

# LFKF / Figari Sud Corse / FSC

*This page aims to draw the attention of commercial and general aviation pilots to the aeronautical context and the main threats associated with an aerodrome. Their identification is the result of collaborative work between platform operators (air operators, aerodrome operator, air navigation service provider, flying clubs, Météo-France, etc.) by comparing the elements of their safety management (SMS). Members of the Local Safety Team (LST) validated this information.*

**Validated on 24/05/2023 by the aérodrome operator**

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## CAUTION

This information is published for guidance and information only, and is not exhaustive. We strive to keep them up to date. They constitute a supplement made available in the context of flight preparation, but in no way replace the reference aeronautical documentation disseminated through the AIP France, NOTAMs and Sup AIPs.

# GENERALY

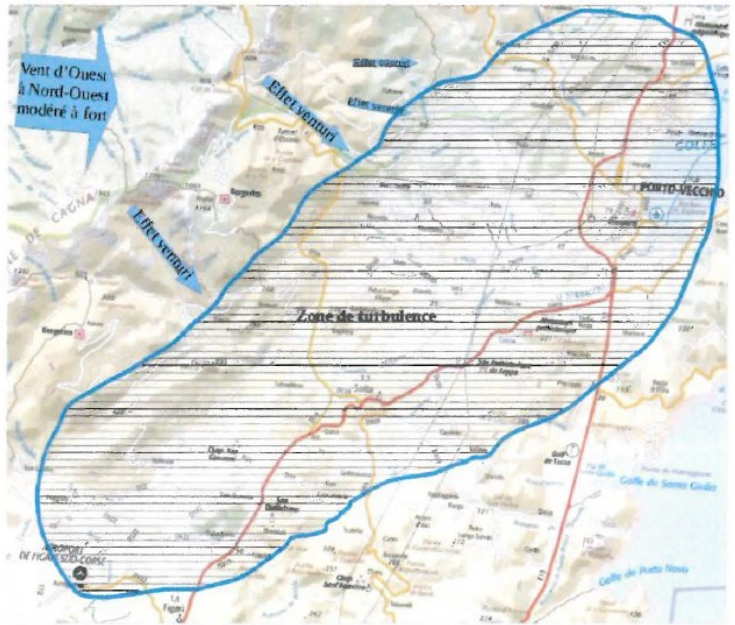
## LFKF / Figari Sud Corse / FSC

- **Risks related to wind, low clouds, thunderstorms**

- **Wind phenomenon (Turbulence and shear)**

- 1) Moderate to strong, west to northwest

The wind rushes in particular in the passes of Funtanella and Bacinu, and it is then strongly accelerated by Venturi effect. Control of the flight can then prove to be very tricky over the entire final trajectory, with a strong crosswind, and sudden accelerations of this wind at the various exits from the valley. In addition, the widening and unevenness of the relief cause the air streams to form turbulent rolls that can locally generate strong wind shears and sometimes severe turbulence, with zones of ascending/descending vertical speeds with strong gradients. The presence of relief close to the axis of approach 23, such as Punta Rossa, contributes to reinforcing this turbulence. Finally, when this wind is strong, orographic waves are frequent, generating weak to moderate turbulence quite far away, but sometimes annoying above the Porto-Vecchio area (last turn for landing at 23)



- 2) Wind convergences (other cases of shear)

The direction of the daytime breeze (sea breeze) at Figari-Sud Corse airport is 210°-240°.

- In the northeast regime, a horizontal and/or vertical shear can occur with the sea breeze (from the southwest sector). This wind convergence usually lasts a few hours.
- Reinforced breezes can easily reach 25 kt gusts 32 kt sector 240°-260°. These forces meet in particular after an episode of mistral from May to September..

The breeze front is located in the afternoon on a Sotta/I'Ospédale line (see map)

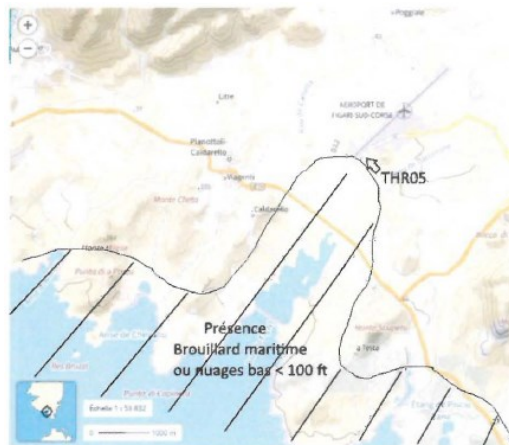
There is a breeze from the SW sector up to the tipping point at Sotta or a little downstream, and a breeze from the eastern coast (Porto Vecchio) from the SE sector beyond. This implies that the Sotta-Seuil 23 approach is turbulent as soon as the breeze blows.

