

LGKF AD 2.1 AERODROME LOCATION INDICATOR AND NAME**LGKF – KEFALLINIA/ ANNA POLLATOU****LGKF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	380712N 0203002E Centre of RWY 14/32.
2	Direction and distance from (city)	BRG 305°, 3.5 NM from city harbour
3	Elevation/Reference temperature	17.97 M (59 FT) / 30.5° C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4°08'E (4.13°E) (JAN 2019) / 6'00"E (0.1000°E)
6	AD Administration, address, telephone, telefax, telex, AFS	Kefallinia/ ANNA POLLATOU Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 15123 Maroussi GREECE Tel: +30 2671 440013 e-mail: EFLAOCC@FRAPORT-GREECE.COM Website: https://www.efl-airport.gr Civil Aviation Authority (CAA) GR 28100 ARGOSTOLI (ADMIN) TEL: +30 26714 40074 FAX: +30 26710 42110 (HANSP) TEL: +30 26714 40071 FAX: +30 26710 41510 AFTN: LGKFYDYX e-mail: kakf@hcaa.gr
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGKF AD 2.3 OPERATIONAL HOURS

1	AD Administration	HO
2	Customs and immigration	HO
3	Health and sanitation	HO (O/R)
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	HO (TEL: +30 26714 40086 - LINE IS RECORDED)
6	MET Briefing Office	HO (MET)
7	ATS	HO
8	Fuelling	Availability Summer time: On AD OPR HR Winter time: On AD OPR HR with prior notice
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

LGKF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Fuel JET A1: by EKO,GISSCO AVGAS: NIL Oil: NIL
3	Fuelling facilities/capacity	EKO Payment: All WFS fuel cards, PETROFER carne, NAUTILUS carne, cash TEL: +30 26710 41845. Email: A.Kefalonia@eko.gr , ekoaviationsales@eko.gr GISSCO Payment: Carnet AirBP, Carnet SHELL Visa card, MasterCard, cash (exchange) TEL : +30 26710 41678 & +3026710 29952 Central offices: +30 210 9607821 Mob +30 6948685113 Email: efl01@gissco.gr
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LGKF AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD vicinity and Argostoli town.
2	Restaurants	Snack bar, cafeteria. Restaurants at AD vicinity and Argostoli town.
3	Transportation	Taxis, buses, car hire
4	Medical facilities	Hospital at Argostoli town, distance 7km
5	Bank and Post Office	ATM (cash machines) and Mail Box available, Banks at Argostoli town 7km
6	Tourist Office	Argostoli town 7km
7	Remarks	NIL

LGKF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CIV CAT: 7
2	Rescue equipment	Equivalent for CAT 7 requirements.
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

LGKF AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	One (1) FOD BOSS
2	Clearance priorities	RWY 14/32 and associated TWYs to apron, parking stands, RFFS emergency access roads, airside service roads, GSE staging areas, landside roads
3	Remarks	FOD BOSS available all seasons. Additionally one (1) airside Sweeper vehicle available only during summer season

LGKF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: asphalt Strength: PCN 75/F/B/X/T
2	Taxiway width, surface and strength	Width: TWY A1, A2 23 M Surface: asphalt Strength: TWY A1 PCN 76/F/C/X/T TWY A2 PCN 77/F/D/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

LGKF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Signing according to EASA CS requirements. Guidance to aircraft stands by marshaller. Follow-Me guidance available upon request
2	RWY and TWY markings and LGT	LGT: RWY 14/32: Threshold, edge, end, RTIL, turn pad TWY: Edge lights Markings: RWY: Threshold, displaced threshold, designations, touchdown zone, center line, turn pad, side stripes and aiming point. TWY: Center line, holding position, side stripe.
3	Stop bars	NIL
4	Remarks	See also LGKF AD chart ICAO

LGKF AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
14	See relevant LGKF AOC chart-ICAO				All Obstructions marked and lighted.
32	See relevant LGKF AOC chart-ICAO				

