

KEFALLINIA (EFL/LGKF)

Elevation 59ft

CATEGORY B

AV brief – Not Required

GENERAL

- Kefallinia Island is located off the west coast of Greece about 70 nm south of Corfu (CFU/LGKR) and 30NM NW of Zakinthos (ZTH/LGZR). The airfield is on the island's south-west coast on a relatively flat coastal plain.

Threats

CFIT

- There is high ground in the sector NW to ESE. The 1000ft amsl contour lies 2.5NM NE of the aerodrome and beyond that the terrain rises rapidly reaching 2000ft amsl at 3.5 nm NE and the highest peak reaches just over 5300ft amsl 8NM E.
- NW of the airfield there is a hilly peninsula with terrain in excess of 1000' under the final approach track RW14, the highest point is a peak c1500ft amsl 2NM W of the approach at 8NM final.
- There are numerous hills and obstructions in close proximity to the airfield within 3NM including a hill to 794ft amsl 1km NE RWY14 and a mast reaching 702ft agl at 1.5 nm final RWY14 only just left of the centreline.
- Circling minima is significantly higher than 'standard' and is not authorised to the E of the runway.

Runway Excursion

- No approach lighting for either runway can make horizontal alignment difficult.
- Rwy 32 has a significant displaced threshold.
- Visual illusions of being high on approach to RWY32 or low for RWY14 due to runway slope possible. "Black-Hole" effect may also occur on approach to either runway at night due to lack of surrounding lighting.
- The final approach slopes are steeper than the PAPI visual slope, the rate of descent will need to be adjusted when transitioning from the instrument approach to visual landing.

Loss of Control

- Significant turbulence is experienced IRL on final approach with the wind from 050° to 130° at 15kt or more, if using Active Sky or similar exercise care.

ARRIVAL

Diversion Airports

ZAKYNTHOS	ZTH/LGZA	29NM/141°T	CAT B
CORFU	CFU/LGKR	93NM/341°T	CAT B
THESSALONIKI	TSL/LGTS	184NM/029°T	CAT B
ATHENS	ATH/LGAV	164NM/091°T	CAT A

Iraklion, Bari and Brindisi may also be used

Note: Close-in diversion airfields are all CAT B

- Kefallinia ATC only offers an advisory service, expect UNICOM procedures. VATSIM Approach control will be provided by ATHENAI but radar cover may be limited

Approach

- Instrument approach is via a VOR/DME procedure via DME arc to either runway. Radar vectoring may not be available due to limited radar coverage.
- The VOR Z base turn to RWY32 is restricted by the high ground on the island of Zakynthos to the SE with terrain above 2000ft amsl, ensure the speed restriction is complied with.
- RWY14 Final Approach slope is 3.4°, crews are recommended to fly a stabilised approach. PAPIs are set at 3.01°
- RWY32 Final Approach slope is 3.03° with PAPI set at 3°
- Approaches to both runways have variable MDAs based on missed approach climb gradient achievable. Verify aircraft capability, especially if OEI on hot days.
- The go-around from RWY 32 takes the aircraft towards high ground on the NW peninsular. Ensure the missed approach speed restriction is maintained throughout the turn to the SW until terrain clearance is assured, this may require a higher than standard acceleration altitude.
- Circling is restricted to the west of the airfield only:
 - Minimum visibility for circling is 5 km. If operating in or close to these conditions make maximum use of the AFDS and aircraft equipment to maintain situational awareness
 - Due to the terrain, any circling or visual approach to RWY14 requires careful planning. Particular care is required not to extend downwind leg due to the rising terrain on the NW peninsular.
 - Restrict manoeuvring north and west of the airfield and remain within 5 nm of the threshold of RWY14 unless using the RWY14 VOR final approach track. Consider the use of a ranging centred on the RWY14 threshold for guidance.
 - Absence of approach lighting makes judgement of turn onto final difficult. Care must be taken not to overshoot the turn to the east of RWY14 centreline, especially if a tailwind exists on the base leg.
 - Judgement of the turn is harder to assess when flying from the LHS due to cockpit viewpoint, consider using FO viewpoint.
 - The missed approach for the VOR Y RWY32 will be easier to join following a go-around from a circling approach for RWY14, consider which approach has been loaded in the FMC/FMGC
- LG(D)-72 danger areas are present to the SE of the airport. They are unlikely to be active.

GROUND

- If sloped runways are used the full length of the runway is not visible to the runway profile
- Limited parking space available on ground. During events if aircraft do not disconnect airborne holding may be required.

DEPARTURE

- Departure clearance can be obtained on the ground with ATHENAI Control when online, after departure due to terrain masking obtaining further climb clearances may be difficult

WEATHER

- Summer
 - Isolated CB in spring and summer.
 - Thunderstorms can occur in late August and September
- Winter
 - Early morning mist spring and autumn.
 - Widespread rain and thick cloud associated with depressions in winter.

OPERATIONAL INFORMATION

Handling Agent	Swissport
Handling Agent VHF	131.925
Potable Water	Do Not Uplift

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