CONTACT

Phone: +30-2109972480
AFS: LGGGYNYP
Email: hellas.ais@hcaa.gr
d20d@hcaa.gr
Address: End of 25th str.
Postal Code 16777 Hellinikon

GREECE

MINISTRY OF INFRASTRUCTURE AND TRANSPORT
CIVIL AVIATION AUTHORITY
DIRECTORATE GENERAL OF AIR NAVIGATION SERVICE PROVIDER
AERONAUTICAL INFORMATION SERVICE DIVISION

AIRAC

AIP AMDT 04/21
Effective Date: 20 MAY 2021
Publication Date: 8 APR 2021

1. Amendment content

GEN

GEN 0.6: Editorial changes.
GEN 1.2: Removal of the time limit for submission of FPL and FORM 731.
GEN 1.5: Updated information in 1.5.3 Standard equipage requirements regarding the equipage of 8.33 kHz channel-spacing radios and Surveillance services on the basis of Mode S and ADS-B technologies.
GEN 3.2: New Aeronautical Chart ''Enroute chart - ICAO (ERC)''.

ENR

ENR 0.6: Editorial changes.
ENR 1.3: Updated information in 1.3.6 Rules applicable to IFR Flights within controlled airspace regarding the carriage of 8.33 kHz channel spacing capable radio equipment.
ENR 1.4: Updated information regarding the Airspace classification above FL195.
ENR 3.1: AWY R78 (RNAV5) CDR1 segment PLH – OTREX FL105 – FL195.
ENR 3.1: AWY G33/UG33 (RNAV5) insertion of new point STINO (393527N 0250627E).
ENR 3.3: AWY N137(RNAV5) CDR1 segment BITLA – SKP FL165 – FL660.
ENR 5.4: General review and extensive corrections in OBST coordinates, elevations and heights.
ENR 6.1: Enroute Chart – ICAO: UPPER / LOWER ATS and RNAV ROUTES.

AD

AD 1.6.5: Updated information in AD 1.6.5.20 LOCAL TRAFFIC REGULATIONS.
AD 2 LGEL: Updated information in AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION/POSITION DATA.
AD 2 LGKF: Updated information in AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION/POSITION DATA and AD 2.20 LOCAL TRAFFIC REGULATIONS.
Revision of AD 2-LGKF-ADC.
AD 2 LGKO: Updated information in 2.8 APRONS, TAXIWAYS AND CHECK LOCATION/POSITION DATA and 2.20 LOCAL TRAFFIC REGULATIONS.
Revision of AD 2-LGKO-ADC.
AD 2 LGKR: Updated information in 2.8 APRONS,TAXIWAYS AND CHECK LOCATION/POSITION DATA and 2.20 LOCAL TRAFFIC REGULATIONS.
Revision of AD 2-LGKR-ADC.
AD 2 LGKV: Updated information in 2.8 APRONS, TAXIWAYS AND CHECK LOCATION/POSITION DATA and 2.20 LOCAL TRAFFIC REGULATIONS.
Revision of AD 2-LGKV-ADC.
AD 2 LGMK: Updated information in 2.8 APRONS, TAXIWAYS AND CHECK LOCATION/POSITION DATA and 2.20 LOCAL TRAFFIC REGULATIONS.
Revision of AD 2-LGMK-ADC.
AD 2 LGMT: Updated information in 2.8 APRONS, TAXIWAYS AND CHECK LOCATION/POSITION DATA and 2.20 LOCAL TRAFFIC REGULATIONS.

Revision of AD 2-LGMT-ADC.

AD 2 LGPZ: Updated information in 2.8 APRONS, TAXIWAYS AND CHECK LOCATION/POSITION DATA and 2.20 LOCAL TRAFFIC REGULATIONS.

AD 2 LGRP: Updated information in 2.8 APRONS, TAXIWAYS AND CHECK LOCATION/POSITION DATA and 2.20 LOCAL TRAFFIC REGULATIONS.
Revision of AD 2-LGRP-ADC.

