

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LFKC

Terminal Charts For LFKC

Revision Letter For Cycle 05-2019

Change Notices

Notebook

General Information

Location: CALVI FRA
ICAO/IATA: LFKC / CLY
Lat/Long: N42° 31.5', E008° 47.6'
Elevation: 210 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Traffic Pattern Altitude: 1210 ft (1000 ft AGL)

Sunrise: 0500 Z
Sunset: 1755 Z

Runway Information

Runway: 18
Length x Width: 7579 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 65 ft
Lighting: Edge, REIL

Runway: 36
Length x Width: 7579 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 200 ft
Lighting: Edge
Displaced Threshold: 656 ft

Communication Information

ATIS: 131.175
Calvi Tower: 123.200
Calvi Ground: 121.700
Bastia Approach: 123.825 VHF-DF
Bastia Approach: 127.250 Secondary

LFKC/CLY
ST CATHERINE

JEPPESEN

5 OCT 18

10-1P

Eff 11 Oct

CALVI, FRANCE

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 131.175

1.2. INSTRUCTIONS FOR THE UTILIZATION OF THE APT**1.2.1. SPECIAL INSTRUCTIONS**

No landing at night.

Take-offs at night on RWY 36 possible after prior approval by the APT operator.

Take-offs and landings by day and night upon LVP are prohibited.

RWY 18/36 is not operated if RWY is contaminated and crosswind is equal to or above 20 KT.

1.2.2. TAKE-OFF**RWY 36:**

Use it up to MAX downwind component for the ACFT.

1.2.3. LANDING

One engine out approaches must not be executed except in case of emergency.

RWY 18:

Prior starting an approach, it must be confirmed by ATC, that the final approach path and the RWY have been vacated by other traffic.

Special attention must be paid to the long duration of the visual maneuvering during the final phase of approach. That increases the probability of a balked landing, which is difficult to execute due to the high terrain surrounding the APT.

RWY 36:

Balked landing: at RWY end, intercept and follow 302° from CV LCTR to CALNO climbing to 4000' and as directed.

1.2.4. OPERATIONAL REQUIREMENTS FOR ANY FRENCH OR FOREIGN AIR TRANSPORT OPERATOR

Prior deposit of a file with general instructions of use to the DSAC/SE for operators using ACFT over 30 passenger seats is required.

A missed landing procedure on QFU 178° with possible definition of a decision point beyond which the landing is compulsory must be defined. This procedure performed in visual conditions will be studied for two cases:

- all engines operating; and
- one engine out.

Take-off RWY 18: for any multi-engine ACFT with MTOW over 5700kg or equipped with 10 seats or more, a prior authorization is mandatory. Application form will comprise the demonstration of operational limitations and the definition of the take-off path.

All operators must establish precise maneuvering instructions on site.

The site reconnaissance or the training on a simulator with an approved specific visual is mandatory for any captain of ACFT with MTOW over 5700kg or more than 10 passenger seats. The reconnaissance must cover all procedures for the APT intended to be used by the operator.

Existence and application of these instructions may be subject to verification during the DGA's operational controls.

DSAC/SE: DIRECTION DE LA SECURITE DE L'AVIATION CIVILE SUD-EST

1, rue Vincent AURIOL

13617 AIX EN PROVENCE CEDEX 1

TEL: 04 42 33 78 78

FAX: 04 42 33 76 04

1.3. OTHER INFORMATION

Helicopter activity.

Parachuting.

RWY 18 right-hand circuit.

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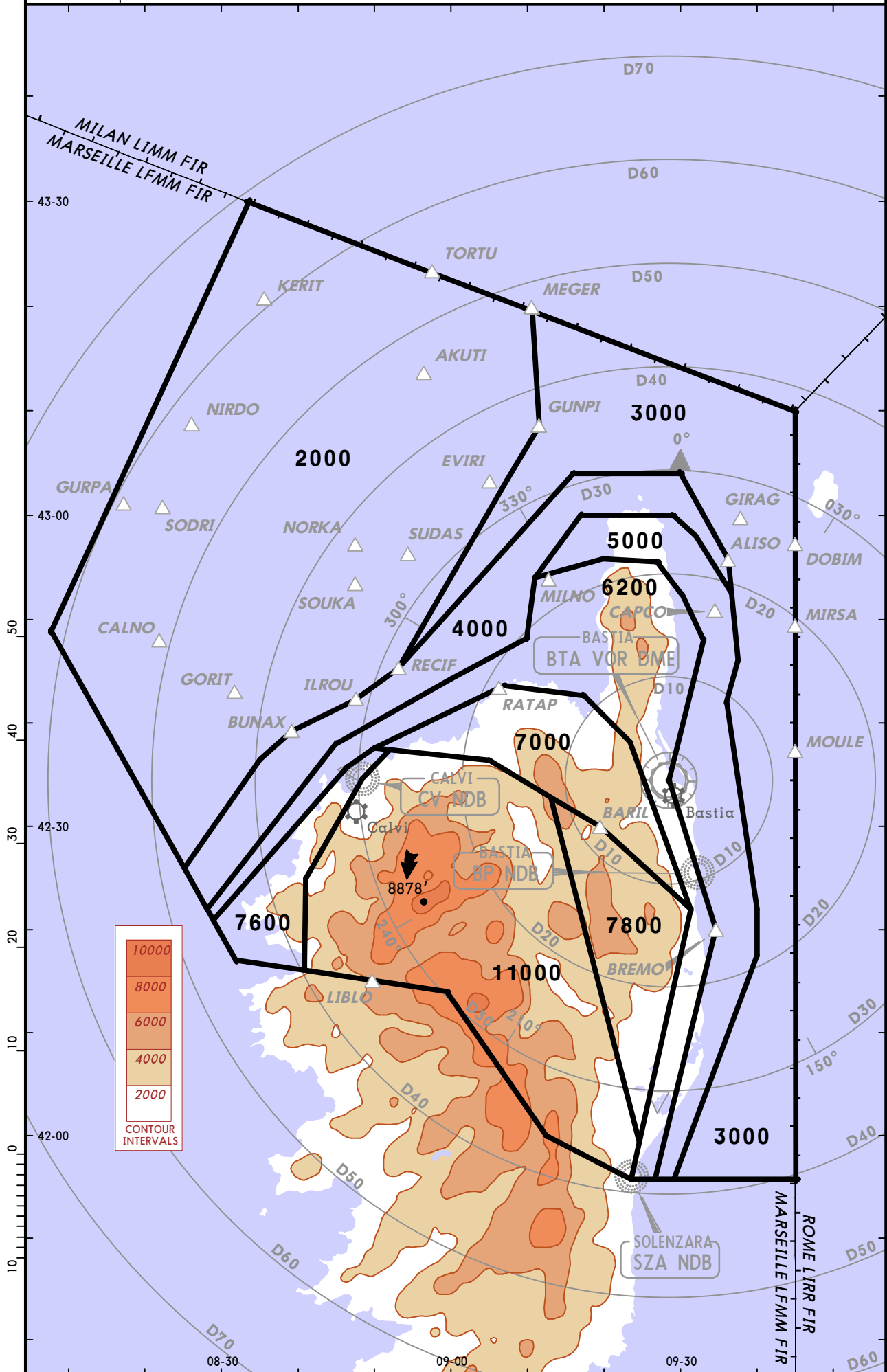
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22 NOV 13 **(10-1R)**

CALVI, FRANCE

RADAR MINIMUM ALTITUDES

Apt Elev
210'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'
The minimum altitudes published integrate a correction for low temperatures.



CHANGES: Completely revised.

