

KERKIRA (Corfu) (CFU/LGKR)

Elevation 6ft

CATEGORY B

No AV brief currently available.

REGULATION

- A Captain must not operate to Kerkira (Corfu) at night (between sunset and sunrise) unless they have previously operated to Kerkira (Corfu) during daylight hours.

GENERAL

- Airfield located on the East coast of Corfu, amongst high ground.
- Busy airfield in summer
- Traffic on road 60m N of the Rwy and pedestrians/cyclists on the causeway running through the approach lights to Rwy 35.

Threats

CFIT

- 8 nm N there is terrain to nearly 3,300ft asl.
- 3 nm SW spot elevation to nearly 1,900ft asl.
- 2 nm S of Rwy 35 threshold and less than 1 nm left of Rwy 35 centreline, terrain to nearly 1,000ft asl.
- Further obstructions up to 206ft asl within 0.5 nm of Rwy 35 threshold and only just left of the centreline.
- Obstructions and a ridge up to 226ft asl to the right of Rwy 35 threshold, obscuring the 35 threshold at the start of a Rwy 35 offset VOR/DME/NDB approach.
- At 0.4 nm and only just to the right of Rwy 35 centreline an island to 90ft asl.
- Masts to 558ft asl 0.5 nm to the W of the airfield and in line with the Rwy 35 offset VOR/DME/NDB approach.
- N of Rwy 17 threshold ground rises to nearly 200ft asl at 0.5 nm.
- Bars and road lighting along the coast give a good indication of the coastline and hence the high ground on the Rwy 35 approach.
- High ground to over 4,000ft asl 20 nm E.
- GPWS warnings possible after GAR 7DME inbound on the Breakcloud procedure unless aircraft flown level. Note that the Breakcloud procedure commences at GAR 260R/15DME.
- At night instrument approaches should be flown, with the Captain carrying out the landing.

Runway Excursion

- Rwy 17 has a considerably inset threshold; therefore Rwy 17 LDA is 350 m less than the reciprocal Rwy 35.
- VOR 35 Final Approach path to Rwy 35 is 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.

Loss of Control

- All instrument approaches to Rwy 35 are offset by 2°.
- Careful consideration should be given to appropriate energy management, final descent angle of 3.4°.
- Heavy turbulence in strong winds.

Mid Air Collision

- Local traffic controlled in Greek.
- Considerable traffic density during summer months.
- Adhere to appropriate speed restrictions.
- Make maximum use of the TCAS system, and a good lookout would be prudent for non-mode C TCAS returns.

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

- Albanian airspace 5nm NE
- Arriving aircraft may have to hold due ramp congestion
- Descent clearance often delayed
- ATIS available Apr-Oct
- Pilots should ensure that the ATC clearance for an instrument approach to Rwy 35 specifies the procedure to be used
- VOR T/U/V/W/X/Y/Z procedures are published

Approach

- Maximum IAS published for base turns during instrument letdowns to Rwy 35.
- Rwy 17 requires a visual approach after circling to the E of the airfield
- Many of the missed approach procedures are lengthy in track miles to position back to BETAK in sequence.

BAV Crew Reports

- *Rwy 35 TDZ markings reported to be very worn*

GROUND

- Frequent ramp congestion
- Heavy rain leaves standing water on Rwy not easily seen from cockpit
- 180° turns to backtrack after landing Rwy 17 must be made on the turning circle at the 35 threshold
- See Start-up CLR (01 Apr – 31 Oct) notes on Lido AOI 2
- Published PCN for Rwy 17/35 is 33/F/B/X/U, however BAV have authorisation from the Greek CAA to operate Airbus A320 aircraft up to MTOW.

DEPARTURE

- SIDs include a maximum IAS during turns due terrain.

Emergency Turn Procedures

Rwy 17

IDIMI, LATAN, MALED, NIKRO, OLGAT, PARNA, RIPID, TIGRA, VARDI and YNN SIDs:

Engine failure BELOW 4000ft QNH

- Climb on RWY track to GAR 3d.
- Turn Left to KRK hold (If beyond GAR 3d turn immediately to KRK).

Engine failure ABOVE 4000ft QNH

- No restrictions provided SID followed to MSA.

Rwy 35

IDIMI, LATAN, MALED, NIKRO, OLGAT, PARNA, RIPID, TIGRA, VARDI and YNN (F/G/L DEPs)

Engine failure BEFORE GAR 2d

- Climb on RWY track to GAR 3d.
- Turn Right to KRK hold.

Engine failure AFTER GAR 2d but BELOW 4500ft

- Turn to heading 265 degrees.
- Climb to MSA.

Engine failure ABOVE 4500ft

- No restrictions provided SID followed to MSA.

IDIMI, LATAN, MALED, NIKRO, OLGAT, PARNA, RIPID, TIGRA, VARDI and YNN (Visual DEPs).

Engine failure BELOW 4000ft

- Follow visual DEP routing to KRK hold.

Engine failure ABOVE 4000ft

- No restrictions provided DEP route followed to MSA.

WEATHER

- Heavy turbulence in strong winds.
- Gusting NW and N winds result in severe WINDSHEAR at 500ft on finals Rwy 35.
- In light winds, wind direction may reverse along the runway.
- Frequent thunderstorms in winter.
- Early morning mist/fog in spring, late summer and autumn generally clears by 0830 (0630Z).

OPERATIONAL INFORMATION

Handling Agent	SWISSPORT HELLAS SUD
Handling Agent VHF	131.7
Potable Water	Uplift Ban

IF ONLY Electrical Power is required	Use for 60 mins ONLY – then use APU
If BOTH electrical power and air conditioning is required:	Use APU (ACU equipment not available)