

**LGSK AD 2.1 AERODROME LOCATION INDICATOR AND NAME****LGSK - SKIATHOS / ALEXANDROS PAPADIAMANDIS****LGSK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	391039N 0233013E Centre of RWY 01/19
2	Direction and distance from (city)	BRG NIL, 1NM from city harbour
3	Elevation/Reference temperature	16.36 M (53.67 FT) / 27 °C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4°37'E(4.62°E)(JAN 2019)/ 5'35"E (0.0931°E) ←
6	AD Administration, address, telephone, telefax, telex, AFS	Skiathos/ Alexandros Papadiamandis Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 15123 Maroussi GREECE Mobile: +30 698 5053 866 Email: <a href="mailto:JSIAOCC@FRAPORT-GREECE.COM">JSIAOCC@FRAPORT-GREECE.COM</a> Website: <a href="https://www.jsi-airport.gr">https://www.jsi-airport.gr</a> Civil Aviation Authority (CAA) GR 37002 Skiathos TEL: +30 24270 29100 FAX: +30 24270 24130 AFTN: LGSKYDYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

**LGSK AD 2.3 OPERATIONAL HOURS**

1	AD Administration	HO
2	Customs and immigration	HO
3	Health and sanitation	HO
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	HO (TEL: +30 24270 29114)
6	MET Briefing Office	HO (MET)
7	ATS	HO
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

**LGSK AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Fuel: TF JET A1: by EKO Oil: NIL
3	Fuelling facilities/capacity	EKO, JET A1 by tank trucks.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

**LGSK AD 2.5 PASSENGER FACILITIES**

1	Hotels	At Skiathos Port.
2	Restaurants	At Skiathos Port.
3	Transportation	Taxis
4	Medical facilities	First Aid, Motor Ambulance, in co-operation with Skiathos Health Center.
5	Bank and Post Office	At Skiathos Port
6	Tourist Office	At Skiathos Port.
7	Remarks	NIL

**LGSK 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	Tow-bar tractors provided by ground handling companies.
4	Remarks	NIL

**LGSK AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	All seasons.

**LGSK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	Apron surface and strength	Surface: Asphalt Strength: PCN 42/F/D/X/U
2	Taxiway width, surface and strength	Width: Width: A1: 31m, A2: 27m, A3: 33m, Taxilane A: 23m, Taxilane H: 18m Surface: Asphalt Strength: PCN 42/F/D/X/U
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

**LGSK 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	Guidance to stands by Marshaller
2	RWY and TWY markings and LGT	LGT: RWY 01 - 19: Threshold, RTIL edge, end. TWY: Edge Markings: RWY: THR, Designations, C/L, TDZ, Aiming points turn pad marking prior to THR 19 TWY: C/L, Holding position
3	Stop bars	NIL
4	Remarks	See also LGSK AD chart -ICAO

## LGSK AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
01/APPROACH 19/TAKE-OFF	Building ( Windmill ) 09M NIL / LIL R	391006.27 N 0232956.18 E	High Ground, 73M NIL / LGTD LIM R	390932.55 N 0233015.17 E	Part of threshold of RWY 19 not visible from TWR
(cont.)			Building, 116M NIL / LGTD LIM R	390950.39 N 0233021.28 E	
			High Ground, 122M NIL / LGTD LIM R	390959.52 N 0233030.22 E	
			High Ground, 128M NIL / LGTD LIM R	391017.80 N 0233040.07 E	
			High Ground, 73M NIL / LGTD LIM R	391030.85 N 0233035.59 E	
			Building 41M NIL / LGTD LIM L	391050.88 N 0233024.32 E	
			High Ground 46M NIL / LGTD LIM R	391059.55 N 0233034.47 E	
			High Ground 53M NIL / LGTD LIM R	391113.58 N 0233039.75 E	
			High Ground 68M NIL / LGTD LIM R	391114.46 N 0233016.78 E	
			High Ground 57M NIL/LGTD LIL R	391101.73 N 0233014.61 E	
			High Ground 92M NIL / LGTD LIM R	391129.27 N 0233013.20 E	
			High Ground 125M NIL / LGTD LIM R	391100.80 N 0232953.01 E	