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4 DEC 15

10-2

Eff 10 Dec

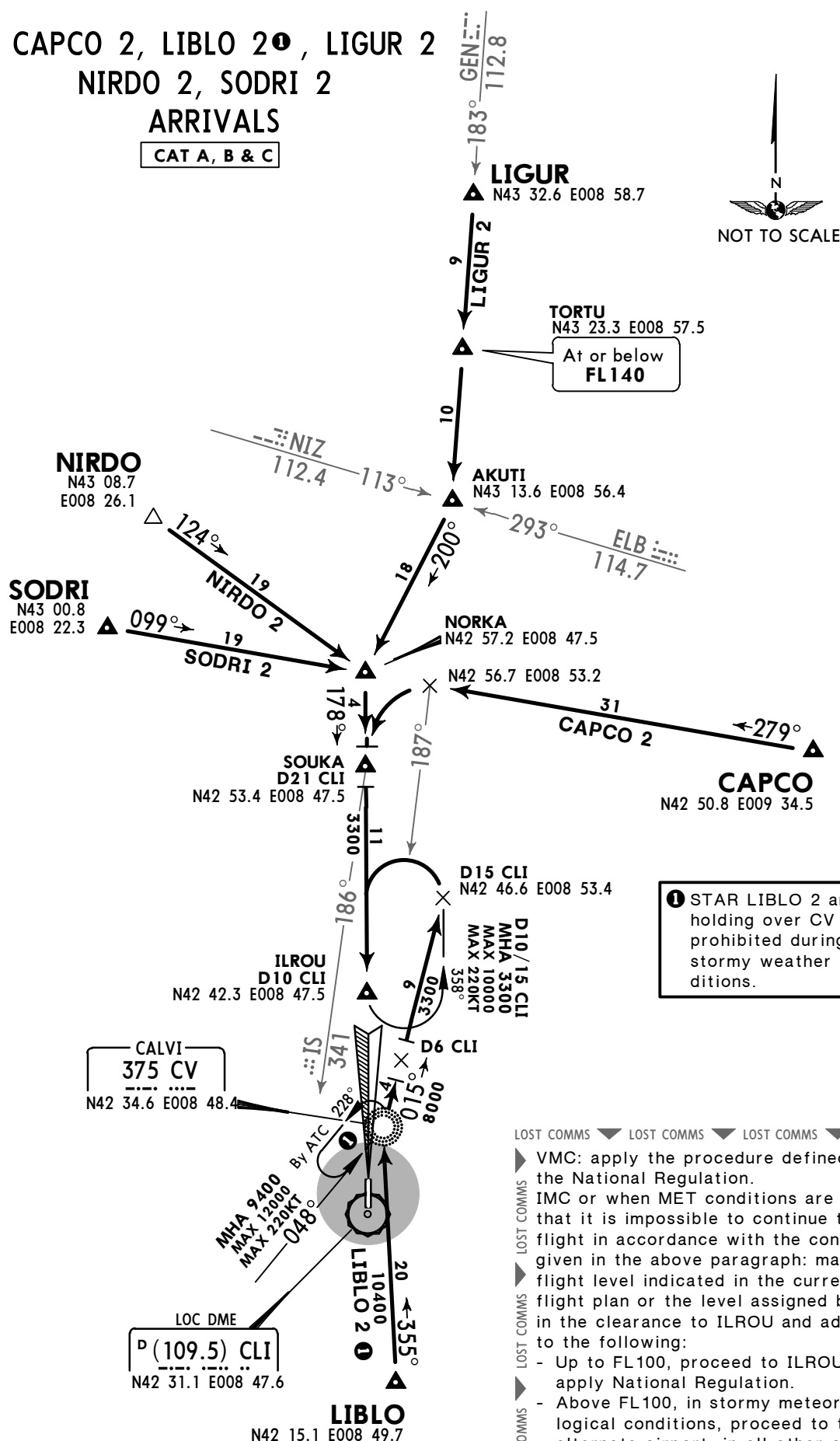
CALVI, FRANCE

STAR

ATIS 131.175 Apt Elev 210' Alt Set: hPa Trans level: By ATC Trans alt: 5000'

CAPCO 2, LIBLO 2, LIGUR 2
NIRDO 2, SODRI 2
ARRIVALS

CAT A, B & C



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

- VMC: apply the procedure defined in the National Regulation.
IMC or when MET conditions are such that it is impossible to continue the flight in accordance with the conditions given in the above paragraph: maintain flight level indicated in the current flight plan or the level assigned by ATC in the clearance to ILROU and adhere to the following:
- Up to FL100, proceed to ILROU and apply National Regulation.
 - Above FL100, in stormy meteorological conditions, proceed to the alternate airport, in all other cases proceed to CV NDB and apply the National Regulation whilst holding on CV NDB if necessary.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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ST CATHERINE

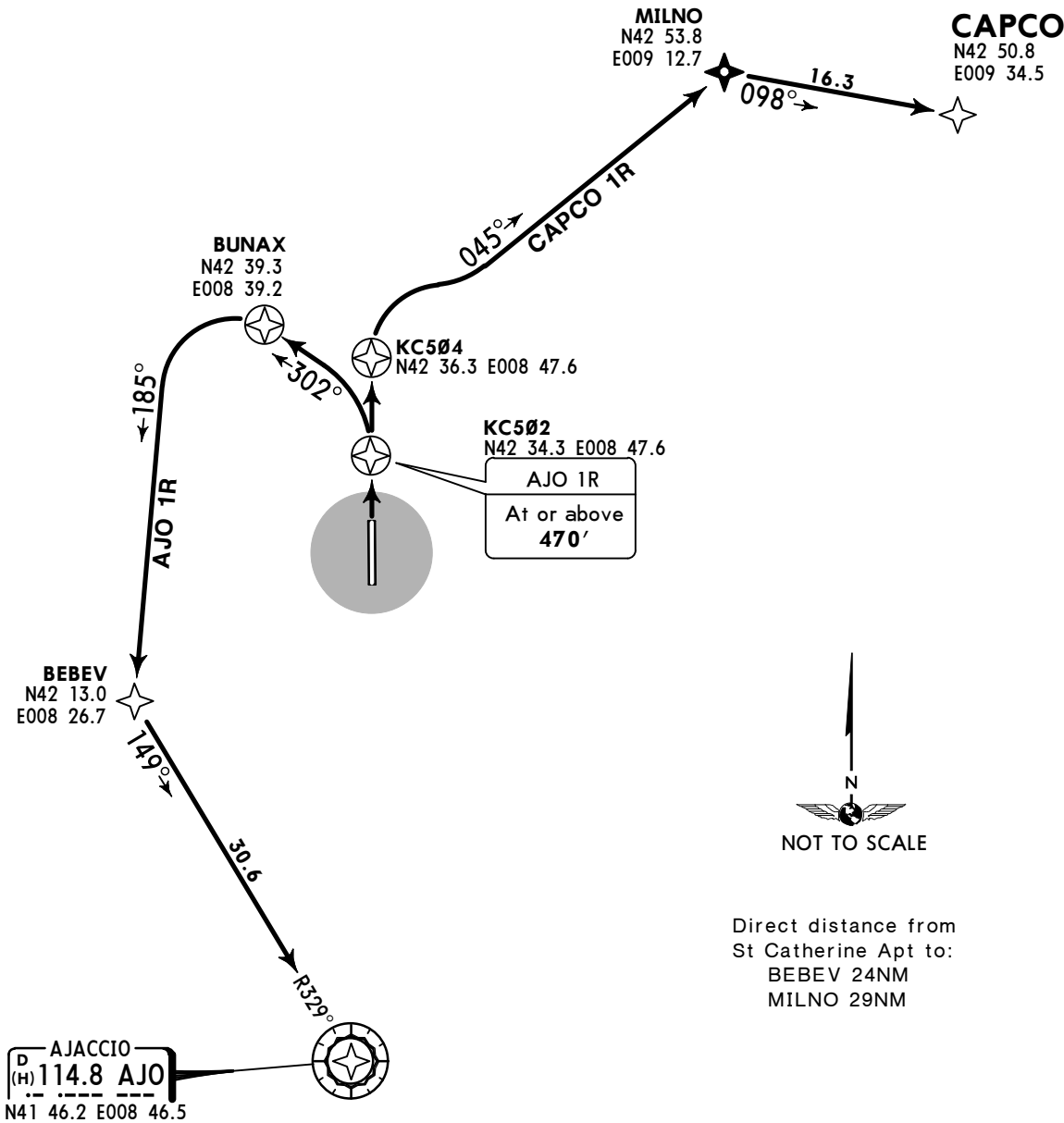
JEPPESEN
4 DEC 15 10-3 Eff 10 Dec

CALVI, FRANCE
RNAV SID

Apt Elev 210'	Trans level: By ATC Trans alt: 5000' 1. RNAV 1. 2. GNSS required.
------------------	--

AJO 1R, CAPCO 1R [CAPC1R]
RWY 36 RNAV DEPARTURES

CAT A, B & C



Direct distance from
St Catherine Apt to:
BEBEV 24NM
MILNO 29NM

AJO 1R

This SID requires a minimum climb gradient
of
6.1% up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

If unable to comply, inform ATC when requesting
start-up clearance.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
▶ VMC: inside TMA carry out a half-
turn to land on AD otherwise comply
with IMC procedure.
▶ IMC: respect normalized route instru-
ments DEP to comply with set speci-
fications and keeping assigned level
until leaving the TMA.
▶ Then, comply with the FPL in force.
▶ In case of the last assigned FL is
not compatible with MSA, maintain
climbing to the next cruising level.

Initial climb clearance By ATC	
SID	ROUTING
AJO 1R	Climb to KC502, turn LEFT, 302° track to BUNAX, turn LEFT, 185° track to BEBEV, turn LEFT to AJO.
CAPCO 1R	Climb to KC504, turn RIGHT, 045° track to MILNO, turn RIGHT to CAPCO.