AD 2 LGSA: Updated information in 2.8 APRONS, TAXIWAYS AND CHECK LOCATION/POSITION DATA and 2.20 LOCAL TRAFFIC REGULATIONS.

AD 2 LGSK: Updated information in 2.8 APRONS, TAXIWAYS AND CHECK LOCATION/POSITION DATA and 2.20 LOCAL TRAFFIC REGULATIONS.
Revision of AD 2-LGSK-ADC.

AD 2 LGSM: Updated information in 2.8 APRONS, TAXIWAYS AND CHECK LOCATION/POSITION DATA and 2.20 LOCAL TRAFFIC REGULATIONS.
Revision of AD 2-LGSM-ADC.

AD 2 LGSR: Updated information in LGSR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION/POSITION DATA.
Updated information in LGSR AD 2.20 LOCAL TRAFFIC REGULATIONS.
Revision of AD 2-LGSR-ADC.

AD 2 LGTS: Updated information in 2.20 LOCAL TRAFFIC REGULATIONS.

AD 2 LGSY: Revision of AD 2-LGSY-VFR.

AD 2 LGZA: Updated information in 2.8 APRONS,TAXIWAYS AND CHECK LOCATION/POSITION DATA and 2.20 LOCAL TRAFFIC REGULATIONS.
Revision of AD 2-LGZA-ADC.

AD 3.14 ATTIKI / ASPROPYRGOS: Updated information in 3.14.12 HELIPORT DATA regarding TLOF, FATO and GEO.

2. Hand corrections to the following pages:

NIL

3. Record entry of amendment on section: GEN 0.2

4. This Amendment incorporates information contained in the following AIP AICs, SUPs and NOTAM which are hereby cancelled:

AICs	NIL
SUPs	NIL
NOTAM	NIL

5. Insert / remove the pages as shown hereunder:

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
GEN			
GEN 0.2-2	20 MAY 21	GEN 0.2-2	25 MAR 21
GEN 0.4-1	20 MAY 21	GEN 0.4-1	25 MAR 21
GEN 0.4-2	20 MAY 21	GEN 0.4-2	25 MAR 21
GEN 0.4-3	20 MAY 21	GEN 0.4-3	25 MAR 21
GEN 0.4-4	20 MAY 21	GEN 0.4-4	25 MAR 21
GEN 0.4-5	20 MAY 21	GEN 0.4-5	25 MAR 21
GEN 0.4-6	20 MAY 21	GEN 0.4-6	25 MAR 21
GEN 0.4-7	20 MAY 21	GEN 0.4-7	25 MAR 21
GEN 0.4-8	20 MAY 21	GEN 0.4-8	25 MAR 21
GEN 0.4-9	20 MAY 21	GEN 0.4-9	25 MAR 21
GEN 0.4-10	20 MAY 21	GEN 0.4-10	25 MAR 21
GEN 0.4-11	20 MAY 21	GEN 0.4-11	25 MAR 21
GEN 0.4-12	20 MAY 21	GEN 0.4-12	25 MAR 21
GEN 0.4-13	20 MAY 21	GEN 0.4-13	25 MAR 21
GEN 0.4-14	20 MAY 21	GEN 0.4-14	25 MAR 21
GEN 0.4-15	20 MAY 21	GEN 0.4-15	25 MAR 21
GEN 0.4-16	20 MAY 21	GEN 0.4-16	25 MAR 21