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	Part of threshold of RWY 19 not visible from TWR ←
a	b	c	A	b	
(cont.)			High Ground 55M NIL / LGTD LIL R	391052.84 N 0233009.56 E	
			High Ground 10M NIL / LGTD LIL R	391024.21 N 0233003.69 E	
			High Ground 70M NIL / LGTD LIM R	391025.33 N 0232933.59 E	
			High Ground 121M NIL / LGTD LIM R	391046.21 N 0232945.84 E	

## LGSK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	SKIATHOS/ ALEXANDROS PAPADIAMANDIS / III ( <i>see note in GEN 3.5.4.5</i> )
2	Hours of service MET Office outside hours	HO ATHINAI
3	Office responsible for TAF preparation Period 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
7	Charts and other information available for briefing or consultation	P <sub>70</sub> , P <sub>50</sub> , P <sub>40</sub> , P <sub>30</sub> SWH, SWL
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	SKIATHOS TWR, SKIATHOS APP
10	Additional information (limitation of service, etc.)	All data over FL 50 are issued by World Area Forecast Centre London. Prior notice required for the aeronautical prognostic charts. TEL: +30 24270 21775

## LGSK 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
01	019°	1628 x 30	PCN 42/F/D/X/U asphalt	391015.44N 0233003.20E 391103.57N, 0233024.57E 38.69	THR 2.71 M/ 8.89 FT TDZ: NIL
19	199°	1628 x 30	PCN 42/F/D/X/U asphalt	391103.57N 0233024.57E - 38.69	THR 16.36 M/ 53.66 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensio ns (M)	Strip dimensio ns (M)	OFZ	Remarks
7			8	9	10	11	12
01	NIL	NIL	NIL	200x150	1748 x 150	NIL	See relevant LGSK AD and AOC charts-ICAO Part of THR not visible from TWR.  Strip surface: Dirt
19	NIL	NIL	NIL	NIL	1748 x 150	NIL	

## LGSK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	1628	1828	1628	1570	Threshold RWY 01 displaced 58 M. At end RWY 01, CWY 200x150.
19	1628	1628	1628	1628	NIL

## LGSK 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
01	NIL	Yes Green WBARS RTIL	PAPI LEFT/3,04° MEHT 14.50 M	NIL	NIL	Yes White	Yes Red WBA RS	NIL	See also LGSK AD chart-ICAO. PAPI system serviceable in azimuth coverage not more than 5° either side of the extended runway centre line.
19	NIL	Yes Green WBARS RTIL	PAPI LEFT/ 3° MEHT 12.3 M	NIL	NIL	Yes White	Yes Red Inset	NIL	

**LGSK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN/IBN location, characteristics and operational hours	ABN: at the Tower building, ALTN FLG WG, EV 2.5 SEC HO: HN and IMC  IBN: at the Tower building, FLG G, coding "SKC", EV 2 SEC 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: All TWY
4	Secondary power supply/switch-over time	Available.
5	Remarks	Apron: Flood lights.

**LGSK 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	See <b>LGSK ad 2.20.4</b>

**LGSK AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	SKIATHOS ALEXANDROS PAPADIAMANDIS CTR Circle, 10 NM radius centred at 391039N 0233013E limited to West by ANCHIALOS MTMA.
		SKIATHOS ALEXANDROS PAPADIAMANDIS ATZ Circle, 5 NM radius centered at 391039N 0233013E limited to West by ANCHIALOS MTMA.
2	Vertical limits	CTR: SFC to 5000 FT ALT
		ATZ: SFC to 2000 FT ALT
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	CTR: SKIATHOS APPROACH Greek, English
		ATZ: SKIATHOS TOWER Greek, English
5	Transition altitude	4000 FT
6	Remarks	For SKIATHOS TMA see <b>ENR 2.1.5.15</b>

**LGSK AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	SKIATHOS APPROACH	126.050 122.100 121.500	HO HO HO	Primary freq Coverage FL 150/ 40 NM RGA Emergency
TWR	SKIATHOS TOWER	123.250 122.100 121.500 243.000 MHz	HO HO HO HO	Primary freq Coverage FL 50 / 25 NM RGA Emergency MIL Emergency
G/A/G	SKIATHOS RADIO	5637 kHz 2989 kHz	HO: 0400–1700 HO: 1700-0400	Primary freq Primary freq
All ATS Communication Facilities under responsibility of CAA.				