LFKC/CLY
ST CATHERINE

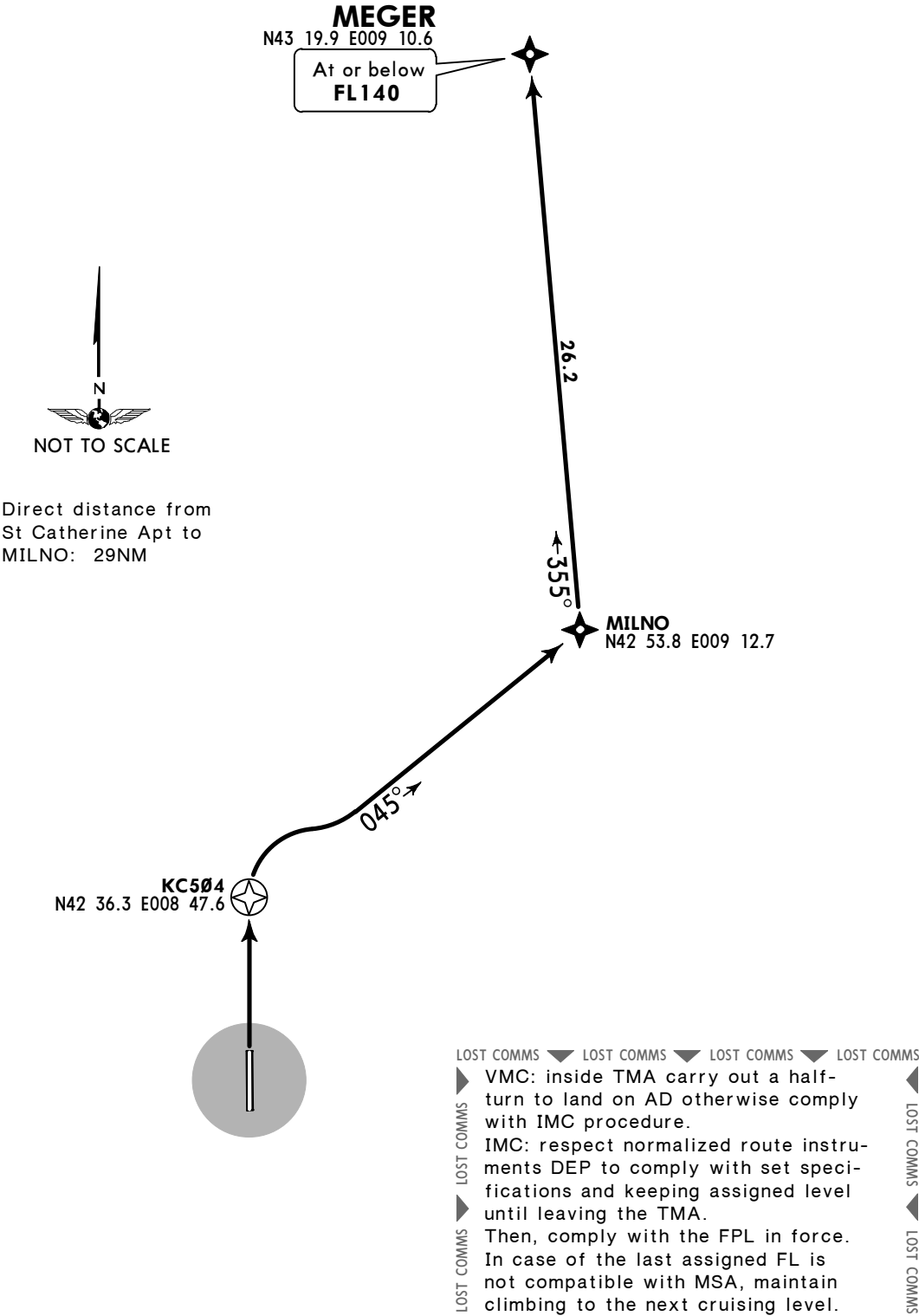
JEPPESEN
4 DEC 15 10-3A Eff 10 Dec

CALVI, FRANCE
RNAV SID

Apt Elev
210'

Trans level: By ATC Trans alt: 5000'
1. RNAV 1.
2. GNSS required.

MEGER 1R [MEGE1R]
RWY 36 RNAV DEPARTURE
CAT A, B & C



Initial climb clearance **By ATC**

ROUTING

Climb to KC504, turn RIGHT, 045° track to MILNO, turn LEFT to MEGER.

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4 DEC 15 **10-3C** **Eff 10 Dec**

CALVI, FRANCE
RNAV SID

Apt Elev
210'

Trans level: By ATC Trans alt: 5000'

1. RNAV 1.
2. GNSS required.

SODRI 1R [SODR1R]
TORTU 1R [TORT1R]
RWY 36 RNAV DEPARTURES

CAT A, B & C

TORTU

N43 23.3 E008 57.5

At or below
FL140

SODRI
N43 00.8
E008 22.3

247°

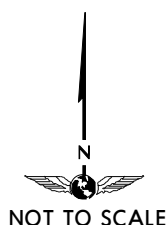
17:1R
SODRI 1R
TORTU

GORIT
N42 43.0
E008 31.7

BUNAX
N42 39.3
E008 39.2

KC502
N42 34.3 E008 47.6

At or above
470'



Direct distance from
St Catherine Apt to
BUNAX: 10NM

SODRI 1R

This SID requires a minimum climb gradient of
RFL below FL125: 6.1% up to 3000'.
RFL above FL145: 8.0% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

If unable to comply, inform ATC when requesting start-up clearance.

Initial climb clearance **By ATC**

SID	ROUTING
SODRI 1R ①	Climb to KC502, turn LEFT, 302° track to BUNAX, then to GORIT, turn RIGHT to SODRI.
TORTU 1R	Climb to KC502, turn LEFT, 302° track to BUNAX, then to GORIT, turn RIGHT to SODRI, turn RIGHT to TORTU.

① For flights with RFL above FL145.
For flights with RFL below FL125 with destination LFMN, LFMD, or LFTZ.

RWY 36 OMNIDIRECTIONAL RNAV DEPARTURES
BY ATC

These SIDs require a minimum climb gradient of 6.1% up to 2000'.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

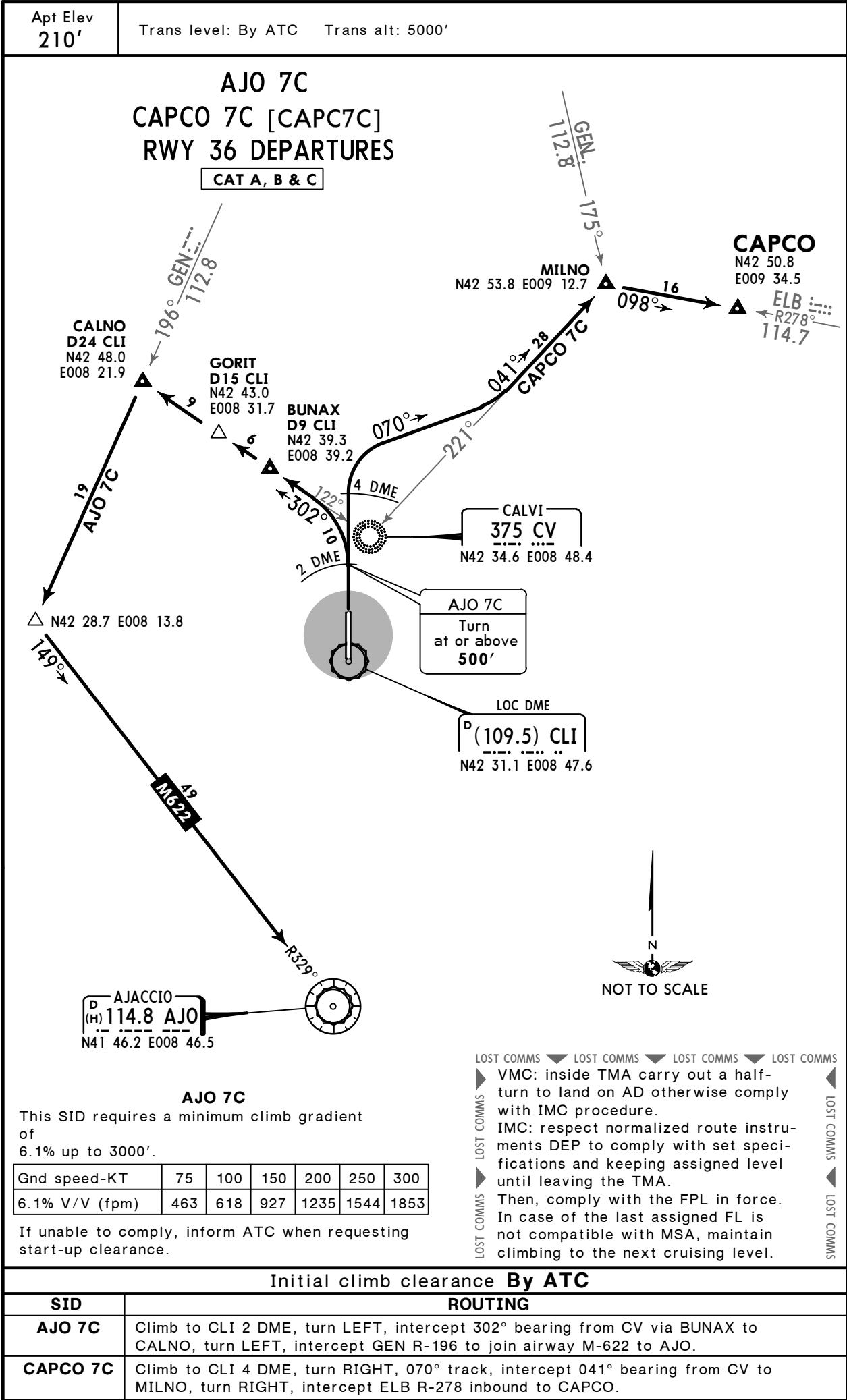
ROUTING

Climb to KC502, turn LEFT on given track within north-west sector between runway centerline and 290° bearing from CV, climb to assigned FL.