LGKF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KEFALLINIA / ANNA POLLATOU III
2	Hours of service MET Office outside hours	HO ATHINAI
3	Office responsible for TAF preparation Periods of validity	ATHINAI 9 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation, Telephone.
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	KEFALLINIA TWR, ANDRAVIDA APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 2671041554, +30 6983526337. Email meteo.kefalonia@hnms.gr

LGKF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG (degrees and one- hundredth of a degree)	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
14	146°	2436 x 45	PCN 74/F/C/X/T Asphalt	380744.76N 0202934.09E 380639.07N 0203029.62E 25.56M	THR 9.62 M/ 31.55 FT TDZ: NIL
32	326°	2436 x 45	PCN 74/F/C/X/T Asphalt	380646.57N 0203023.29E 380744.76N 0202934.09E 25.56M	THR 15.24 M/ 49.99 FT TDZ: NIL

Slope of RWY-SWY		SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12	
14	NIL	NIL	NIL	2556 x 150	NIL	See also relevant LGKF AD and AOC charts-ICAO.
32	NIL	NIL	NIL	2556 x 150	NIL	

LGKF AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	2436	2436	2436	2436	NIL
32	2436	2436	2436	2158	Threshold RWY 32 displaced 278 M inwards.

LGKF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type Length Intensity	THR LGT Colour Wingbars	PAPI VASIS Angle Distance from THR (MEHT)	TDZ, LGT Length	RWY Centre-line LGT Length Spacing, Colour Intensity	RWY edge LGT Length Spacing Colour Intensity	RWY End LGT Colour Wingbars	SWY LGT Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	NIL	Green -	PAPI LEFT/ 3.01° MEHT 18 M	NIL	NIL	2436 M, 60 M White, - last 600 M Yellow-, LIH	Red -	NIL	See also LGKF AD chart-ICAO
32	NIL	- Green	PAPI LEFT/ 3° MEHT 18 M	NIL	NIL	2436 M, 60 M White, - from 0 M to DTHR Red, last 600 M Yellow-, LIH	Red -	NIL	

LGKF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: At the Tower building, ALTN FLG WG, HO: HN and IMC IBN: At the Tower building, FLG W, coding "KFL", HO: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: 2 WDI lighted. Anemometer: NIL
3	TWY edge and centre line lighting	Edge: blue
4	Secondary power supply/switch-over time	Available / 0sec. (UPS available)
5	Remarks	Apron: Flood lights

LGKF AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL

3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Refer to LGKF AD 2.20.4

LGKF AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	KEFALLINIA/ANNA POLLATOU CTR Circle, 5 NM radius centred at 380712N 020300E.
		KEFALLINIA/ANNA POLLATOU ATZ Circle, 5 NM radius centred at 380712N 020300E.
2	Vertical limits	CTR: SFC to 2000 FT ALT
		ATZ: SFC to 2000 FT ALT
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	CTR: ANDRAVIDA APPROACH Greek, English
		ATZ: KEFALLINIA TOWER Greek, English
5	Transition altitude	8000 FT
6	Remarks	AD within ANDRAVIDA MTMA see ENR 2.1.6.2

LGKF AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	APP Service provided by ANDRAVIDA APP (see LGAD AD 2.18)			
TWR	KEFALLINIA TOWER	122.250 122.100 257.800 MHz 121.500	HO HO HO HO	Primary freq Coverage FL 40/ 25 NM RGA MIL RGA Emergency
G/A/G	KEFALLINIA RADIO	5637 kHz 2989 kHz	HO: 0400 – 1700 HO: 1700 - 0400	Primary freq. Primary freq.
ATIS (ARR / DEP)	KEFALLINIA AIRPORT INFORMATION	126.455	HO	Coverage FL 200 / 60 NM
All ATS Communication Facilities under responsibility of CAA. For ATIS see also ENR 1.1.1.8.3.3				

LGKF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (FT aMSL)	Remarks
1	2	3	4	5	6	7
KEFALLINIA VOR/DME (4°E/2019) (4°E)	KFN	115.50 MHz CH 102X	H24	380646.63N 0203016.86E	68 FT / 20.63 M	Coverage FL 500 / 100 NM
KEFALLINIA L (4°E/2019)	KEF	318 kHz	H24	380650.83N 0203014.43E	-	Coverage 25 NM