In W-NW sector winds, there is a risk of turbulence on approach. It is recommended not to initiate the approach in strong winds > 25G 35kt. (See clarification on AD2 LFKF IAC RWY23

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- **Presence of banks of low clouds or fog on final:**

Classic maritime entries take place from autumn to spring, but it is common for them to only reach threshold 05 and do not go beyond the middle of the track, leaving threshold 23 clear with therefore more favorable conditions.



## Risks related to aerial activities practiced around the CTR

Parachuting activities are mainly located outside the CTR at the Propriano aerodrome (LFKO).

The activity of this area is given to Ajaccio Information.

From April to the end of October, there are many VFR (daytime) aircraft performing tourist flights near the airfield. They generally fly along beaches, coastal and off CTR, between 1000 ft and 2000 ft. It is therefore important to apply the SEE AND AVOID principle if you follow the same trajectories, and to contact Figari TWR on 120.300 before entering the LFKF CTR.

Night VFR arrivals and departures are prohibited for aircraft, however transit in the CTR is authorized.

## Risks related to the crowds at the airport in high season

From April to October, private and commercial movements at the airport are important. In addition, the presence of a pelicanidrom that can accommodate Water Bomber Aircraft on a fire mission can generate waiting in flight or on the ground.

These aircraft, when on a fire mission, have priority over other flights.

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## Obstruction and hazard lights

PISCIA : « hazard lights” + obstacle lights

CALDARELLO : « hazard lights” + obstacle lights

U MONTE : obstacle lights

BUFFUA : obstacle lights

Failure of one or more of these lights leads to operational limitations on approach/landing and take-off

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## Approach procedure VOR RWY 05

Unbalanced procedure. Crossing of Mt Caldarelo provided by PAPI. Risk of turbulence on approach

The descent angle on final is 3° (below the PAPI plane 3.5°).

It is therefore possible to visualize 3 red lamps at the MDA, in this case it will be necessary to carry out a stage.

## Approach procedure RNP LNAV RWY 05

Unbalanced procedure. PAPI mandatory. Risk of turbulence on approach

The operator will have to integrate the particularities of the site (such as the aerology) and the performance of simulator approaches in its risk study in order to establish specific instructions (for example, ask the crews to be in landing configuration before the FAF. ..).

Need not to alter the trajectory to the left before the MAPT to align with the visual runway.

## Convergence of IFR/VFR trajectories

Depending on the altitude, VFR coastal transits may interfere with IFR arrivals on runway 05 or departures from runway 23. A transit at 500 feet may be requested by control in order to segregate this traffic.

The IFR final axis on runway 23 is conflicting with transits between NF and EAF and between the direct routes between WF and Porto Vecchio along the terrain. In all cases, early contact with ATC allows better management of mixed traffic.

## Airfield circuit

Recommended airfield circuit altitude: 1100 ft

Low height circuit: preferential circuit by the North 300ft minimum reserved for the needs of the instruction

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## Engine tests

Engine tests are not authorized on the Figari platform.

However, if absolutely necessary, engine tests can be carried out on the maneuvering area under the responsibility of the TWR:

- At PAI K1 level for aircraft parked on positions 22 to 55.
- On the runway for other aircraft.

In any case, the engine tests will be carried out in compliance with the safety rules in force on the platform and with fire protection by the RFFS during the duration of the tests.

## FATO not separated from the runway

Simultaneous FATO/track arrivals are prohibited.

The FATO can only be used during the day.

## Presence of obstacles in the runway strip, risk reduction measure

Runway 05/23 cannot be used in crosswinds greater than or equal to 20 kt if the runway is wet.

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## Hotspot A,B,C

Short distance between intermediate holding points A and B with holding point C.

Short taxing distance between the park exits and waiting point C.

The exit from the parks is materialized by intermediate waiting points.

The PAIs are materialized by a discontinuous yellow marking, by an indication panel (on the right for the PAI A) as well as an additional marking present on the ground.