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ST CATHERINE

JEPPESEN
4 DEC 15 10-3D Eff 10 Dec

CALVI, FRANCE
SID



LFKC/CLY
ST CATHERINE

JEPPESEN
4 DEC 15 10-3E Eff 10 Dec

CALVI, FRANCE
SID

Apt Elev
210'

Trans level: By ATC Trans alt: 5000'

MEGER 7C [MEGE7C]
MERLU 7C [MERL7C]
NORKA 7C [NORK7C]
RWY 36 DEPARTURES

CAT A, B & C

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
VMC: inside TMA carry out a half-turn to land
on AD otherwise comply with IMC procedure.
IMC: respect normalized route instruments DEP
to comply with set specifications and keeping
assigned level until leaving the TMA.
Then, comply with the FPL in force. In case of
the last assigned FL is not compatible with MSA,
maintain climbing to the next cruising level.
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

MERLU
N43 04.8 E007 47.6



CALNO
D24 CLI
N42 48.0 E008 21.9
GORIT
D15 CLI
N42 43.0 E008 31.7

MERLU 7C, NORKA 7C

These SIDs require a minimum climb gradient
of
6.1% up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

If unable to comply, inform ATC when requesting
start-up clearance.

GENOA
D (H) 112.8 GEN
N44 25.5 E009 04.9

MEGER
N43 19.9 E009 10.6
At or below
FL140

NORKA
N42 57.2 E008 47.5

GUNPI
N43 08.6 E009 11.5

MILNO
N42 53.8 E009 12.7

BUNAX
D9 CLI
N42 39.3 E008 39.2

CALVI
375 CV
N42 34.6 E008 48.4

MERLU 7C
NORKA 7C

Turn at or
above 500'

LOC DME

D (109.5) CLI
N42 31.1 E008 47.6

Initial climb clearance By ATC

SID	ROUTING
MEGER 7C	Climb to CLI 4 DME, turn RIGHT, 070° track, intercept 041° bearing from CV to MILNO, turn LEFT, intercept GEN R-175 inbound via GUNPI to MEGER.
MERLU 7C ①	Climb to CLI 2 DME, turn LEFT, intercept 302° bearing from CV via BUNAX and CALNO to MERLU.
NORKA 7C	Climb to CLI 2 DME, turn LEFT, intercept 302° bearing from CV via BUNAX to CALNO, turn RIGHT, intercept GEN R-196 inbound to join airway A-3 to NORKA.

① For flights with RFL below FL115.

RWY 36 OMNIDIRECTIONAL DEPARTURES

BY ATC

These SIDs require a minimum climb gradient
of
6.1% up to 2000'.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

ROUTING

Climb to 500' or above at CLI 2 DME, turn LEFT on given track within north-west sector
between runway centerline and 290° bearing from CV, climb to assigned FL.

LFKC/CLY

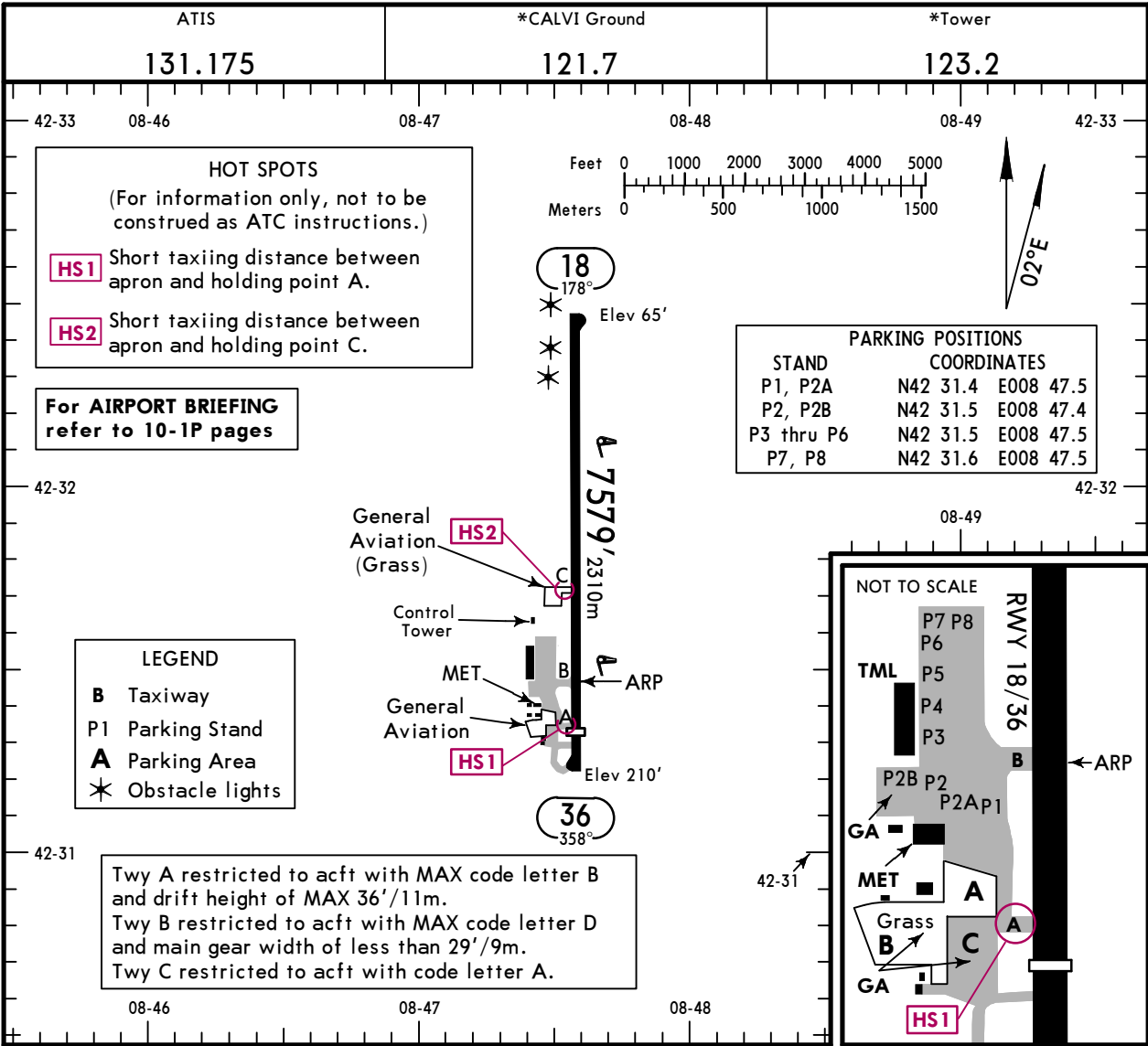
Apt Elev 210'
N42 31.5 E008 47.6

JEPPESSEN

5 OCT 18 (10-9) Eff 11 Oct

CALVI, FRANCE

ST CATHERINE



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
18	HIRL (60m) REIL PAPI-L(angle 3.0°)				148'
36	HIRL (60m) PAPI-L(angle 3.33°) ❶	6923' 2110m			45m

❶ PAPI offset 3° to the West of rwy centerline.
Use prohibited outside 2.1 NM/4km from displaced threshold rwy 36.
PAPI calibrated for threshold overflight of type A320 ACFT.

Standard		TAKE-OFF 1	
	Rwy 18		Rwy 36
	Day	Night	Day: RL or RCLM Night: RL Adequate vis ref (Day only)
A			
B	ceil 1500' - 8.0 km	NOT AUTH	400m 2
C			500m
D	NOT APPLICABLE		
1 For special instructions refer to 10-1P pages. 2 800m at Night.			