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
GEN 0.4-17	20 MAY 21	GEN 0.4-17	25 MAR 21
GEN 0.4-18	20 MAY 21	GEN 0.4-18	25 MAR 21
GEN 0.4-19	20 MAY 21	GEN 0.4-19	25 MAR 21
GEN 0.4-20	20 MAY 21	GEN 0.4-20	25 MAR 21
GEN 0.4-21	20 MAY 21	GEN 0.4-21	25 MAR 21
GEN 0.4-22	20 MAY 21	GEN 0.4-22	25 MAR 21
GEN 0.4-23	20 MAY 21	GEN 0.4-23	25 MAR 21
GEN 0.6-1	20 MAY 21	GEN 0.6-1	10 SEP 20
GEN 0.6-2	20 MAY 21	GEN 0.6-2	18 JUN 20
GEN 0.6-3	20 MAY 21	GEN 0.6-3	18 JUN 20
GEN 0.6-4	20 MAY 21	GEN 0.6-4	18 JUN 20
GEN 0.6-5	20 MAY 21	GEN 0.6-5	18 JUN 20
GEN 1.2-1	20 MAY 21	GEN 1.2-1	25 MAR 21
GEN 1.5-1	20 MAY 21	GEN 1.5-1	25 FEB 21
GEN 3.2-2	20 MAY 21	GEN 3.2-2	19 JUL 18
GEN 3.2-3	20 MAY 21	GEN 3.2-3	19 JUL 18
GEN 3.2-4	20 MAY 21		
ENR			
ENR 0.6-1	20 MAY 21	ENR 0.6-1	18 JUN 20
ENR 0.6-2	20 MAY 21	ENR 0.6-2	18 JUN 20
ENR 0.6-3	20 MAY 21	ENR 0.6-3	25 MAR 21
ENR 0.6-4	20 MAY 21	ENR 0.6-4	25 MAR 21
ENR 0.6-5	20 MAY 21	ENR 0.6-5	25 MAR 21
		ENR 0.6-6	25 MAR 21
		ENR 0.6-7	28 JAN 21
ENR 1.3-4	20 MAY 21	ENR 1.3-4	25 MAR 21
ENR 1.3-8	20 MAY 21	ENR 1.3-8	25 MAR 21
ENR 1.4-3	20 MAY 21	ENR 1.4-3	02 JAN 20
ENR 1.4-4	20 MAY 21	ENR 1.4-4	02 JAN 20
ENR 1.6-12	20 MAY 21	ENR 1.6-12	21 MAY 20
ENR 2.1-23	20 MAY 21	ENR 2.1-23	25 FEB 21
ENR 2.1-24	20 MAY 21	ENR 2.1-24	23 APR 20
ENR 2.1-25	20 MAY 21	ENR 2.1-25	25 FEB 21
ENR 3.1-6	20 MAY 21	ENR 3.1-6	31 DEC 20
ENR 3.1-16	20 MAY 21	ENR 3.1-16	31 DEC 20
ENR 3.1-31	20 MAY 21	ENR 3.1-31	31 DEC 20
ENR 3.2-8	20 MAY 21	ENR 3.2-8	25 FEB 21
ENR 3.3-35	20 MAY 21	ENR 3.3-35	25 FEB 21
ENR 3.3-52	20 MAY 21	ENR 3.3-52	25 FEB 21
ENR 4.4-3	20 MAY 21	ENR 4.4-3	05 NOV 20
ENR 4.4-6	20 MAY 21	ENR 4.4-6	23 APR 20
ENR 4.4-7	20 MAY 21	ENR 4.4-7	23 APR 20
ENR 5.4-1	20 MAY 21	ENR 5.4-1	31 DEC 20
ENR 5.4-2	20 MAY 21	ENR 5.4-2	31 DEC 20
ENR 5.4-3	20 MAY 21	ENR 5.4-3	31 DEC 20
ENR 5.4-4	20 MAY 21	ENR 5.4-4	31 DEC 20
ENR 5.4-5	20 MAY 21	ENR 5.4-5	31 DEC 20
ENR 5.4-6	20 MAY 21	ENR 5.4-6	31 DEC 20
ENR 5.4-7	20 MAY 21	ENR 5.4-7	31 DEC 20
ENR 5.4-8	20 MAY 21	ENR 5.4-8	31 DEC 20
ENR 5.4-9	20 MAY 21	ENR 5.4-9	31 DEC 20
ENR 5.4-10	20 MAY 21	ENR 5.4-10	31 DEC 20
ENR 5.4-11	20 MAY 21	ENR 5.4-11	31 DEC 20
ENR 5.4-13	20 MAY 21	ENR 5.4-13	31 DEC 20
ENR 5.4-14	20 MAY 21	ENR 5.4-14	31 DEC 20
ENR 5.4-15	20 MAY 21	ENR 5.4-15	31 DEC 20
ENR 5.4-16	20 MAY 21	ENR 5.4-16	31 DEC 20
ENR 5.4-17	20 MAY 21	ENR 5.4-17	31 DEC 20
ENR 5.4-18	20 MAY 21	ENR 5.4-18	31 DEC 20
ENR 5.4-19	20 MAY 21	ENR 5.4-19	31 DEC 20
ENR 5.4-20	20 MAY 21	ENR 5.4-20	31 DEC 20
ENR 5.4-21	20 MAY 21	ENR 5.4-21	31 DEC 20