**LGSK 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 operat ion	Position of transmitting antenna coordinates	Elevation of DME transmittin g antenna (Ft aMSL)	Remarks
1	2	3	4	5	6	7
SKIATHOS L (5°E / 2019)	SKC	326 kHz	H24	391027.09N 0233003.17E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of CAA. See also <b>GEN 2.5</b> .						

**LGSK AD 2.20 LOCAL TRAFFIC REGULATIONS****2.20.1 Airport regulations****2.20.1.1 Landing aircraft backtrack at the end of the RWY and follow ATC instructions.**

**2.20.1.2** Due to operational restrictions during summer season (APR-OCT), Prior Permission required for all GA/BA flights prior to departing airport of origin. Relevant requests should be communicated via a local ground handler or representative to the following email address:

[jsippr@fraport-greece.com](mailto:jsippr@fraport-greece.com)

**2.20.1.2.1 From above restrictions the following categories are exempted:**

- a) State aircraft, SAR flights and aircraft in state of emergency
- b) Flights of aircraft rendering assistance or being on a mission in disasters
- c) Landings of aircraft for meteorological, technical or safety reasons

**2.20.1.3** All category C GA/BA aircraft are requested to provide a suitable tow head and tow bar for pushback. If unable to, relevant info should be stated in the initial PPR for allocation purposes.

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

**2.20.1.5** 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 availability.

**2.20.1.6** To expedite traffic, ATC may request engine start-up on the parking position. In such cases, single engine start-up in idle power shall be performed. The aircraft operator and/or the ground service provider is responsible to safeguard the area around the aircraft in order to prevent personnel or vehicle passing behind running engines.

**2.20.2 TAXIING TO AND FROM STANDS****2.20.2.1 New Apron Layout****2.20.2.1.1 New Apron TWYs established as follows:**

- a) TWY A from TWYL A1 to TWYL A2 – All aircraft categories
- b) TWY H between links A2 & A3 – Only aircrafts of maximum wingspan 36m (ICAO cat C) may taxi. TWY H is a taxi lane with reduced minimum separation distances between the TWY centerline and objects. Due to reduced wingtip clearance, crew shall adhere strictly to the TWY centerline. Speed should be adjusted accordingly.

**2.20.2.2 Procedures for arriving aircraft****2.20.2.2.1 All taxi instructions are issued by ATC via VHF communication.**

**2.20.2.2.2** 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 vehicle guidance may be provided upon request.

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

**2.20.2.3 Procedures for departing aircraft**

**2.20.2.3.1** 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.

**2.20.2.3.2** Taxi out or push-back clearance may be requested only if the pilot can perform the maneuver immediately.

2.20.2.3.3 When pilot request taxi-out or push-back they shall indicate the parking position.

2.20.2.3.4 Push-back and engine start-up procedure

- a) Crew shall request start-up and engine start clearance by ATC.
- b) Start-up of engines be performed either during push-back after the service road has been cleared or when the aircraft is aligned on the TWY.
- c) Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the TWY 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 and/or the ground handler.
- d) During push-back procedure, aircraft from any parking position is aligned on the TWY and positioned with the nose gear abeam the lead-in line of the position it is vacating (parking positions 1 and 5 may be exempted).
- e) For parking position 1, when push-back facing north is required, then maneuver shall be performed in such a way so as to prevent jet blast from engines affect aircraft parked in the GA/BA parking area. If due to operational restrictions of the aircraft or the tow truck, such maneuver is not feasible, then aircraft shall be pushed back on TWYL A2 and then pulled forward in order to be positioned with the nose gear abeam parking stand 1A.
- f) In the above case, RWY01/19 may be temporarily affected until the aircraft is pulled forward and the TWYL behind is clear.
- g) For parking position 5, when push-back facing north is required, a long push-back shall be performed in order to place aircraft nose gear abeam parking position 4. Aircraft shall taxi-out with slight right turn to join TWYL A1 center line. In such case, next position able to push-back is parking position 2.
- h) In order to facilitate and/or expedite traffic, ATC may request from aircraft to perform a long / extended push-back or to be pulled forward with the nose gear positioned abeam the lead-in line of an adjacent parking position.