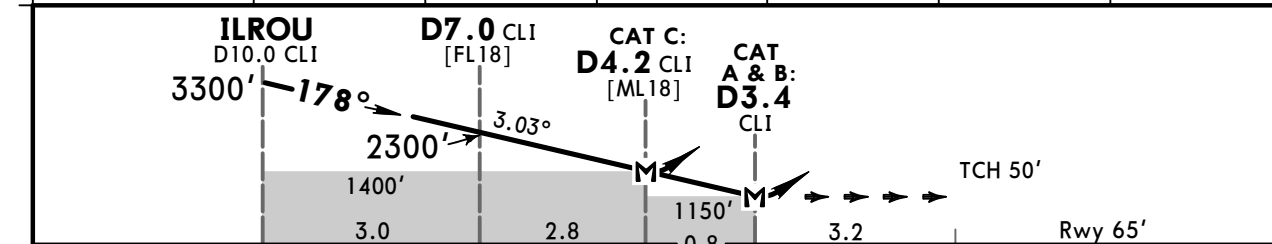
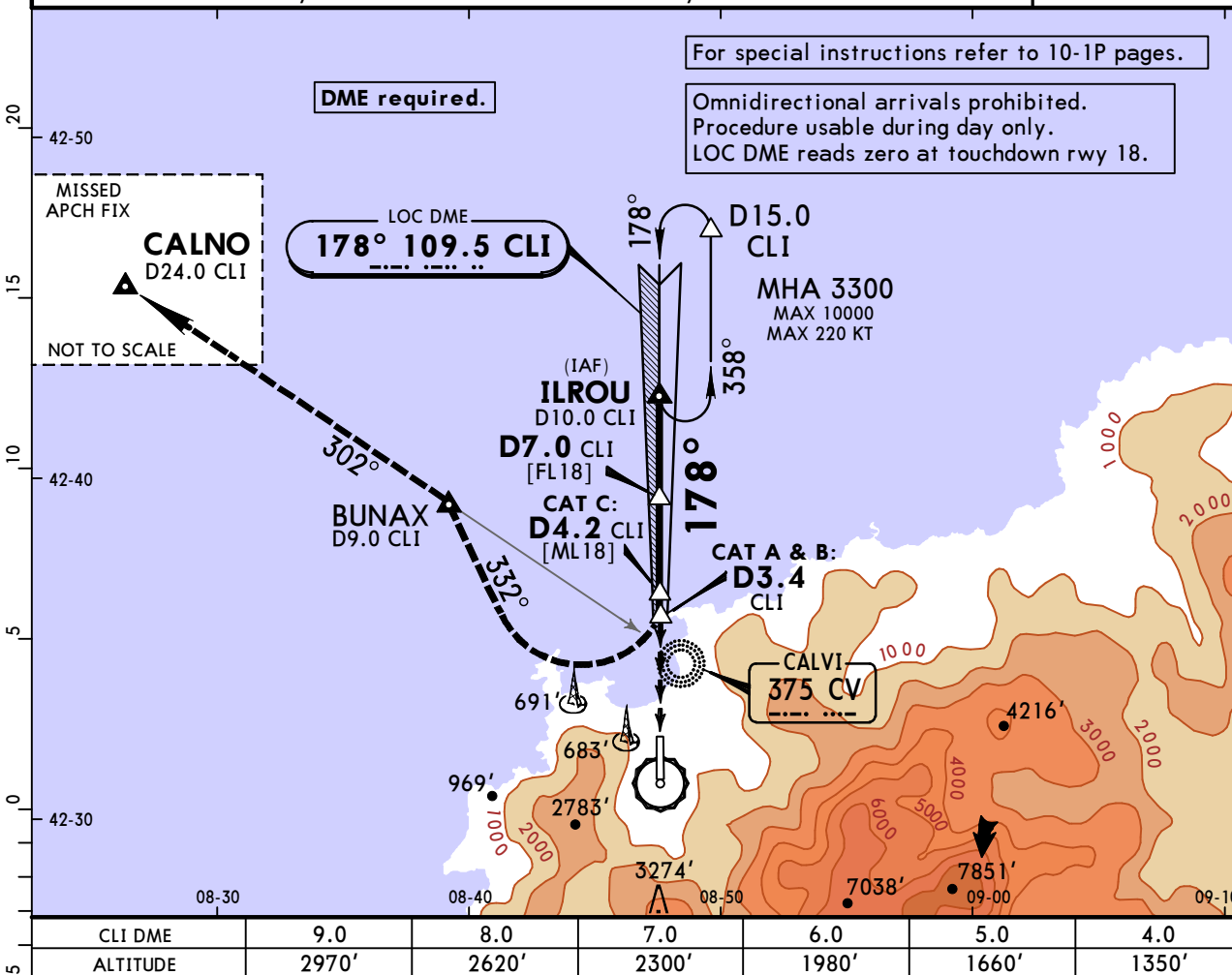
LFKC/CLY
ST CATHERINE

JEPPESEN
5 OCT 18
Eff 11 Oct **(11-1)** **CAT A, B & C**

CALVI, FRANCE
LOC Rwy 18

BRIEFING STRIP

ATIS 131.175		BASTIA Approach (up to FL 200) 123.825		*CALVI Tower 123.2		*Ground 121.7	
LOC CLI 109.5	Final Aptch Crs 178°	Procedure Alt D7.0 CLI 2300'(2235')	DA/MDA(H) Refer to Minimums	Apt Elev 210' Rwy 65'		No MSA published	
MISSED APCH: As soon as the aircraft is established on climb, turn RIGHT onto 332° climbing to 4000' to intercept and follow 302° from Lctr to CALNO, and as directed. Climb to 2000' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC			



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.03°	375	482	536	643	750	858	
CAT A & B: MAP at D3.4 CLI								REIL PAPI-L
CAT C: MAP at D4.2 CLI								Refer to Missed Apch above

Standard			STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND TO RWY 36		
			CDFA			Prohibited East of rwy Downwind leg at 1500' AAL		
			DA/MDA(H) AB: 1150' (1085') C: 1400' (1335')			Max Kts		
						MDA(H) _____ CEIL-VIS _____		
A						110		
B			5.5km			135		
C						180		
D			NOT APPLICABLE			1700' (1490') 2500' - 8.0km		
D			NOT APPLICABLE			NOT APPLICABLE		

For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: None.

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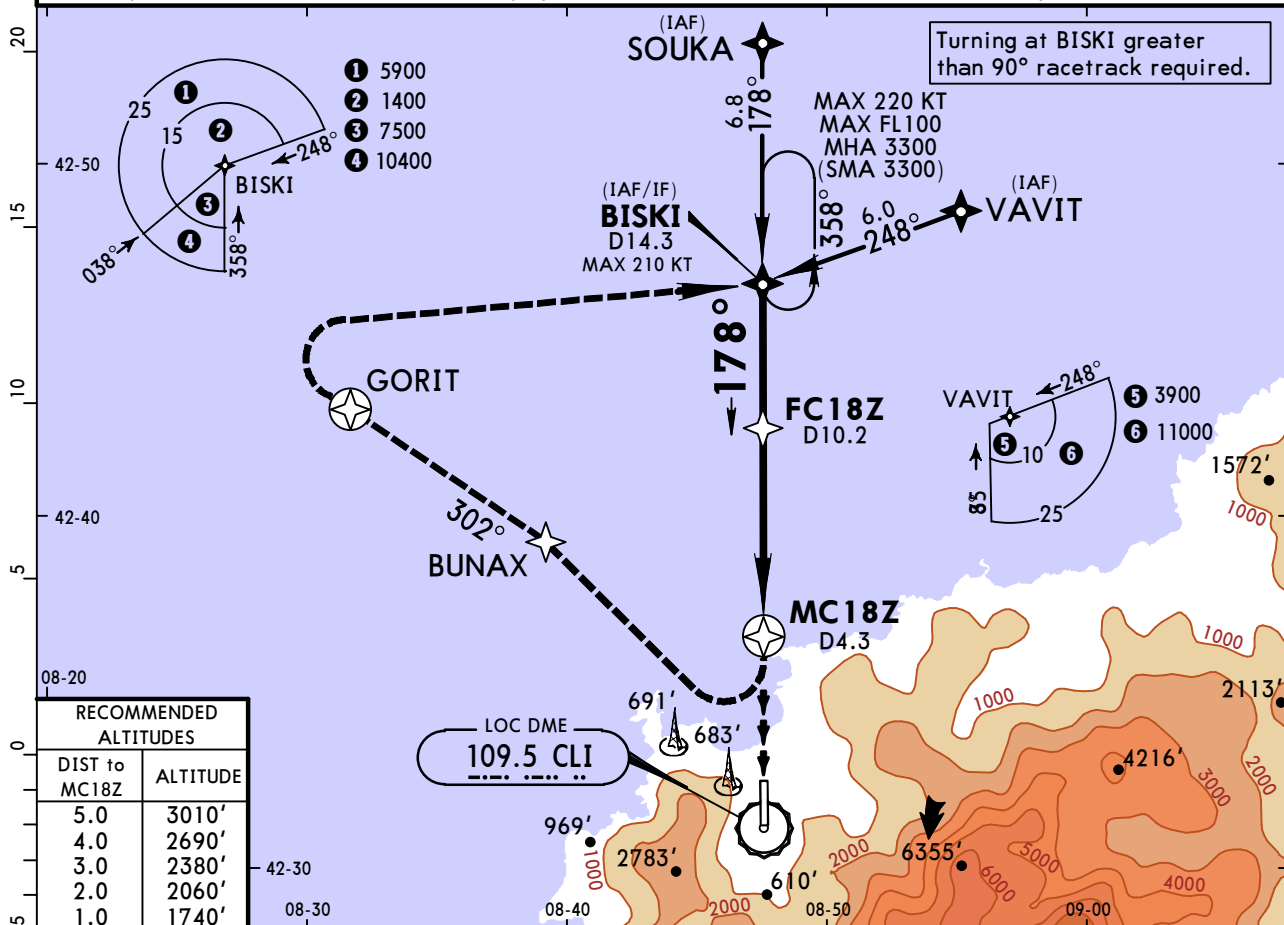
LFKC/CLY
ST CATHERINE

JEPPESEN
30 NOV 18
Eff 6 Dec (12-1) CAT C

CALVI, FRANCE
RNAV (GNSS) Z Rwy 18

BRIEFING STRIP

ATIS 131.175		BASTIA Approach (up to FL 200) 123.825		*CALVI Tower 123.2		*Ground 121.7	
RNAV	Final Apch Crs 178°	Mandatory Alt FC18Z 3300' (3235')	RNAV DA/MDA(H) 1500' (1435')	Apt Elev 210' Rwy 65'		TAA 25 NM IAF	
MISSED APCH: Turn RIGHT (MAX 185 KT) to BUNAX, then continue to GORIT (MAX 210 KT), then turn RIGHT direct to BISKI to enter holding climbing to 3300', or as directed. Climb to 2100' prior to level acceleration.							
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC		Trans alt: 5000'		
1. For special instructions refer to 10-1P pages. 2. LOC DME reads zero at touchdown rwy 18.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	185 KT MAX RT	BUNAX
Descent Angle	3.00°	372	478	531	637	743			
MAP at MC18Z									

Standard				STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND TO RWY 36			
				RNAV CDFA DA/MDA(H) 1500' (1435')				Prohibited East of rwy Downwind leg at 1500' AAL			
A					Max Kts	MDA(H)		CEIL-VIS			
B	NOT APPLICABLE				A			NOT APPLICABLE			
C	RVR 5000m				B			NOT APPLICABLE			
D	NOT APPLICABLE				180	1700' (1490')		2500' - 8.0km			
					D			NOT APPLICABLE			

For add-on to the MDA(H), see ATC pages FRANCE.