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
ENR 5.4-22	20 MAY 21	ENR 5.4-22	31 DEC 20
		ENR 6-1	28 JUN 12
ENR 6.1-1	20 MAY 21		
AD			
AD 1.1-1	20 MAY 21	AD 1.1-1	29 MAY 14
AD 1.1-2	20 MAY 21	AD 1.1-2	19 JUL 18
AD 1.1-3	20 MAY 21	AD 1.1-3	29 MAY 14
AD 1.1-4	20 MAY 21	AD 1.1-4	19 JUL 18
AD 1.1-10	20 MAY 21	AD 1.1-10	19 JUL 18
AD 1.4-2	20 MAY 21	AD 1.4-2	25 MAR 21
AD 1.6.5-1	20 MAY 21	AD 1.6.5-1	03 DEC 20
AD 1.6.5-5	20 MAY 21	AD 1.6.5-5	03 DEC 20
AD 1.6.5-6	20 MAY 21	AD 1.6.5-6	03 DEC 20
AD 1.6.5-7	20 MAY 21		
AD 2 LGEL-2	20 MAY 21	AD 2 LGEL-2	28 JAN 21
AD 2 LGEL-3	20 MAY 21	AD 2 LGEL-3	28 JUN 12
AD 2 LGKF-3	20 MAY 21	AD 2 LGKF-3	28 JAN 21
AD 2 LGKF-4	20 MAY 21	AD 2 LGKF-4	05 NOV 20
AD 2 LGKF-7	20 MAY 21	AD 2 LGKF-7	23 APR 20
AD 2 LGKF-8	20 MAY 21	AD 2 LGKF-8	28 JAN 21
AD 2 LGKF-9	20 MAY 21	AD 2 LGKF-9	23 APR 20
AD 2 LGKF-10	20 MAY 21	AD 2 LGKF-10	23 APR 20
AD 2 LGKF-11	20 MAY 21	AD 2 LGKF-11	25 MAR 21
AD 2-LGKF-ADC	20 MAY 21	AD 2-LGKF-ADC	28 JAN 21
AD 2 LGKO-3	20 MAY 21	AD 2 LGKO-3	06 DEC 18
AD 2 LGKO-5	20 MAY 21	AD 2 LGKO-5	25 FEB 21
AD 2 LGKO-8	20 MAY 21	AD 2 LGKO-8	25 MAR 21
AD 2 LGKO-9	20 MAY 21	AD 2 LGKO-9	25 MAR 21
AD 2 LGKO-10	20 MAY 21	AD 2 LGKO-10	25 MAR 21
AD 2 LGKO-11	20 MAY 21	AD 2 LGKO-11	25 MAR 21
AD 2 LGKO-12	20 MAY 21	AD 2 LGKO-12	25 MAR 21
AD 2-LGKO-ADC	20 MAY 21	AD 2-LGKO-ADC	25 FEB 21
