

CALVI SAINTE-CATHERINE (CLY/LFKC)

Elevation 210ft

CATEGORY C

AV brief under development

GENERAL

- Calvi airport is located on the NE coast of Corsica approximately 2NM inland at the mouth of a steep sided valley.
- Departures on RWY36 are not permitted for BAV operations
- Night landings are prohibited.
- Due to the surrounding terrain, instrument approaches are limited RW18, all approaches require long visual segments from the missed approach point.
- The terrain also leads to turbulence and potential windshear in strong S or SW winds.
- Preferential runway operations will operate with landings on RWY 18 and departures on RW36.
- The airfield has significant VFR traffic operating in the vicinity which may be controlled in French, the nearby parachute area operates every other day.

Threats

CFIT

- There is a significant risk of CFIT operating to both ends of the runway
- The sides of the valley rise rapidly within 3NM to over 2000ft amsl to the W, S and SE of the runway.
- Spot heights to the SE of 6355 ft approximately 4NM to the E. To the SW the terrain has a spot height of 2783ft within 3nm. The terrain to the S reaches a peak of 8878 ft amsl.
- Approaches to RWY18 have long visual segments after passing the missed approach point, if the approach becomes unstable below 1000' the missed approach must be conducted visually clear of the terrain to the W until established northbound.
- Visual manoeuvring for RWY36 must be conducted to the W of the airfield, circling to the E is prohibited.
- The RWY36 PAPI must not be used beyond 2.1NM from the displaced threshold
- Close in obstacles exist to the W of the runway

Runway Incursion

- Holding point B is a very short taxi from the apron parking positions, pilots must positively identify the holding point prior to commencing taxi checklist procedures

Runway Excursion

- RWY36 will be used for departures up to the maximum tailwind component of the aircraft
- There is a risk of visual illusion on final for RWY36. This is due to the RWY36 PAPI being set at 3.5° combined with a 2% downward. This may give the impression that the aircraft is excessively high.
- RWY36 has a 200M displaced threshold.

Loss of Control

- The RWY18 LOC is coded for a 3.1° approach while the PAPI is set at 3.0°, pilots must transition at the missed approach point to the visual slope guidance which may require a flight path adjustment.
- Severe turbulence, downdraughts and vertical windshear can be expected with Westerly and South-Westerly winds. Turbulence can be expected to short-final when landing on RWY18.
- The base leg for RWY36 is very short with any tailwind component leading to the possibility of overshooting final approach.

- Instrument approach procedures will result in reduced flow rates (4-6 aircraft per hour). Extensive holding can be expected during poor weather

Mid-Air Collision

- VFR flights are held just outside the CTR, ensure that the final approach and runway area is clear.
- After a missed approach or baulked landing aircraft may not be permitted to reposition visually as the missed approach track conflicts with the inbound approach path.

ARRIVAL

Diversion Airports

AIRFIELD	IATA/ICAO	xxx nm/xxx°T	CAT A/B/C
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Pre-flight

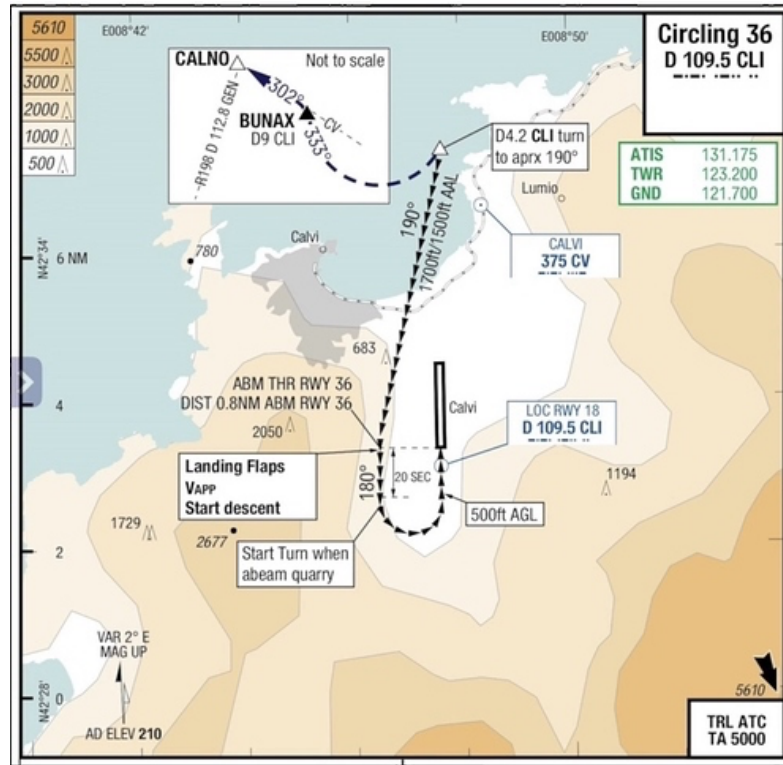
- LFKC has a very restricted flow rate for instrument approaches. Should the forecast indicate that an instrument approach will be necessary, consider loading additional fuel to hold for an extended time.

