LFKC / Calvi Sainte-Catherine / CLY

This page is intended to draw commercial and private pilots' attention to the aeronautical context and main threats related to an aerodrome. They have been identified in a collaborative way by the main organisations operating, to, on the platform (airlines, airport operator, air navigation service provider, aero clubs, Meteo France…) by comparing items from their respective safety management systems (SMS). Such information has been validated by the members of the Local Safety Teams (LST) of the aerodromes.

► *Publication revised during LRST of 4th June 2025 and revalidated on 4th June 2025*

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DISCLAIMER

The pieces of information provided are published only for indication, information and are not exhaustive. We make our best to keep them updated. They are a valuable complement for flight preparation but they cannot and should not replace the reference aeronautical information contained in the AIP France (Aeronautical Information Publication), AIP supp, AIC (Aeronautical Information Circular) and NOTAM.

This page has been produced with the help of Air Corsica, Air France, HOP ! and pilots of local flying clubs, who have provided their expertise and teaching aid.

GENERAL ENVIRONMENT

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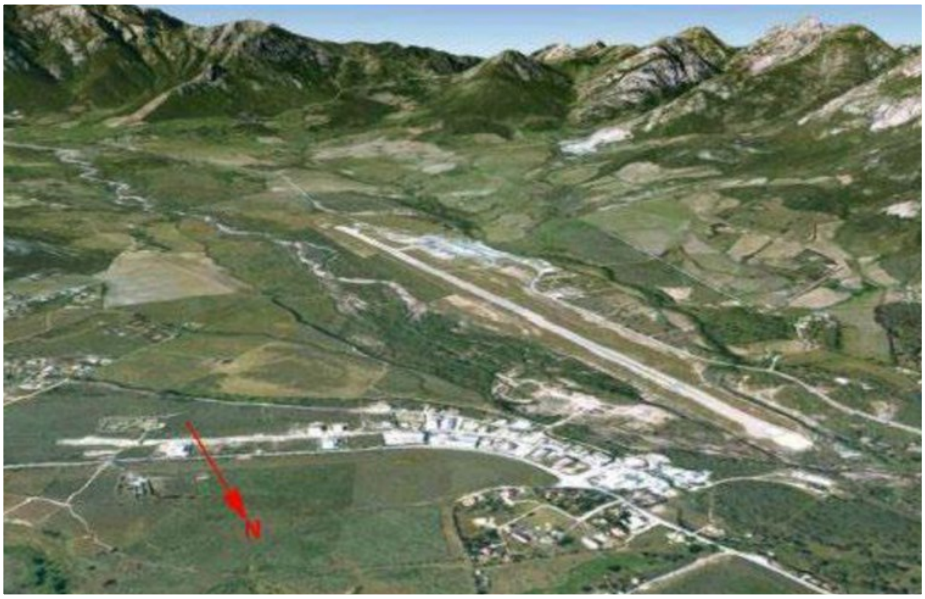
Restricted use of the airfield by airliners due to high terrain

It is mandatory for airlines (french or foreign) willing to create a new line to submit a file to the DSAC depending on the aircraft mass and the number of passenger seats ► (see AD 2LFKC AD 2.22 $22.2)
(Contact : dsac-se-ops@aviation-civile.gouv.fr) .

- Crew rating earned by site reconnaissance or simulator training ;
- Procedure published on SIA website for runway 18 only. Airlines will have to submit a file;
- Runway 36 arrival procedure must be described in a specific file with detailed instructions for the circling.

Runway 18 : MAPT is far from the runway due to terrain ; with balked landing procedure after MAPT all motors available has to be detailed by the airliner. Turbulences are possible till short final.

Runway 36 : high terrain interferes with the downwind and shortens the base leg (especially with a strong West wind) and causes turbulence, downdrafts and vertical windshear (during downwind base and final).



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GENERAL ENVIRONMENT

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Numerous aeronautical activities performed around the CTR

Paragliders, parachutes, aircraft performing air training or touristic VFR planes fly in and around the CTR. Aeronautical activities are likely to be numerous and often increased by fire-fighting airtankers on fire mission (Turbo Firecats and Super Scoopers).
► Mandatory PPR PN 72 HR for general aviation flights agcly.casavia@casavia.fr or tel 04 95 65 88 40
(PPR PN 24HR summer IATA season)
For safety & security reasons, mandatory ground handling all year round for general aviation & commercial flights
► agcly.casavia@casavia.fr or tel 04 95 65 88 40 or tel 04 95 65 88 00 freq casavia 131.475MHz

Parachute dropping in area n°434:
Active area every other day on average with droppings usually at 1000 ft, 3000 ft and FL 120. It is located close to the final runway 18 / initial climb runway 36, between E and EA points. This area gathers 11 landing zones within a distance of 3NM.