AD 2 LGKR-3	20 MAY 21	AD 2 LGKR-3	13 AUG 20
AD 2 LGKR-5	20 MAY 21	AD 2 LGKR-5	25 FEB 21
AD 2 LGKR-6	20 MAY 21	AD 2 LGKR-6	25 FEB 21
AD 2 LGKR-8	20 MAY 21	AD 2 LGKR-8	21 MAY 20
AD 2 LGKR-9	20 MAY 21	AD 2 LGKR-9	21 MAY 20
AD 2 LGKR-10	20 MAY 21	AD 2 LGKR-10	23 APR 20
AD 2 LGKR-14	20 MAY 21	AD 2 LGKR-14	25 MAR 21
AD 2-LGKR-ADC	20 MAY 21	AD 2-LGKR-ADC	25 FEB 21
AD 2 LGKV-3	20 MAY 21	AD 2 LGKV-3	28 MAR 19
AD 2 LGKV-4	20 MAY 21	AD 2 LGKV-4	05 NOV 20
AD 2 LGKV-5	20 MAY 21	AD 2 LGKV-5	28 MAR 19
AD 2 LGKV-7	20 MAY 21	AD 2 LGKV-7	21 MAY 20
AD 2 LGKV-8	20 MAY 21	AD 2 LGKV-8	18 JUL 19
AD 2 LGKV-9	20 MAY 21	AD 2 LGKV-9	05 NOV 20
AD 2 LGKV-10	20 MAY 21	AD 2 LGKV-10	05 NOV 20
AD 2 LGKV-11	20 MAY 21		
AD 2-LGKV-ADC	20 MAY 21	AD 2-LGKV-ADC	05 NOV 20
AD 2 LGMK-3	20 MAY 21	AD 2 LGMK-3	13 SEP 18
AD 2 LGMK-5	20 MAY 21	AD 2 LGMK-5	25 FEB 21
AD 2 LGMK-8	20 MAY 21	AD 2 LGMK-8	23 APR 20
AD 2 LGMK-9	20 MAY 21	AD 2 LGMK-9	31 DEC 20
AD 2 LGMK-10	20 MAY 21	AD 2 LGMK-10	31 DEC 20
AD 2 LGMK-11	20 MAY 21	AD 2 LGMK-11	20 JUN 19
AD 2 LGMK-12	20 MAY 21	AD 2 LGMK-12	25 FEB 21
AD 2-LGMK-ADC	20 MAY 21	AD 2-LGMK-ADC	25 FEB 21
AD 2 LGMT-3	20 MAY 21	AD 2 LGMT-3	28 JAN 21
AD 2 LGMT-5	20 MAY 21	AD 2 LGMT-5	12 SEP 19
AD 2 LGMT-8	20 MAY 21	AD 2 LGMT-8	21 MAY 20
AD 2 LGMT-9	20 MAY 21	AD 2 LGMT-9	18 JUN 20
AD 2 LGMT-10	20 MAY 21	AD 2 LGMT-10	12 SEP 19

