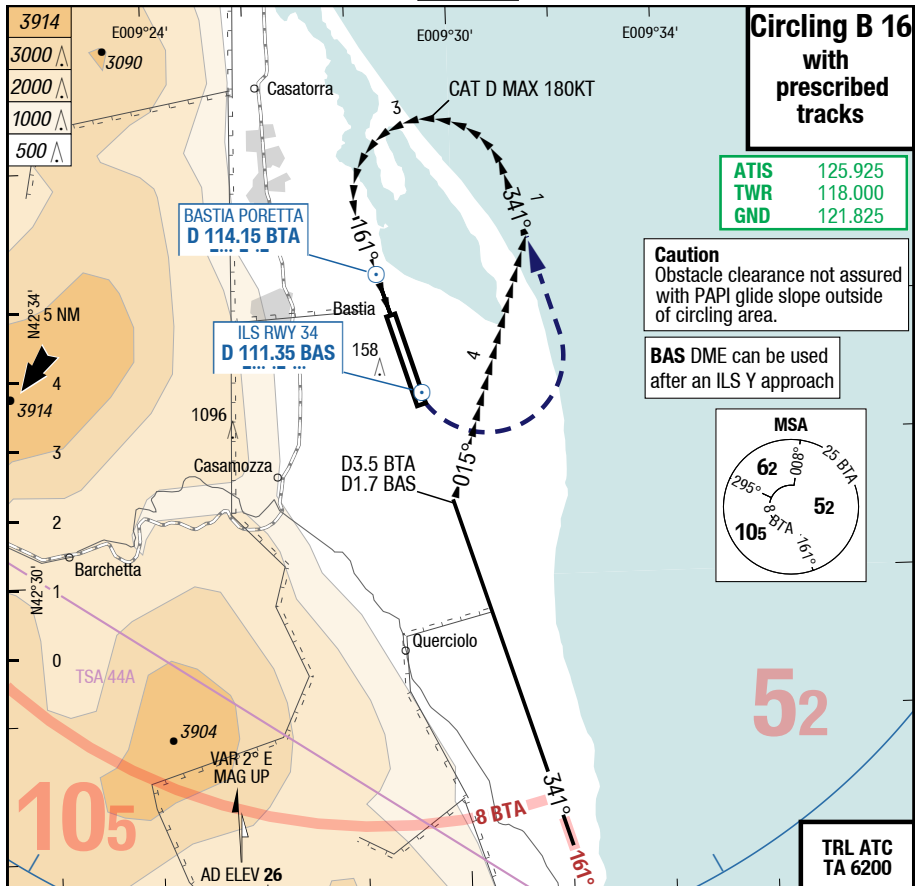
4	5	6	7	8	9.2	3.00°
1350	1670	1990	2310	2630	3000	RW34



34	NDB						Circling ¹⁾
C	ft - m/km ft	1030 - 2.4 1050					1030 - 2.4V 1050
D	ft - m/km ft	1030 - 2.4 1050					1240 - 3.6V 1260

1) E of RWY only

Changes: Note

BIA-LFKB**7-80****Circling B 16 with prescribed tracks****16**

83.0°

2520 x 45

60 HL

THR 13 (0hPa) / TDZ --- (---%) +0.2%

16						Circling P-TRK 1)	Circling
C	ft - m/km ft					610 - 2.4V 630	Not published
D	ft - m/km ft					710 - 3.6V 730	Not published

1) PROC after NDB APCH NA

BIA-LFKB

7-90

WxMinima Overflow

34		RNAV GNSS VNAV GA 2.5% ¹⁾	RNAV GNSS LNAV				
C	ft - m/km ft	300 - 1.4 320 ²⁾	390 - 1.8 410				
D	ft - m/km ft	330 - 1.5 350 ³⁾	390 - 1.8 410				
<div>1) Uncompensated BARO VNAV NA below -20°C (-4°F)</div> <div>2) With EVS 900m</div> <div>3) With EVS 1.0km</div>							