All Radio Navigation and Landing Aids under responsibility of CAA.
See also **GEN 2.5** and **ENR 4.1**

LGKF AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

2.20.1.1 Flight Schedule Data Collection Process (Commercial Flights, excluding GA/BA)

All airlines planning to operate at the airport during winter season shall send their schedules preferably in IATA SSIM Chapter 6 or 7 format to the following e-mail address: flightscheduling@fraport-greece.com. More information and Guidelines for flight Schedule Data collection are also available at <https://www.fraport-greece.com/eng/our-expertise-and-services/aviation/slot-allocation>.

2.20.1.2 GA/BA and Non-Commercial flights

- a) Due to operational restrictions, prior permission (PPR) must be obtained through the FG PPR Platform for all GA/BA and non-commercial flights prior to departing airport of origin. Relevant requests should be communicated through a local representative or ground handler. Specific application guidelines are available on: <https://www.fraport-greece.com/eng/our-expertise-and-services/aviation/ppr-procedure-and-guidelines>.
- b) On the above restriction, the following categories are exempted:
 - SAR flights and airplanes in state of emergency
 - Ambulance flights operated with state aircraft
 - Flights of aircraft rendering assistance or being on a mission in disasters.
- c) Aircraft up to 18,29m wingspan and 20m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar are mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs.
- d) For PPR which are approved under the condition that there is appropriate towbar and towhead availability, the towbar and towhead is mandatory regardless of the aircraft dimensions stated in paragraph c) above, as it is a pre-requisite for the PPR granted.
- e) Minimum ground time allowed is 20 min for all GA/BA aircraft excluding helicopters.
- f) During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured, under the responsibility of the aircraft operator. For Long Ground Times, all GA/BA aircraft shall be secured, regardless of the prevailing weather.

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGKF Airport (Aerodrome reference code 4D, RFF category 7), aircraft carriers shall submit relevant request via e-mail to: anocdm@fraport-greece.com. The request shall be made at least 10 days before the date planned and shall contain the following data:

- Aircraft type.
- Required RFF category.
- Expected date and time.

2.20.1.4 Aircraft are allowed to taxi only at the indispensable engine power and speed.

2.20.1.5 ATC may request engine start-up on the parking position in order to expedite traffic. Also a pilot may request engine start-up on the parking position for operational reasons. Prior clearance, ATC shall inform airport operator to monitor the procedure. In such cases, single engine start-up in idle power shall be performed. The aircraft operator and/or the ground service provider are responsible to safeguard the area around the aircraft in order to prevent personnel and/or vehicle passing behind running engines.

2.20.1.6 Maintenance run-up tests above idle require prior permission by the Airport Operator. No designated area available, the Airport Operator will (coordinate with ATC to) designate an area subject to traffic and apron space available.

2.20.2 Taxiing to and from stands

2.20.2.1 Procedures for arriving aircraft

2.20.2.1.1 All taxi instructions are issued by ATC via VHF communication.

2.20.2.1.2 The parking stand allocation is the responsibility of the Airport Operations Control Center and communicated to crew through ATC along with taxi instructions. Follow-Me guidance may be provided upon request.

2.20.2.1.3 No docking system available, parking is permitted only under the instructions of a marshaller. If marshaller is not in sight, aircraft shall hold position until a marshaller is present. Marshalling is under the responsibility of the ground service provider.

2.20.2.1.4 In case that a non-marked and non-published parking area is assigned for parking, aircraft shall be guided by Follow-Me vehicle and marshalling signals.

2.20.2.2 Procedures for departing aircraft

2.20.2.2.1 Aircraft may leave nose-in parking positions only with the aid of a towing truck. Power back using reverse thrust for jet powered aircraft or reverse variable pitch for propeller aircraft shall not be used unless (and under extreme circumstances) prior approval has been obtained by the airport operator.

2.20.2.2.2 Push-back clearance shall be requested only when the tow-bar is fully connected to the aircraft (Ground handling personnel is present and tug on) and the pilot can perform the maneuver immediately. ATC may cancel taxi-out or pushback clearance if the procedure has been delayed and this delay affects other traffic.

