

## PREVEZA (PVK/LGPZ)

Elevation 11ft

### CATEGORY B

AV brief – not required

### GENERAL

- Preveza is approximately 150 nm NW of Athens
- Airfield is situated on low ground on an isthmus separating a large landlocked inlet from the Ionian Sea
- Military Airfield with limited opening hours

### Threats

#### CFIT

- Ground rises to nearly 1700ft asl by 7 nm S and to over 3800ft asl 12nm S on the island of Levkas
- SE terrain reaches 1500ft asl at 4 nm, with terrain to over 5000ft by 12 nm SE
- There is a 480ft asl hill 2.5 nm to the NE, only just over 1 nm right of the VOR approach path to Rwy 25R
- Visual circuits should be flown N of the airfield due terrain

#### Runway Excursion/ Runway Incursion

- Be sure to correctly identify Rwy 07L/25R. The parallel taxiway to the S of 07L/25R has Rwy markings (Rwy identifier – 07R/25L) but is used as a Twy.

### ARRIVAL

#### Diversion Airports

ATHENS	ATH/LGAV	161 nm/112°T	CAT A
THESSALONIKI	SKG/LGTS	140 nm/047°T	CAT B
IRAKLION	HER/LGIR	302 nm/136°T	CAT B
RHODES	RHO/LGRP	380 nm/114°T	CAT B
KERKIRA (Corfu)	CFU/LGKR	057 nm/316°T	CAT B

### Approach

- No ILS available for civil use
- RWY07L/25R us 45 m wide with PAPIs set at 2.7°

### BAV Crew Reports

- *Visual approaches are popular and given from MALED 1D Star to join right base for the VOR 25R or visual from 7 miles 2100ft QNH extended finals*

- Call tower as appropriate to confirm back track or exit onto parallel taxiway prior landing to assist with brake selection on Runway 25R.

### GROUND

- Taxiways on the military complex to the E end of the airfield are not suitable for BAV aircraft
- The apron has been significantly improved to create 5 parallel stands facing the terminal with conventional pushback
- Access to the ramp through new designated points
- No ACARS coverage on the ground
- Twy and Rwy marker boards may be difficult to see, due to being covered by long grass

### DEPARTURE

- RWY 25R normal start point of from the displaced landing threshold

### WEATHER

- Mild, wet winters and hot, dry summers
- Prevailing wind NW'ly in summer and SE'ly in winter
- Surface winds can be strong due to the funnelling effect of the hills
- Some thunderstorm activity with peak occurrence during early summer and autumn

### OPERATIONAL INFORMATION

<b>Handling Agent</b>	SWISSPORT
<b>Handling Agent VHF</b>	131.600
<b>Potable Water</b>	Uplift Ban

<b>IF ONLY Electrical Power is required</b>	Use ground power for contracted time ONLY – then use APU
<b>If BOTH electrical power and air conditioning is required:</b>	Use APU for air-conditioning (Keep ground power connected according to guidance above to reduce fuel burn)