

ZAKYNTHOS (ZTH/LGZA)

Elevation 14ft

CATEGORY B

AV brief – not required.

REGULATION

BAV Requirements

Night landings on Rwy 16 are not permitted without the PAPIs or a serviceable ZAK DME.

GENERAL

- ZTH is located on the south-east coast of the island of Zakynthos (Zante).
- Airfield is 1 nm inland from a bay on the south-east coast and 3 nm south-west of the town.
- 130 nm south-east of Corfu.
- ACARS is not available on the ground

Threats

CFIT

- A ridge of high ground running NW/SE lies 4 nm to the west, reaching 2480ft amsl 9 nm NW of the airfield.
- A spot height of 1611ft amsl lies 2 nm due east, whilst a lighted obstruction of 748ft is just 1 nm east of the extended centre line for Rwy 16 at 1.5 nm from touchdown.
- At just under 4 miles to the NW is a spot height of 623ft amsl.

Runway Incursion/Excursion

- No approach lighting.
- Runway backtrack and 180° turn required to reach full length position at both runway ends.
- Turning circle present, assure line up is on the centreline, especially in low vis.
- Multiple turning circles present along runway length. Ensure correct turning circle is used for departure startpoint.

CAUTION: *Due to displaced landing threshold, the turning circle at landing threshold is not to be confused with the turning circle for the full length departure point.*

Mid Air Collision

- SID initial stop may be an ALT or a FL.

PCN Restrictions

The published PCN is below that normally required, but permission has been granted for BAV A319, A320 & A321 aircraft to operate up to their respective MTOW.

ARRIVAL

Diversion Airports

KEFALLINIA	EFL/LGKF	29 nm/321°T	CAT B
KALAMATA	KLX/LGKL	69 nm/127°T	CAT B
KERKIRA (Corfu)	CFU/LGKR	121 nm/338°T	CAT B
ATHENS	ATH/LGAV	145 nm/086°T	CAT A
IRAKLION	HER/LGIR	235 nm/125°T	CAT B
BRINDISI	BDS/LIBR	222 nm/322°T	CAT B
BARI	BR/LIBD	280 nm/319°T	CAT A

HOTAC likely to be extremely limited at EFL, KLX, CFU & HER.

Note opening time restrictions at EFL & KLX.

Approach

- Descent and approach will be procedural under Athens and Andravida Control.
- Communication with Andravida can be poor; obtaining descent clearances may be difficult.
- At night Andravida may be off the air and information on traffic below FL100 will be lacking. Extra vigilance will be required

Crew Reports

- *Lack of radar with Andravida meant passing altitudes were frequently required to deconflict with traffic inbound to Kefallinia to the north. This kept us high on the procedural VOR approach to Rwy 16, making a fully managed approach impossible.*

- No approach lighting
- VOR approaches available to both runways
- No ILS.
- On a visual approach, ensure that contact is maintained with the airfield and surroundings at all times because of high ground close to the airfield
- Power cables lie 30ft AGL and trees up to 71ft AGL just before touchdown Rwy 16

GROUND

- Limited apron space.

DEPARTURE

- Communication with Andravida can be poor; obtaining climb clearances may be difficult.

WEATHER

- Proximity of high ground gives turbulence and frequent windshear in strong winds.

Summer

- Isolated Cb in spring and summer.
- Thunderstorms in August and September.

Winter

- Widespread rain and thick cloud associated with depressions in winter

OPERATIONAL INFORMATION

Handling Agent	Swissport Hellas Sud
Handling Agent VHF	131.775
Potable Water	Not Assessed

IF ONLY Electrical Power is required	Use APU – GPU not available
If BOTH electrical power and air conditioning is required:	Use APU – ACU equipment not available