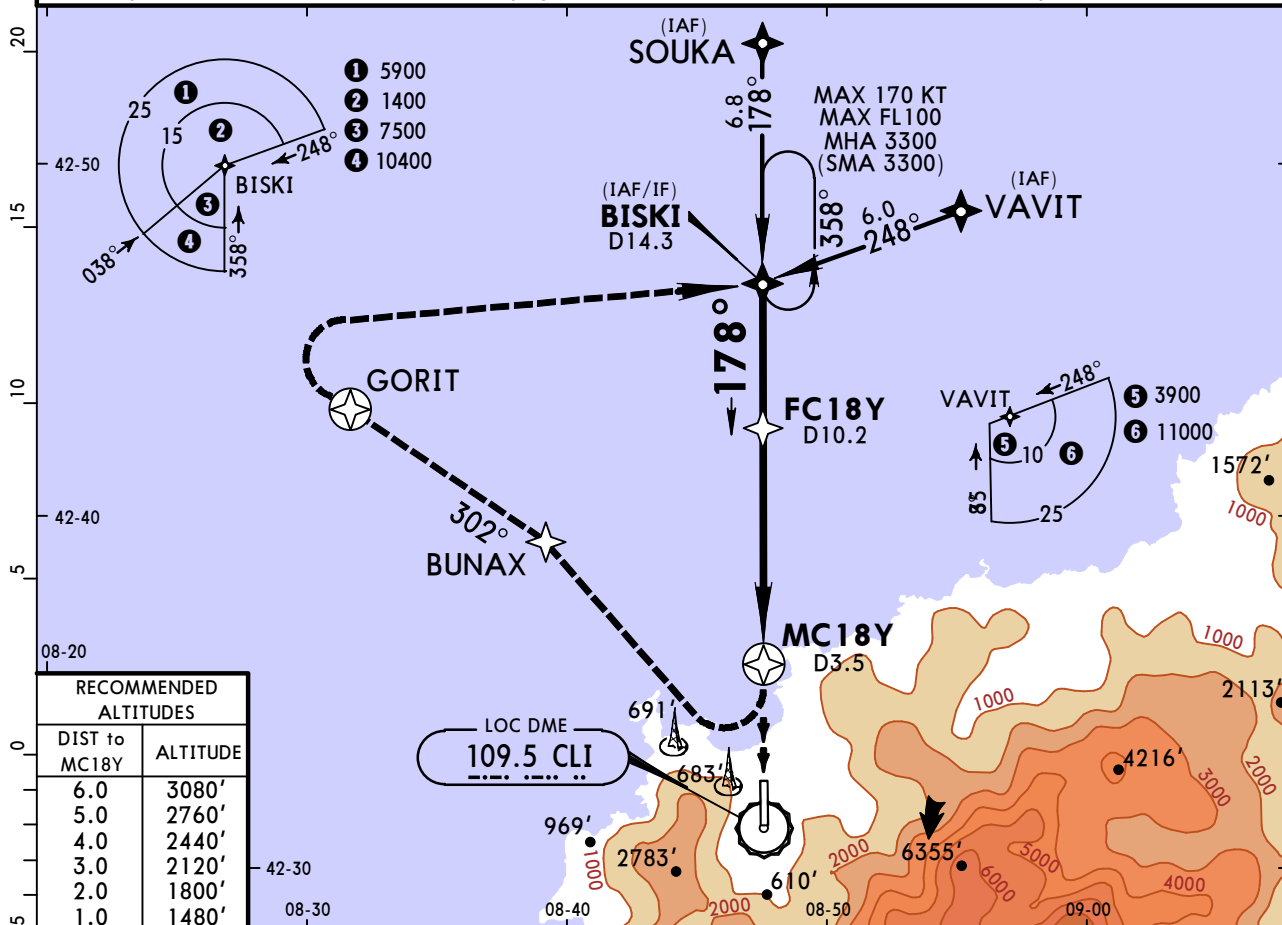
LFCV/CLY
ST CATHERINE

JEPPESEN
30 NOV 18
Eff 6 Dec 12-2 CAT A & B

CALVI, FRANCE
RNAV (GNSS) Y Rwy 18

BRIEFING STRIP™

ATIS 131.175		BASTIA Approach (up to FL 200) 123.825		*CALVI Tower 123.2		*Ground 121.7	
RNAV	Final Apch Crs 178°	Mandatory Alt FC18Y 3300' (3235')	RNAV DA/MDA(H) Refer to Minimums	Apt Elev 210' Rwy 65'		TAA 25 NM IAF	
MISSED APCH: Turn RIGHT to BUNAX, then continue to GORIT, then turn RIGHT direct to BISKI to enter holding climbing to 3300', or as directed. Climb to 1500' prior to level acceleration.							
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC		Trans alt: 5000'		
1. For special instructions refer to 10-1P pages. 2. LOC DME reads zero at touchdown rwy 18.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L		RT	BUNAX
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at MC18Y										

Standard STRAIGHT-IN LANDING RWY 18						CIRCLE-TO-LAND TO RWY 36			
RNAV CDFA DA/MDA(H) A: 1260' (1195') B: 1270' (1205')						Prohibited East of rwy Downwind leg at 1500' AAL			
A	RVR 1500m					Max Kts	MDA(H)	CEIL-VIS	
B	RVR 5000m					110	1700' (1490')	2500' - 8.0km	
C	NOT APPLICABLE					135	NOT APPLICABLE		
D						C			
						D			

For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: Note. Holding SMA. Wpts renamed. Altitudes.

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LFC/CLY
ST CATHERINE

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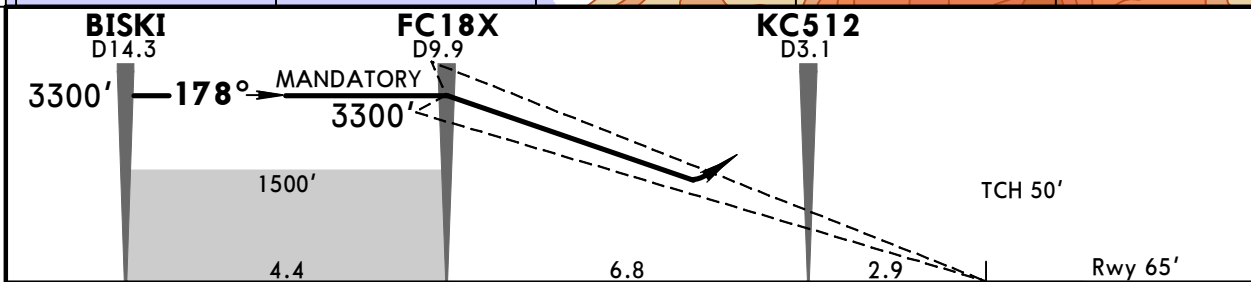
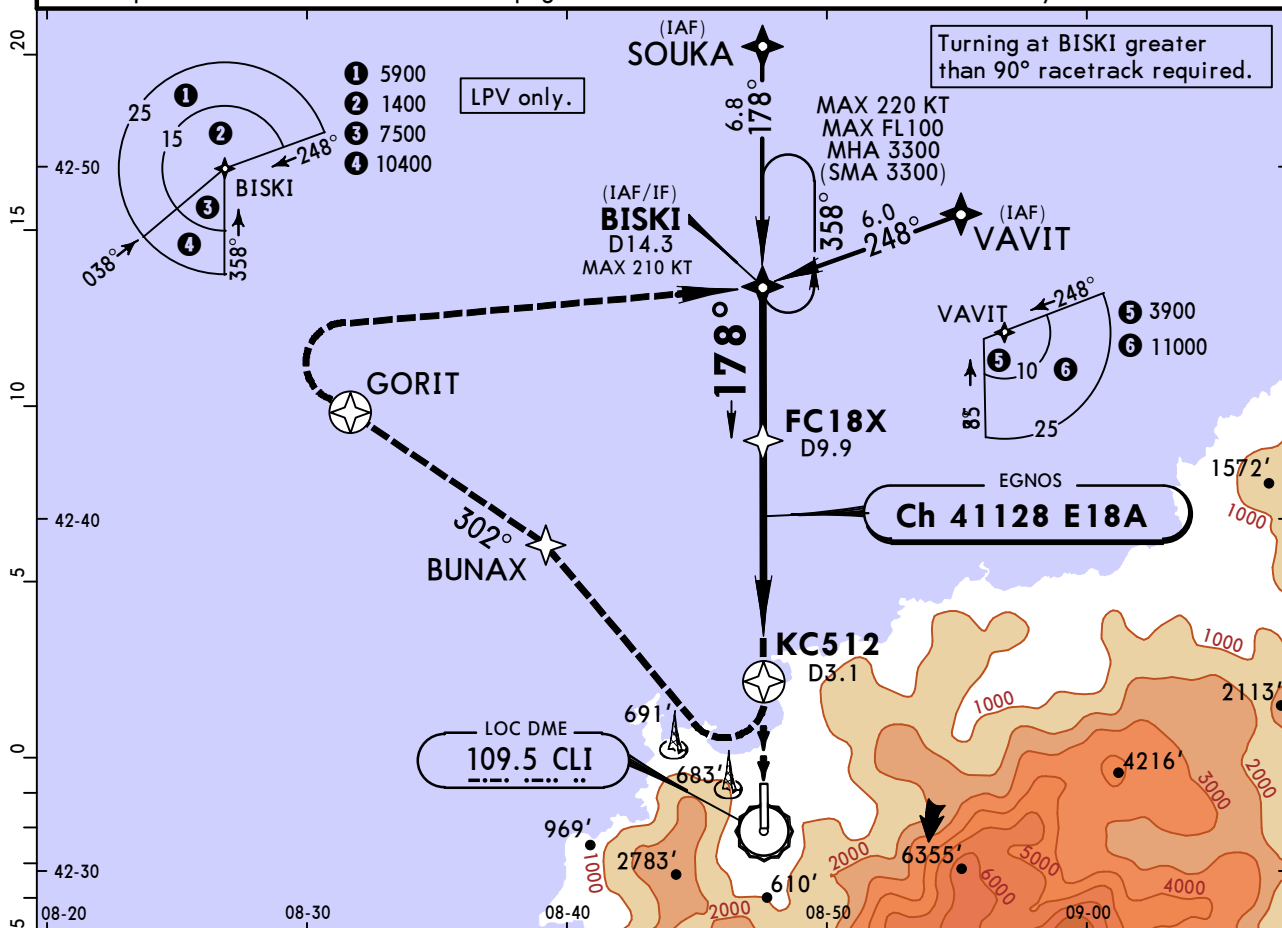
30 NOV 18
Eff 6 Dec