Possible paraglider activity:

- **In the CTR,** close to E point (4 CTR intrusions reported in 2015) ;
- **Outside but bordering CTR**, to the South of E point as well as abeam the runway and to the East (FFVL non approved spots).

Significant weather phenomena for aeronautics

Strong wind from the West and South-West sectors, thunderstorms are the main phenomena.

Strong wind from the West and South-West sectors

- **Possibility of being grounded when the surface wind takes a south component :** the wind allows landings runway 18 but not take-offs as this QFU requires complying with special conditions (to submit a file and to receive a DSAC approval). The runway 36 for take-off is then subject to the tailwind limitation of each aircraft ;

- **Turbulence and downdrafts** at runway 18 threshold and nearby Marsolinu pass (end of left-hand downwind runway 36) ;

- **Runway 36 left-hand base leg shortened** due to the West wind that pushes the plane forward.

Thunderstorm

Thunderstorm activity may have an impact on CV NDB (STARR LIBLO2 and holding pattern).

Risk of time pressure at nightfall

The airfield is unauthorized for night landings. VFR and IFR crews may be subject to **time/schedule pressure** as the aeronautical night approaches, expect to take sufficient margins.

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Converging IFR and VFR tracks

IFR crews must ensure that the final path and the runway are free of traffic prior to their approach runway 18 (by asking to the tower controller). **At busy times VFR flights waiting at the limits outside of the CTR between 1000 ft and 2000 ft may be numerous at E, W and S points**

Probability increased of going around due to high terrain

The numerous high mountains around the airport and the extended visual phase of the approach increase the likelihood of a balked landing.

Video : LOC 18 circling 36 approach at Calvi (downloading may be slow)

Note : these are real tracks taken from commercial flights operated by airlines serving the airport and reproduced in a quasi-realistic environment (Google Earth). They have been optimized to focus on the specific threats of these approach paths.

► http://salledelecture-ext.aviation-civile.gouv.fr/externe/Internet2/Projet%20CASH/CLY%20MVL36.avi

Multi-engine aircraft

The approach must not be done with a failed engine except if the pilot decides that it is an emergency.

Successive visual approaches

They are not allowed due to a possible speed catch-up between the 2 planes. Indeed the missed approach or balked landing track of the first airplane comes across the approach path of the second aircraft.

Runway 18

Obstacles to the West and close to the threshold may cause turbulence on short final.

Runway 36

- The circling requires special meteorological conditions : MDA 1700 ft, ceiling 2500 ft, horizontal visibility 8000 m, downwind at 1700 ft on the West side;
- The mountains located to the West of the runway shortens the base leg (especially with a strong West wind) and causes turbulences, downdrafts and vertical windshear from the downwind to the short final;
- The descending runway slope of 2% can create visual perception errors of the real approach plan for the pilot while in final approach.