2.20.2.2.3 When pilot request taxi-out or pushback they shall indicate their parking position.

2.20.2.2.4 Pushback and engine start up procedure

2.20.2.2.4.1 Crew shall request start-up and pushback clearance from ATC. Following pilot request for pushback clearance, ATC will provide permission and instructions regarding the direction (facing) of the aircraft.

- a) For stands 3 and 4 default facing is south. Clearance for facing north will be approved only after pilot request and when north winds of more than 15kt are prevailing at the airport.
- b) For stand 1, default facing is north. Clearance for facing south will be approved only after pilot request and when south winds of more than 15kt prevailing at the airport.

2.20.2.2.4.2 Pushback procedure

- a) Pushback from stands 2B, 2, 2A and 1 facing north, aircraft is aligned on the Apron TWY A and positioned with the nose gear at the designator of the parking position it is vacating, unless otherwise instructed by ATC,
- b) Pushback from stands 3 and 4 facing north, aircraft is aligned on the Apron TWY A and positioned with the nose gear abeam the lead-in line of parking stand 2B, unless otherwise instructed by ATC.
- c) Pushback from any parking position facing south, aircraft is aligned on the Apron TWY A and positioned with the nose gear abeam the lead-in line of parking stand 2B or 3 (parking stands 1, 2A, 2B and parking stands 2, 3, 4 respectively), unless otherwise instructed by ATC.
- d) Pushback from any parking position facing north, aircraft shall not be aligned on the Apron TWY A abeam lead-in lines of parking stands 3 and 4. Pushback from any parking position facing south, aircraft shall not be aligned on the Apron TWY A abeam lead-in lines of parking stands 1, 2A, 2 and 4.

2.20.2.2.4.3 Start-up of engines

- a) Pushback facing north from any parking position, start-up of engines shall be performed either during pushback after the service road has been cleared or when the aircraft is aligned on the Apron TWY A.
- b) Pushback facing south from stands 2B, 3 and 4, start-up of engines shall be performed either during pushback after the service road has been cleared or when the aircraft is aligned on the Apron TWY A and positioned with the nose gear at the appropriate designator (see 2.20.2.2.4.2c).
- c) Pushback facing south from stands 1,2A and 2, start-up of engines shall be performed after the aircraft is aligned on Apron TWY A and positioned with the nose gear abeam stand 2B or 3 (parking stands 1,2A and parking stand 2 respectively).

2.20.2.2.4.4 Cross-bleeding start-up is not permitted on the nose-in parking stands and may only be performed on the TWY A and/or RWY according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to the Airport Operations Control Center through the aircraft operator or the ground service provider.

2.20.2.2.4.5 In order to facilitate traffic, ATC may request from aircraft to perform a long/extended pushback or to be pulled forward with the nose gear positioned abeam the lead-in line of any adjacent parking position.

2.20.2.2.4.6 Pushback procedure cannot take place simultaneously in any adjacent position.

2.20.2.2.4.7 For parking position 1 when push back facing south is required, caution should be applied as aircraft tail may violate the RWY Holding Position. Push back shall not be performed during movement on the RWY.

2.20.2.2.4.8 For parking positions 3 and 4, when push back facing north is required, caution should be applied as aircraft tail may violate the RWY Holding Position. Push back shall not be performed during movement on the RWY.

2.20.2.2.5 Aircraft parked in a roll-through manner shall use own power to taxi out and shall adhere to marshaller's instructions.

2.20.2.3 Towing of aircraft

2.20.2.3.1 Towing of aircraft is executed only under Follow-Me guidance and requires prior coordination and permission by ATC.

2.20.3 Parking area for small aircraft (General aviation)

NIL

2.20.4 Parking area for helicopters

2.20.4.1 Helicopters parking not available. Helicopters will be advised to an area suitable for parking according to apron availability. The allocation of the parking area is the responsibility of the Airport Operator and will be communicated to arriving helicopters through ATC.