(12-3)

CAT C

CALVI, FRANCE
RNAV (GNSS) X Rwy 18

ATIS 131.175	BASTIA Approach (up to FL 200) 123.825	*CALVI Tower 123.2	*Ground 121.7
EGNOS Ch 41128 E18A	Final Apch Crs 178°	Mandatory Alt FC18X 3300' (3235')	LPV DA(H) 1505' (1440')
Apt Elev 210' Rwy 65'			
TAA 25 NM IAF			
MISSED APCH: At KC512 turn RIGHT (MAX 185 KT) to BUNAX, then continue to GORIT (MAX 210 KT), then turn RIGHT direct to BISKI to enter holding climbing to 3300', or as directed. Climb to 2200' prior to level acceleration.			
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC
Trans alt: 5000'			
1. For special instructions refer to 10-1P pages. 2. LOC DME reads zero at touchdown rwy 18.			



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at DA										

Standard		STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND TO RWY 36	
		LPV		Prohibited East of rwy	
		DA(H) 1505' (1440')		Downwind leg at 1500' AAL	
A	NOT APPLICABLE	Max Kts	MDA(H) _____ CEIL-VIS _____		
B		A	NOT APPLICABLE		
C	RVR 2400m	B	NOT APPLICABLE		
D	NOT APPLICABLE	180	1700' (1490') 2500' - 8.0km		
D	NOT APPLICABLE	D	NOT APPLICABLE		

CHANGES: Note. Holding SMA. Wpts renamed. Altitudes.

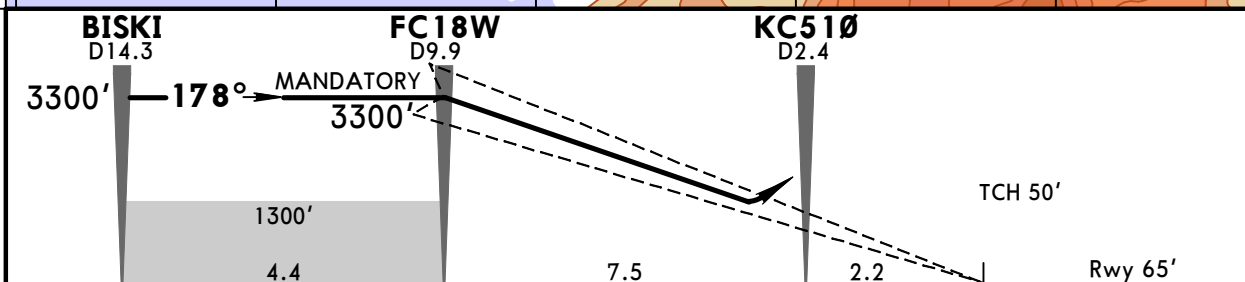
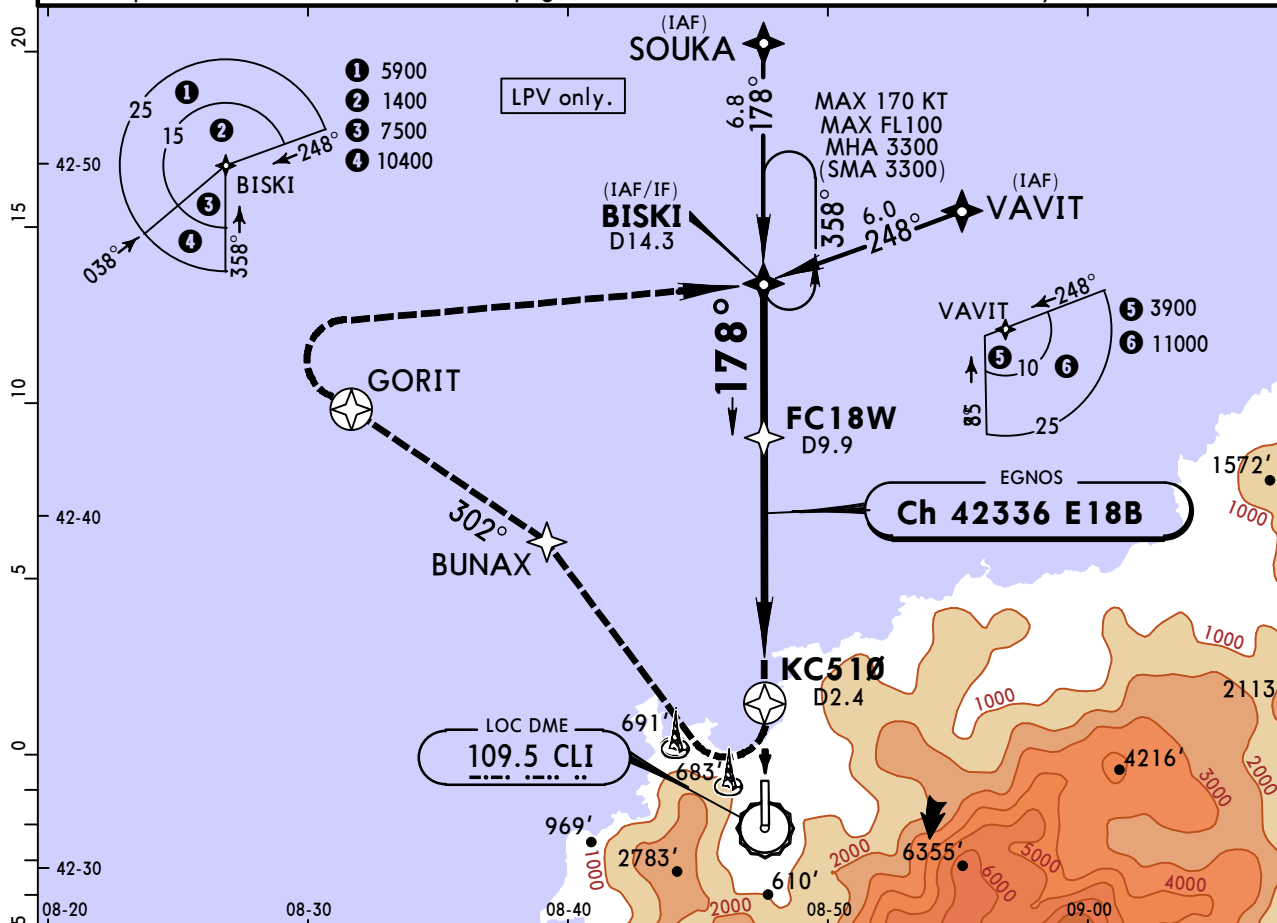
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JEPPESSEN
30 NOV 18
Eff 6 Dec
12-4 CAT

RNAV (GNSS) W CALVI, FRANCE
Rwy 18

ATIS	BASTIA Approach (up to FL 200)		*CALVI Tower	*Ground	
131.175	123.825		123.2	121.7	
EGNOS Ch 42336 E18B	Final Apch Crs 178°	Mandatory Alt FC18W 3300' (3235')	LPV DA(H) Refer to Minimums	Apt Elev 210' Rwy 65'	TAA 25 NM IAF
MISSED APCH: At KC51Ø turn RIGHT to BUNAX, then continue to GORIT, then turn RIGHT direct to BISKI to enter holding climbing to 3300', or as directed. Climb to 1700' prior to level acceleration.					
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'	
1. For special instructions refer to 10-1P pages. 2. LOC DME reads zero at touchdown rwy 18.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L KC510   RT BUNAY
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at DA							