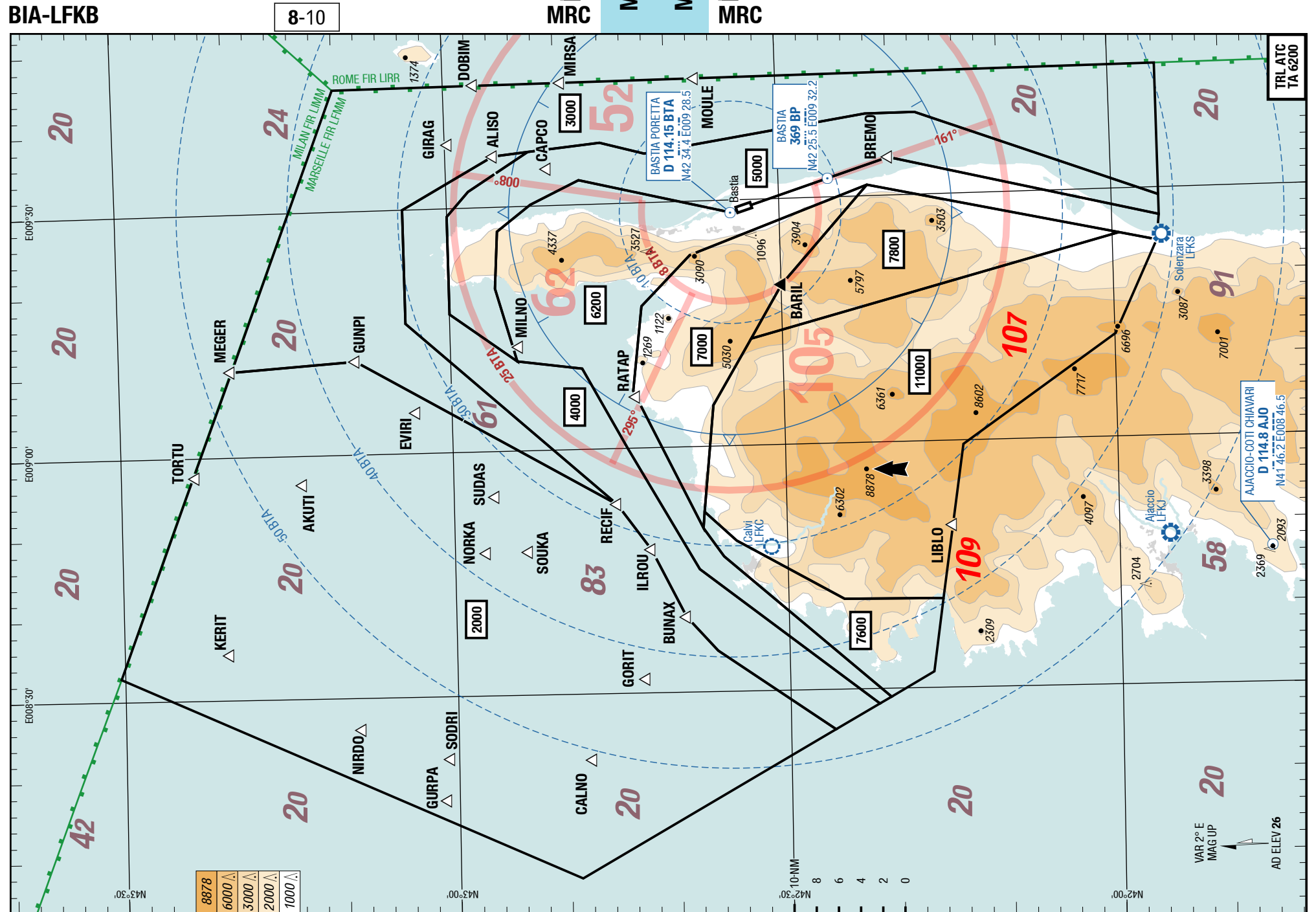
BIA-LFKB

NIL
MRC

MRC

MRC

NIL
MRC



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