

## KERKIRA(Corfu) (CFU/LGKR)

Elevation 6ft

### CATEGORY A/B/C

AV brief required for initial qualification

### GENERAL

- The airfield is located on the East coast of Corfu
- There is terrain in proximity to the airfield, the most significant lies to the North of the aerodrome and West of the final approach track

#### Threats

##### CFIT

- The N of the island is dominated by a range of hills associated with Mount Pantokrator whose peak has transmitter stations which reach 3315ft amsl approximately 10NM NNW. The hills rise sharply from the coastline 7NM N of the aerodrome with the 1000ft contour within 1NM of the coast.
- A range of hills also runs along the spine of the island and the highest peak of Agii Deka is 3NM SW with an obstruction to 2010ft amsl. Bars (if modelled) and road lighting along the coast gives a good idea of where the coastline lies at night on the RWY35 approaches.
- The mainland to the E is mountainous with spot heights ENE of c3500ft within 20NM and rising to nearly 8200ft 38NM NE.
- There are further obstructions close-in to the runway:
  - A ridge 226ft amsl to the right of RWY 34 threshold which initially obscures the threshold on the LCTR A approach .
  - 2NM S of RWY 34 threshold and less than 1NM left of RWY 34 centreline, terrain to nearly 1,000ft amsl.
  - An island to the right of the RWY35 centreline at 0.4NM which is 90' amsl at its' highest point (and features on a lot of picturesque postcards from Corfu)
  - 237ft amsl within 0.5 nm of RWY 34 threshold and only just left of the centreline.
  - Masts to 601ft amsl 0.5 nm to the W of the airfield and in line with the LCTR A final approach tracks.
- N of RWY 16 threshold ground rises to nearly 200ft amsl at 0.5NM
- EGPWS warnings possible after GAR 7DME inbound on the VOR Break-cloud procedure unless aircraft flown level. Note that the Break-cloud procedure commences at GAR 258R/15DME but there is a crossing restriction at the FAF (GAR10D) of 2800ft.
- At night instrument approaches should be flown, with the Captain carrying out the landing.

##### Runway Excursion

- RWY 16 has a considerably inset threshold; therefore RWY 16 LDA is less than the reciprocal RWY 34.
- The straight-in VOR procedure final approach vertical paths to RWY 34 are 3.4° whilst the PAPIs are set to only 3.1°. To avoid destabilising the final approach it is preferable to utilise the vertical path guidance (brick/height vs distance) rather than dive for the PAPIs once visual. The PAPIs may show 4 whites until later in the approach, this is acceptable as long as the VOR vertical profile is being accurately adhered to.

##### CFIT

- Due to lack of terrain separation PAPI guidance should only be used within 8° of the runway centreline

**Loss of Control**

- VOR/DME straight-in instrument approaches to RWY 34 are offset by 2°, RNAV (GNSS) 35 approach is offset by 5°, aircraft will need to be manoeuvred to the centreline
- Careful consideration should be given to appropriate energy management on VOR RWY34 approaches as the final descent path is 3.4°.
- With ActiveSky and RealTurb add-ons expect moderate to severe turbulence in strong N winds.

**Special Considerations**

- Local traffic may be controlled in Greek.
- Considerable VATSIM traffic density during summer months and events, UNICOM coordination may be required to space approaches if no controller online. TCAS may be helpful to build a traffic picture at the different holding fixes.
- Adhere to speed restrictions as published or if issued by controllers.

**ARRIVAL**
**Diversion Airports**

ATHENS	ATH/LGAV	214 nm/118°T	CAT A
THESSALONIKI	SKG/LGTS	151 nm/068°T	CAT B
IRAKLION	HER/LGIR	359 nm/135°T	CAT B
RHODES	RHO/LGRP	432 nm/116°T	CAT B

- During events, arriving aircraft may have to hold due ramp congestion.
- If limited controllers are online descent clearance may be delayed, particularly for arrivals from Albanian or Italian airspace.
- Pilots should ensure that the ATC clearance for an instrument approach to RWY 34 specifies the procedure to be used. The preference should be to fly the RNAV(GNSS) 34 as it has a 3° slope and lower minima.
- There are a confusing variety of STARS and VOR approaches published, they are used tactically by ATC to balance traffic flows from the NW and E and for holding purposes.
  - RNAV (GNSS) approaches commence at BEDEX or DIREX, for via BEDEX expect “S”, “R” or “J” STAR, for via DIREX expect “T” STAR
  - The RW34 VOR approach procedure depends on both the IAF and the missed approach holding fix, crews should ensure the loaded procedure agrees with the clearance
    - VOR Z and W approaches commence at KRK VOR, expect “U” STAR
    - VOR Y and U approaches commence at BEDEX, DIREX (straight-in) or IDIMI (from SW)
      - for “no-delay” approaches via BEDEX expect “S” STAR
      - for approaches via DIREX expect “T” STAR
      - “J” STARS via BEDEX give extended track miles
    - VOR X and V approaches commence over the GAR VOR, expect “A” STAR
    - “R” STARS may only be used if radar is available
  - For Break-cloud VOR procedures via VEMAT arrivals will be via “P” STARS, Locator procedures commence at GAR so expect “A” STAR
- In low traffic situations BAV aircraft arriving from the NW should plan for the 2S arrival for the RNAV(GNSS) or VOR 34 U/Y procedure. This will aid profile management by giving the shortest distance to touchdown.

## Approach

- Maximum IAS published for base turns on VOR “X” and “V” RWY 34 approaches
- RWY 16 requires either a visual approach or circling to the E of the airfield, RWY34 is the preferred runway in poor weather but ensure the “Wet” LDR is checked when landing with tailwind.
- The RNAV(GNSS) 34, VOR “Z”, “X”, “Y” and “A” missed approach procedures are lengthy in track miles to position back to BEDEX, if poor weather is forecast consider uplifting additional fuel to allow for another approach.

### GROUND

- During events ramp congestion may occur
- Heavy rain leaves standing water on runway which is not easily seen from cockpit. Contaminated runway calculations are not generally available to BAV pilots.
- 180° turns to backtrack after landing RWY 16 must be made on the turning circle at the 34 threshold.

### DEPARTURE

- All departures have a visual climb segment to 500ft, for “V” departures a minimum ceiling of 4000ft with 10km visibility is required.
- Due to the terrain SIDs have a maximum IAS and minimum bank angles during initial turns.
- Performance restrictions and ETPs available from Performance Manual.

### WEATHER

- Heavy turbulence in strong winds.
- Gusting NW and N winds result in severe WINDSHEAR at 500ft on finals RWY 34.
- Frequent thunderstorms in winter, during summer build-ups occur over the mainland and can drift over the airfield.
- Early morning mist/fog in spring, late summer and autumn generally clears by 0830 (0630Z).

### OPERATIONAL INFORMATION

<b>Handling Agent</b>	Swissport Hellas
<b>Handling Agent VHF</b>	131.7
<b>Potable Water</b>	Uplift not permitted

<b>IF ONLY Electrical Power is required</b>	Use GHA GPU for 30 mins only then use APU
<b>If BOTH electrical power and air conditioning is required:</b>	Use APU