2.20.5 Apron - taxiing during winter conditions

NIL

2.20.6 Taxiing – limitations

NIL

2.20.7 School and training flights - technical test flights - use of runways

2.20.7.1 For School, Training and Test flights that require use of the apron, Prior Permission (PPR) by the airport operator is required prior departure from the airport of origin. In addition, prior approval from the ATC is required.

2.20.7.2 For runway use only (touch & go) prior approval from the ATC is required and approval by the airport operator via e-mail at EFLdm@fraport-greece.com

2.20.8 Helicopter traffic - limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

LGKF AD 2.21 NOISE ABATEMENT PROCEDURES

Part I

2.21.1 Noise abatement procedures for jet aeroplanes irrespective of weight, and for propeller and turboprop aeroplanes with MTOM of or above 11 000 KG

2.21.1.1 General provisions

NIL

2.21.1.2 Use of the runway system during the day period 0600-2200 (0500-2100)

NIL

2.21.1.3 Use of the runway system during the night period 2200-0600 (2100-0500)

NIL

2.21.1.4 Restrictions

NIL

2.21.1.5 Reporting

NIL

Part II

2.21.2 Noise abatement procedures for propeller and turboprop aeroplanes with MTOM below 11 000 KG

2.21.2.1 Use of the runway system during the day period 0600-2300 (0500-2200)

NIL

2.21.2.2 Use of the runway system during the night period 2300-0600 (2200-0500)

NIL

2.21.2.3 Reporting

NIL

Part III

2.21.3 Noise abatement procedures for helicopters

2.21.3.1 General provisions

NIL

2.21.3.2 Use of the runway system during the day period 0600-2300 (0500-2200)

NIL

2.21.3.3 Use of the runway system during the night period 2300-0600 (local time)

NIL

2.21.3.4 Reporting

NIL

LGKF AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 All aircraft within KEFALLINIA/ANNA POLLATOU CTR should contact ANDRAVIDA APP for instructions (see **LGAD AD 2.18** and **LGAD AD 2.22**).

2.22.1.2 Pilots should exercise caution when easterly winds from 050° to 130° of 15 kts or more velocity prevails, as it is certain that severe turbulence will be experienced on final approach to runway.

2.22.2 Runway in use

NIL

2.22.3 Procedures for IFR flights within ANDRAVIDA MTMA and KEFALLINIA/ANNA POLLATOU CTR

2.22.3.1 See **LGAD AD 2.22** and LGKF IAC charts-ICAO (LGKF AD 2.24).

2.22.4 Radar procedures within ANDRAVIDA MTMA

NIL

2.22.5 Procedures for VFR flights within ANDRAVIDA MTMA

2.22.5.1 See **LGAD AD 2.22**.

2.22.6 Procedures for VFR flights within KEFALLINIA/ANNA POLLATOU CTR

NIL

2.22.7 Standard instrument departure procedure (SID)

2.22.7.1 See relevant LGKF SID charts (LGKF AD 2.24).

LGKF AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 No significant concentration of birds on and at the vicinity of airport during daylight hours. See also **ENR 5.6**

LGKF AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - KEFALLINIA / ANNA POLLATOU	12 AUG 21	AD 2-LGKF-ADC
Aircraft Parking/ Docking Chart – ICAO: KEFALLINIA/ ANNA POLLATOU	12 AUG 21	AD 2-LGKF-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 14/32 / LGKF AOC 1	14 APR 05	AD 2-LGKF-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VORz RWY32	12 DEC 13	AD 2-LGKF-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VORy RWY32	12 DEC 13	AD 2-LGKF-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VOR RWY14	24 FEB 22	AD 2-LGKF-IAC-3
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 32	13 NOV 14	AD 2-LGKF-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 32 SUPL	13 NOV 14	AD 2-LGKF-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 14	13 NOV 14	AD 2-LGKF-SID-3
Standard Arrival Chart - Instrument (STAR) – ICAO: VOR/DME RWY 32	13 NOV 14	AD 2-LGKF-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: VOR/DME RWY 32 SUPL	12 DEC 13	AD 2-LGKF-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: VOR/DME RWY 14	12 DEC 13	AD 2-LGKF-STAR-3
Terminal Area Chart - ICAO - VFR routes: -	NIL	NIL