En-route

- In the event of an engine failure, do not continue to LFKC. Divert to another suitable airfield.
- Perform a departure performance calculation to ensure that the planned ZFW is achievable with the current weather conditions.
- If there is a forecast tailwind for the RWY18 approach, where access to a landing performance calculator is if available, perform a landing calculation to ensure missed approach performance is satisfactory and the LDR does not exceed the LDA.

Approach

- In the event of an engine failure, pilots must divert to another suitable airfield unless the captain determines that doing so would pose an unacceptable risk. Single-engine baulked landing performance has not been assessed and may result in loss of terrain separation.
- Thrust reduction and acceleration altitude must be set to 2000/2000 for all engines and 2500 for single-engine
- RWY18 is the preferential landing runway.
- Instrument approaches to RWY18 and visual approaches to RWY 36 are only available during daylight hours.
- BAV aircraft are only authorised to fly the LOC18 approach.
- The LOC18 approach has a 3.1° approach profile which does not align with the PAPI
- [Airbus] FINAL APPROACH guidance terminates at the missed approach point; pilots will need switch off both FDs and use raw data for the final approach
- The LOC18 missed approach point is 4NM from the threshold. Careful monitoring of the approach is necessary to ensure that the stable approach criteria are met.
- For RW36 approaches, a minimum cloud base of 5000' and visibility of 8km is required
- For visual approaches to RWY36, the following procedure is advised
- RWY36 PAPI is offset 3° from the runway axis to allow early assessment of on-slope but must not be used more than 2.1NM from the threshold.



Missed Approach

- Prior to the missed approach point for the instrument approach or 4.2D CLI follow the published missed approach procedure.
- After the missed approach point, the following baulked landing procedures must be followed to ensure terrain separation.

RWY 18

- If a missed approach is required after the missed approach point
 - Immediately initiate the go-around procedure while tracking the runway centreline
 - By no later the upwind end of the runway, initiate a left turn with 25° angle of bank to a track of 330°
 - Delay acceleration until established on the 330° track
 - Intercept the CV R302° to CALNO and resume the standard missed approach

RWY 36

- If a missed approach is required at any time after 4.2CLI
 - Immediately initiate the go-around procedure while continuing to follow the recommended procedure tracks to a track of 360° to overfly the runway
 - Not before the upwind end of the runway turn left to a track of 330°
 - Delay acceleration until established on the 330° track
 - Intercept the CV R302° to CALNO and resume the standard missed approach

GROUND

- Access to and from the Apron to the runway is only permitted on taxiway B.
- Parking stands are nose in and require marshaller guidance due to the close spacing between stands. During arrival and departure from the stands, if wingtip clearance is in doubt, stop immediately until confirmation that separation can be assured.
- Due to the short distance from the parking stands and the nose-out turn required, there is a risk of inadvertently entering the runway.

DEPARTURE

- Departures from RWY18 are not authorised and RWY36 will be used to the maximum tailwind component of the aircraft. With Southerly winds ensure that a performance calculation is performed at the earliest opportunity to assess any payload restrictions.
- Consider allowing for additional taxi fuel to allow for delays incurred waiting for inbound aircraft to complete the instrument approach

WEATHER

- Generally the weather is characterised as Mediterranean with a low chance of fog.
- During the summer months, the weather is good with clear skies and warm temperatures.
- During spring and autumn as the Mediterranean low develops, the weather becomes cloudier with frontal activity often leading to thunderstorms.

OPERATIONAL INFORMATION

Handling Agent	Casavia
Handling Agent VHF	131.475
Potable Water	No Uplift

IF ONLY Electrical Power is required	Use APU
If BOTH electrical power and air conditioning is required:	Use APU for electrical and ground air