Standard		STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND TO RWY 36	
		LPV		Prohibited East of rwy Downwind leg at 1500' AAL	
DA(H) A: 1255' (1190') B: 1265' (1200')		Max K1s		MDA(H)	CEIL-VIS
A	RVR 1500m	110		1700' (1490')	2500' - 8.0km
B		135			
C	NOT APPLICABLE	C		NOT APPLICABLE	
D		D			

CALVI

19-1

FRANCE

BRIEFING STRIP™

VAR 2°E

SCALE 1:250000

1

17

16

15

14

15

1

1

1

1

7

6

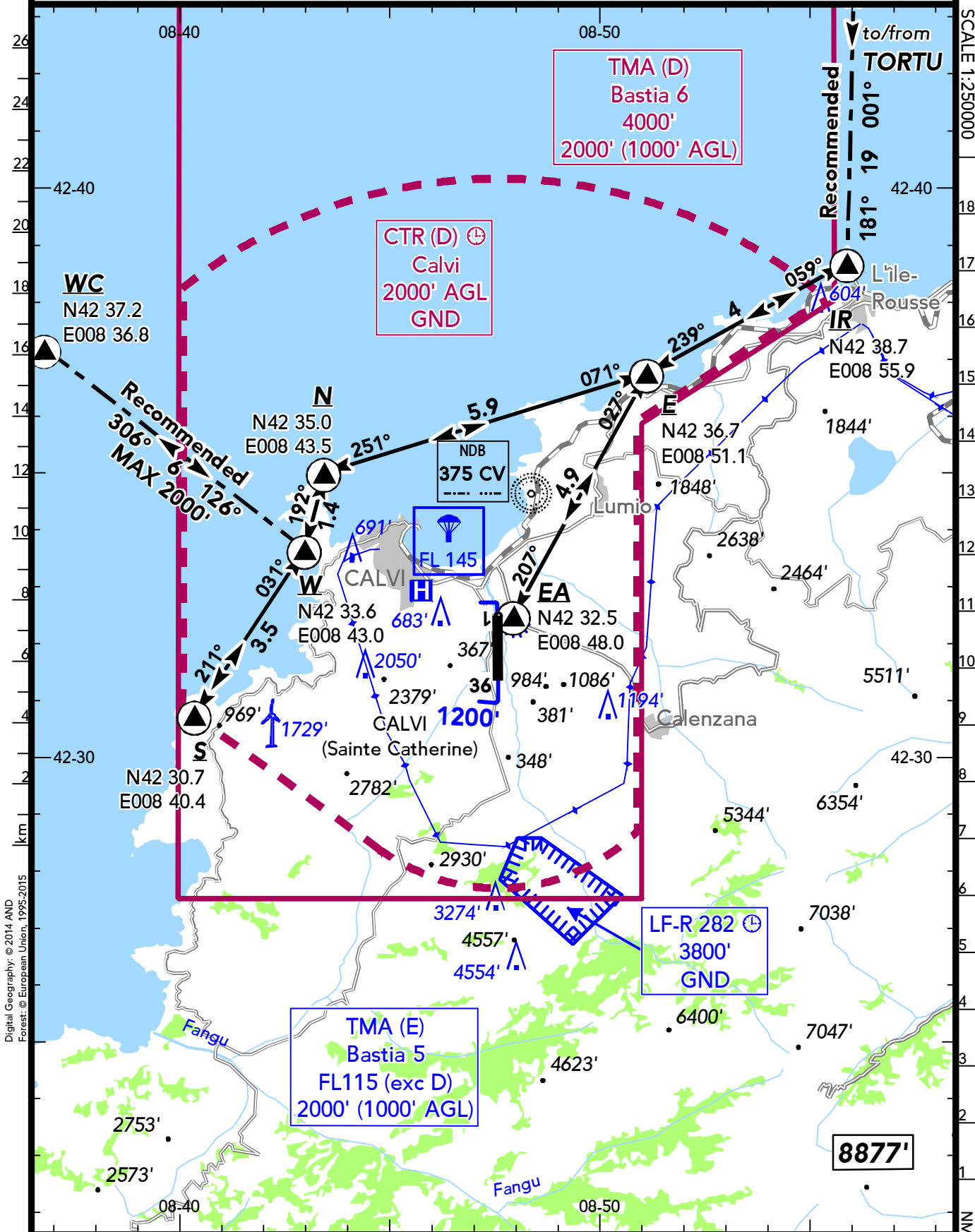
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4

T

1

3



CHANGES: New Layout - VAR - Airspace.

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SAINTE CATHERINE

15 DEC 17

19-2

CALVI
FRANCE

BRIEFING STRIP™

ADMITTED AIRCRAFT

(1) Outside ATS op hr



☼ PAPI 18 (3.0°), 36 (3.3°) - THRL - RL - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
18 (178°)  36 (358°)	2310 x 45 Paved	2310	2310 2110	PCN 26/F/B/W/T	

① Longitudinal slope 2%

CAUTION: ARR & DEP via pass of Marsolinu not recommended during strong winds; risk of heavy downdrafts. Risk of turbulences in the vicinity of AD when proceeding the APCH.

NORDO ACFT prohibited.

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

Rocky obstacle located W of THR 18 lighted along 200m.
Possibility of turbulence due to this obstacle.

If wind speed less than 4 KT, use RWY 18.

Wildlife strike hazard.

Avoid overflying industrial area E of THR 18.

Taxiing prohibited EXC on RWY and TWY.

TWY A limited to ACFT code B.

TWY C limited to ACFT code A.

PAPI 36:

- The lights are offset 3° to W of RWY axis.
- It is forbidden to use PAPI beyond 4 KM from DTHR of RWY 36 (clearing of obstacles not ensured).

PJE on AD (NR 434). Activity known by CALVI TOWER and BASTIA APPROACH.

LFKC

SAINTE CATHERINE

15 DEC 17

19-3

CALVI

FRANCE

RWY Incursion Hot Spots

HS1 - Very short taxiing distance between GA apron and holding point A.

HS2 - Very short taxiing distance between apron D and holding point C.

Low Height Circuits

Reserved for instruction needs. Circuits E of RWY at 500'.

Arrival and Transit Procedures in CTR

ACFT must contact 3 MIN before flying over entry point.

S arrival:

- Preferential ALT before RDO contact MNM 1500'.
- Unpredictable RDO contact below 1500'.

Report on E, W at 1200'.

Chart changes since cycle 04-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
CALVI, (ST CATHERINE - LFKC)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LFKC

Type: Terminal (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Rocky obstacle located W of THR 18 now lighted along 380m.

Chart Change Notices for Country FRA

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within France for CAT ABCD aircraft. RVR below 150m can only be used for selected runways which are already specified on current Jeppesen charts. 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Information regarding aerodromes Alderney, Guernsey and Jersey to be found under country name UNITED KINGDOM.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Text sections 2.1 & 2.3: EFF 08 NOV 18 JERSEY CONTROL FIS freq 125.200 chgd to 125.205.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

FIS IROISE INFO chgd from 119.575 to 135.825.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

LF-R 205/2 (1500'/2500') established within lateral limits of TMA (A) Paris 2, LF-R 205/3 (2500'/3500') established within lateral limits of TMA (A) Paris 3, LF-R 205/4 (3500'/4500') established within lateral limits of TMA (A) Paris 4, LF-R 205/5 (4500'/FL 65) established within lateral limits of TMA (A) Paris 5, LF-R 205/7 (FL 65/FL 85) established within lateral limits of TMA (A) Paris 7 & LF-R 205/9 (FL 85/FL 115) established within lateral limits of TMA (A) Paris 9.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

EFF 10 NOV 16 TMA Chambéry 1 lateral limits changed (expanded to W), vertical limits 3400' (1000' AGL)/FL 95, airspace class changed to (D).

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.3.3.3.: Transponder Mode S is mandatory to land on heliport MIKE, dispensations may be granted upon request to the service: temps-reel.nice@aviation-civile.gouv.fr minimum 5 days before the flight.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.2: EFF 28 FEB 19 LF-D31D times of activity chgd: Mon 0800LT-Fri 1700LT.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 31 MAR 16 TMA (D) Montpellier 1-9 upper limit changed to FL 145.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

TMA Lille lateral and vertical limits changed.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA Chambéry 2 lateral limits changed (expanded to W), airspace class changed to (D).

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA Lyon 1.2 completely withdrawn. TMA (C) Lyon 1 enlarged to this area, 2500'/4500'.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA Lyon sectors 2.1 - 2.5 completely withdrawn. TMA (C) Lyon 2 extended to this area, 4500'/FL 65.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA Lyon sectors 4.1 - 4.4 completely withdrawn. TMA (C) Lyon 4 extended to this area, FL 65/FL 115, class (C).

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 10 NOV 16 TMA (E) Lyon 6 limit changed to 3500' (1000' AGL)/FL 115.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately

End Date: No end date

EFF 10 NOV 16 TMA (D) Pyrenees 1, limits changed to 2500' (1000' AGL)/FL 145.