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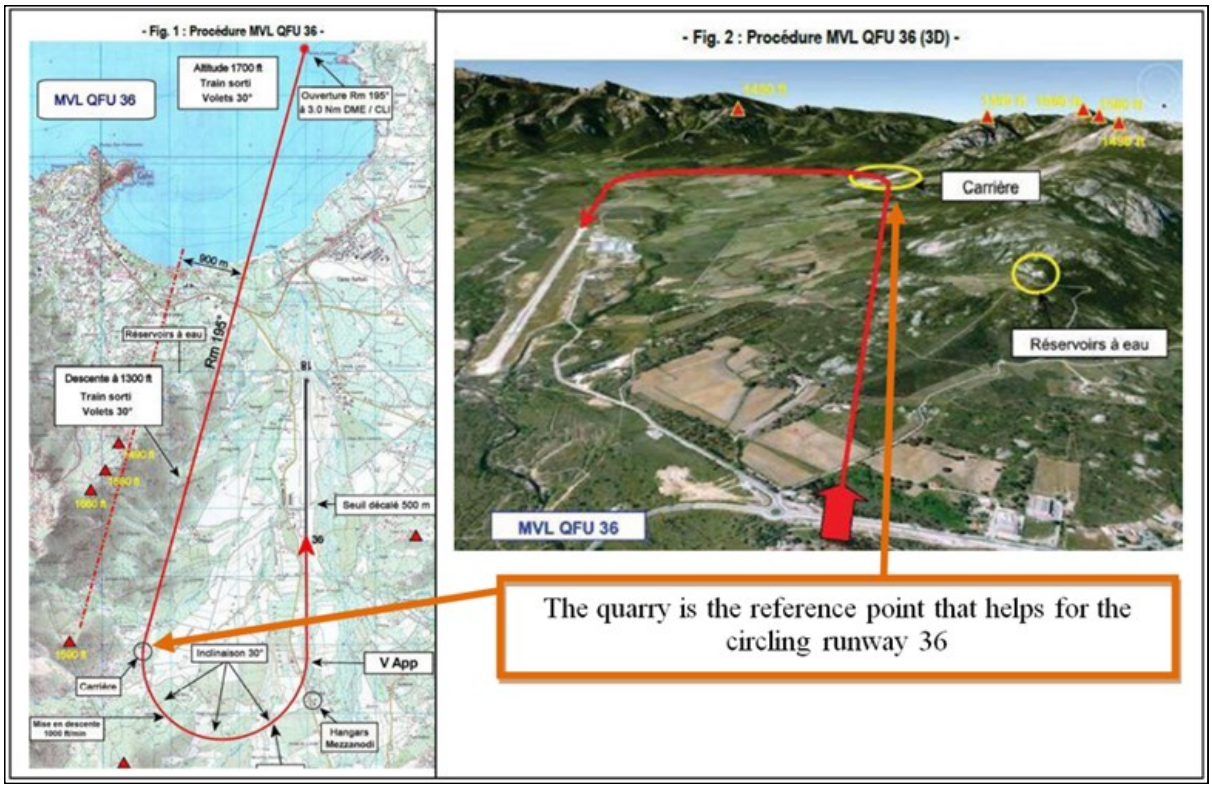
Example 1 : Balked Landing runway 18

Example 2 : Circling 36 according to the airline specifications



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PAPI runway 36 specifics

- ► Slope is 3.5° - 6,1%
- The lights are placed 3° offset from the runway axis;
- It is forbidden to use the PAPI farer than 4 km from the displaced threshold (obstacle clearance is not assured);
- The PAPI is set for aircraft such as A320 flying over the threshold .

Low approach timing that may cause delays

The number of planes per hour that can perform the approach successively is low (4 to 6). Thus it is likely aircraft would have to wait a long time in the hold (plan more fuel and an alternate airport) in cas of traffic.

An aircraft can begin the approach only when the preceding traffic has landed as the missed approach and the arrival track is convergent. The number of IFR that can land each hour is then reduced (6 planes per hour runway 18 and/or 4 per hour runway 36). At busy times the waiting time may be increased.

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RUNWAY

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Downward slope runway of 2%

The airport has a **runway with a downward slope of 2%** from runway 36 threshold to runway 18 threshold. This may cause the aircraft to land long (extend landing distance) on runway 36, to brake hard and then to backtrack slowly the runway to reach the exit taxiway.

Runway, risk reduction measure

When the runway is **wet and** when there is a **crosswind component of more than 20kt**, the runway 18/36 can not be operated. This is due to operational limitations relating to the small dimensions of the runway strip (75m on either sides of the runway centerline).

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Very short taxiways to access the runway

The taxiway A that gives access to the runway is registered as « hotspot » on the SIA charts.

- **The short taxi time** between the aprons and the holding point on ► taxiway A may cause runway incursions ;
- The lack of a taxiway leading to the northern threshold increases the runway occupation time (backtrack before take-off / after landing and crossing planes on the runway).

Altitude given in IFR departure clearance often limited to 4000 ft QNH

The altitude of the departure clearance is limited when another aircraft is waiting in the hold at ILROU (or BISKI). The aircraft on departure will be limited to 4000 ft QNH until established on 302° magnetic course inbound BUNAX (strategically separated with the holding pattern) due to aircraft holding at 5000ft.

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DEPARTURE

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Airport operator Prior authorization required for IFR night take-offs

IFR Night take-offs are possible with the authorization of the airport operator; no going back available for landing on Calvi airstrip at night in case of problems (for night take-off from runway 36 only, a request is to be sent to the CCI de Haute-Corse via ► exploitation@calvi.aeroport.fr ► +33 4 95 65 88 88).

Restricted choice of runway orientation for departure due to high terrain

Departure runway 36 : **preferential runway until the maximum tailwind component of the aircraft.**

Departure runway 18 :

- Subject to minimum meteorological conditions (**ceiling 1500 ft, visibility 8 km**) ;
- Prior authorization needed for aircraft with 10 passenger seats and more, or with a MTOW of 5700 kg and more (a formal approbation file is to be constructed and given to DSAC-SE).

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