2.20.2.4 Towing of Aircraft

2.20.2.4.1 Towing of aircraft is executed only with Follow-Me vehicle guidance and requires prior permission by ATC.

### **2.20.3 Parking area for small aircraft (General aviation)**

2.20.3.1 A parking area of roll-through parking positions for GA/BA category A and B aircraft is designed in front of the terminal area. No markings available. Follow-Me vehicle guidance and marshalling signals will be provided during taxi-in and/or taxi out.

2.20.3.2 During adverse weather conditions with strong prevailing winds all GA aircraft shall be secured by the aircraft operator and/or the ground service provider.

### **2.20.4 Parking area for helicopters**

2.20.4.1 No heliport available, helicopters will be advised to proceed to an area suitable for parking. The allocation of the 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**

2.20.6.1 Due to lack of STOP BAR ground lights at RWY Holding Positions, crew shall apply extreme caution in order to avoid RWY incursion. Aircraft shall enter the RWY only after ATC clearance.

2.20.6.1.2 Except of a different instruction all aircraft taxiing must make turning circle at both runway ends.

→ 2.20.6.1.3 Aircraft taxiing on turning circle of the beginning RWY 01 must make a clockwise turn with the minimum possible power.

### **2.20.7 School and training flights - technical test flights**

2.20.7.1 Successive landings, touch and go and take-off of one and the same aircraft for training, instruction and exercise purposes require prior permission by the Airport Operator and ATC.

### **2.20.8 Helicopter traffic – limitation**

NIL

### **2.20.9 Removal of disabled aircraft from runways**

NIL

**LGSK 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

**LGSK AD 2.22 FLIGHT PROCEDURES****2.22.1 General**

→ 2.22.1.1 Part of threshold of RWY 19 not visible from TWR.

2.22.1.2 When the aerodrome of SKIATHOS is not in operation, the responsibility for the provision of ATS within SKIATHOS TMA, from MFA-FL115 is provided by ALMIROS APP. (see AD2 LGBL 2.22.1.1).

**2.22.2 Runway in use**

NIL

**2.22.3 Procedures for IFR flights within SKIATHOS TMA**

2.22.3.1 See relevant LGSK IAC charts – ICAO (LGSK AD 2.24)

**2.22.4 Radar procedures within SKIATHOS TMA**

NIL

**2.22.5 Procedures for VFR flights within SKIATHOS TMA**

NIL

**2.22.6 Procedures for VFR flights within SKIATHOS ALEXANDROS PAPADIAMANDIS CTR**

NIL

**2.22.7 Standard instrument departure procedure (SID)**

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

**LGSK AD 2.23 ADDITIONAL INFORMATION****2.23.1 Bird concentrations in the vicinity of the airport**2.23.1.1 Seagulls, crows and pheasants appear in the vicinity of the airport throughout the year. See **ENR 5.6**.**LGSK AD 2.24 CHARTS RELATED TO AN AERODROME**

Chart name	Date	Page
<b>Aerodrome Chart – ICAO: - SKIATHOS/ ALEXANDROS PAPADIAMANDIS Airport</b>	15 AUG 19	AD 2-LGSK-ADC
<b>Aircraft Parking/ Docking Chart – ICAO: - Airport Aircraft Parking Positions</b>	26 APR 18	AD 2-LGSK-APDC
<b>Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - SKIATHOS/ ALEXANDROS PAPADIAMANDIS Airport</b>	17 SEP 15	AD 2-LGSK-AOC A
<b>Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -</b>	NIL	NIL
<b>Precision Approach Terrain Chart – ICAO: -</b>	NIL	NIL
<b>Instrument Approach Chart (IAC) – ICAO: - NDB – VOR RWY 01</b>	25 APR 19	AD 2-LGSK-IAC-1
Instrument Approach Chart (IAC) – ICAO: - NDB – VOR RWY 19	25 APR 19	AD 2-LGSK-IAC-2
<b>Visual Approach Chart (VAC) – ICAO:</b>	NIL	NIL
<b>Standard Departure Chart - Instrument (SID) – ICAO: - RWY 01</b>	25 APR 19	AD 2-LGSK-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 19	25 APR 19	AD 2-LGSK-SID-2
<b>Standard Arrival Chart - Instrument (STAR) – ICAO: -</b>	NIL	NIL
<b>Terminal Area Chart - ICAO - VFR routes: -</b>	25 APR 19	AD 2-LGSK-VFR
<b>TAR System Coverage Chart – VEC area: -</b>	NIL	NIL
<b>ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:</b>	NIL	NIL