KALAMATA (KLX/LGKL)

Elevation 26ft

CATEGORY B

AV brief - not required

GENERAL

- Kalamata is the second largest city on the Peloponnese of Greece.
- The Airport lies in a coastal valley to the NE of the city, at the head of the Gulf of Messenian.

Threats

CFIT

- High terrain surrounds the airfield to the E and W.
- The highest terrain lies to the E where it rises to approximately 7900ft asl 11 nm E, and 5000ft asl 5 nm NE.
- NW and SW terrain elevation is 3500ft asl at 8 nm and to the NW it is 4200ft asl at 14 nm.
- Circling to Rwy 17R is to the W of the airfield only.

Runway Excursion/Incursion

- As there are no touchdown zone markings, you will need to use other sources to define your latest touchdown point to comply with OM A.
- Be sure to identify Rwy 17R/35L correctly. (The parallel taxiway to the E of the Rwy has Rwy markings (Rwy identifier – 17L/35R) and can be used by light aircraft).
- When entering Rwy 17R via Twy H and 35L via Twy D, a slight backtrack is required to reach the full length takeoff position.
- Expect landing Rwy 35L with a potential for unreported tailwinds.

Loss of Control

- Arrester cables installed 450 m from Rwy 17R THR and 450 m from Rwy 35L THR. Refer to OM A – Runways Equipped with Arrester Cables for information regarding operation on runways equipped with arrester cables.

Special Considerations

- Be cautious about clearances as ATC standard is questionable. Use standard phraseology as English may be limited.
- **The use of a PAR approach is not approved.**
- Kalamata Triodhon aerodrome is located 3 nm NW of the airfield and is has a similar Rwy orientation. Be sure to identify LGKL correctly.

BAV Crew Reports

- *Crew report not being cleared to descend below FL120 until outbound KAM, which meaning a fairly steep approach would be necessary.*

ARRIVAL

Diversion Airports

ATHENS	ATH/LGAV	105 nm/060°T	CAT A

THESSALONIKI	SKG/LGTS	212 nm/012°T	CAT B
IRAKLION	HER/LGIR	185 nm/124°T	CAT B
RHODES	RHO/LGRP	295 nm/098°T	CAT B
KERKIRA (Corfu)	CFU/LGKR	182 nm/327°T	CAT B

- WX is only available from KLX tower/approach.
- Expect DCT TRL on transfer to ATH radar (cuts approximately 40 nm).
- Upon transfer to KLX approach from Athens radar, conditional clearance given to descend to 9000ft after KAM, thereafter cleared for procedure.

Approach

- Arrester Cables on the Rwy are removed for civil operations. The Jet Barriers (prior to each THR) are installed but lie flat to the surface in the lowered position.
- Crews should expect a full procedural approach from the north, commencing from VOR TRL.
- If number 2 in sequence, expect 15 mins holding at KAM to allow proceeding aircraft time to complete procedure.

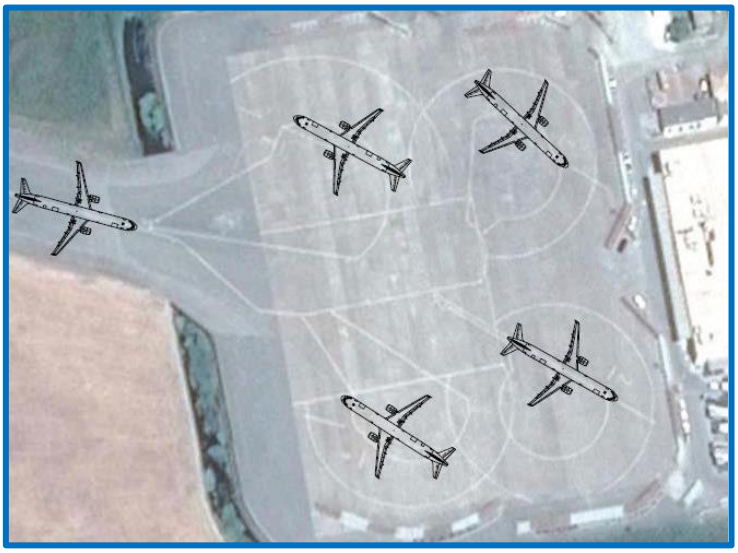
BAV Crew Reports
• *Approach insistent it would be LOC 35L to circle 17R surface wind 180/5.* • *Upon contact with tower still told to circle. Only when reporting at 7d given straight in ILS 35L.* • *Wind throughout the approach was out of tailwind limits for 35L, however dropped to 9 kts of tailwind on short final before breaking off to circle, so we were offered the option to continue the approach to land on 35L at the last minute.* • *VOR17R approach: Expect clearance via TRL & J61 to KAM for procedural approach VOR17R via KAM.* • *ATC may clear you on request via ANEPI transition for procedural approach to VOR W 17R. This gives a massive saving on time and fuel but could leave you high if not at FL120 by TRL. ATC referred to it as the 'ANEPI 1A for VOR W 17R'.*

GROUND

- Taxiways are very narrow. Exercise caution due to raised lights.
- The apron is extremely tight and wing-tip clearance is not assured. Be cautious when manoeuvring. A marshaller should be available to aid parking.
- Parking position is dependent on how busy the apron is.
- Circular lines are marked on the apron and the marshaller will stop the aircraft where it is suitable.
- Don't expect to follow any ground markings and initially it is not clear where you will eventually end up.
- No ACARS coverage on the ground.
- Final loadsheet given.

BAV Crew Reports
• *Wind varied 180 degrees whilst on ground, 15 kt differential during our turnaround.*

Example parking positions (A321-200 shown) – Actual position will depend on traffic.



DEPARTURE

- Slight back track required at both Rwy ends to reach the Rwy THR from which the full length takeoff performance is based.
- Aircraft are prohibited from taxying over the arrester nets which are located immediately before both THR. As a result the runway cannot be accessed via Twy C or Twy I.
- There are two arrester cables on 17R/35L. Both are shown on the aerodrome Chart.
- Arrester Cables on the Rwy are removed for civil operations. If for any reason, cables have not been removed, then they must be rigged in the down position for full length performance data to be used. If the over-run cable is in the rigged and up position, use performance data with reduced TORA/ASDA to ensure the aircraft is airborne prior to crossing the cable.
- Tailwind departures are possible and can have a significant fuel and time saving.
- Crews should expect departures to the north to pass over VOR TRL.
- On departure, an early transfer to ATH radar is ideal for shortcuts.

WEATHER

- Isolated CBs in spring and summer.
- Thunderstorms in August and September.
- Widespread rain and thick cloud associated with depressions in winter.
- Proximity of high ground can give turbulence and possible WINDSHEAR in strong winds.
- Early morning mist or fog can occur in Spring, late Summer and Autumn.

OPERATIONAL INFORMATION

Handling Agent	SWISSPORT
Handling Agent VHF	131.925 (Not always manned due to size of station)
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use for “pre-paid” time ONLY (60mins) – then use APU
If BOTH electrical power and air conditioning is required:	Use APU (but also use GPU for “pre-paid” time ONLY to reduce APU fuel burn)