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
AD 2 LGMT-11	20 MAY 21	AD 2 LGMT-11	28 JAN 21
AD 2 LGMT-12	20 MAY 21		
AD 2-LGMT-ADC	20 MAY 21	AD 2-LGMT-ADC	31 DEC 20
AD 2 LGPZ-3	20 MAY 21	AD 2 LGPZ-3	15 AUG 19
AD 2 LGPZ-7	20 MAY 21	AD 2 LGPZ-7	21 MAY 20
AD 2 LGPZ-8	20 MAY 21	AD 2 LGPZ-8	13 AUG 20
AD 2 LGPZ-9	20 MAY 21	AD 2 LGPZ-9	13 AUG 20
AD 2 LGPZ-10	20 MAY 21	AD 2 LGPZ-10	31 DEC 20
AD 2 LGRP-3	20 MAY 21	AD 2 LGRP-3	06 DEC 18
AD 2 LGRP-5	20 MAY 21	AD 2 LGRP-5	25 APR 19
AD 2 LGRP-6	20 MAY 21	AD 2 LGRP-6	20 JUN 19
AD 2 LGRP-7	20 MAY 21	AD 2 LGRP-7	10 SEP 20
AD 2 LGRP-8	20 MAY 21	AD 2 LGRP-8	21 MAY 20
AD 2 LGRP-9	20 MAY 21	AD 2 LGRP-9	18 JUL 19
AD 2 LGRP-10	20 MAY 21	AD 2 LGRP-10	25 APR 19
AD 2 LGRP-11	20 MAY 21	AD 2 LGRP-11	25 APR 19
AD 2 LGRP-12	20 MAY 21	AD 2 LGRP-12	25 APR 19
AD 2 LGRP-13	20 MAY 21	AD 2 LGRP-13	25 APR 19
AD 2 LGRP-14	20 MAY 21	AD 2 LGRP-14	31 DEC 20
AD 2 LGRP-15	20 MAY 21		
AD 2-LGRP-ADC	20 MAY 21	AD 2-LGRP-ADC	10 SEP 20
AD 2 LGSA-3	20 MAY 21	AD 2 LGSA-3	23 MAY 19
AD 2 LGSA-8	20 MAY 21	AD 2 LGSA-8	21 MAY 20
AD 2 LGSA-9	20 MAY 21	AD 2 LGSA-9	18 JUN 20
AD 2 LGSA-10	20 MAY 21	AD 2 LGSA-10	19 JUL 18
AD 2 LGSA-11	20 MAY 21	AD 2 LGSA-11	19 JUL 18
AD 2 LGSA-12	20 MAY 21	AD 2 LGSA-12	19 JUL 18
AD 2 LGSK-3	20 MAY 21	AD 2 LGSK-3	25 APR 19
AD 2 LGSK-6	20 MAY 21	AD 2 LGSK-6	25 APR 19
AD 2 LGSK-9	20 MAY 21	AD 2 LGSK-9	21 MAY 20
AD 2 LGSK-10	20 MAY 21	AD 2 LGSK-10	13 AUG 20
AD 2 LGSK-11	20 MAY 21	AD 2 LGSK-11	25 APR 19
AD 2 LGSK-12	20 MAY 21	AD 2 LGSK-12	28 JAN 21
AD 2 LGSK-13	20 MAY 21		
AD 2-LGSK-ADC	20 MAY 21	AD 2-LGSK-ADC	28 JAN 21
AD 2 LGSM-3	20 MAY 21	AD 2 LGSM-3	17 SEP 15
AD 2 LGSM-6	20 MAY 21	AD 2 LGSM-6	25 FEB 21
AD 2 LGSM-9	20 MAY 21	AD 2 LGSM-9	21 MAY 20
AD 2 LGSM-10	20 MAY 21	AD 2 LGSM-10	07 NOV 19
AD 2 LGSM-11	20 MAY 21	AD 2 LGSM-11	07 NOV 19
AD 2 LGSM-12	20 MAY 21	AD 2 LGSM-12	25 MAR 21
AD 2 LGSM-13	20 MAY 21	AD 2 LGSM-13	25 MAR 21
AD 2-LGSM-ADC	20 MAY 21	AD 2-LGSM-ADC	25 FEB 21
AD 2 LGSR-3	20 MAY 21	AD 2 LGSR-3	28 FEB 19
AD 2 LGSR-4	20 MAY 21	AD 2 LGSR-4	25 MAR 21
AD 2 LGSR-5	20 MAY 21	AD 2 LGSR-5	15 AUG 19
AD 2 LGSR-6	20 MAY 21	AD 2 LGSR-6	20 JUN 19
AD 2 LGSR-7	20 MAY 21	AD 2 LGSR-7	10 SEP 20
AD 2 LGSR-8	20 MAY 21	AD 2 LGSR-8	25 MAR 21
AD 2 LGSR-9	20 MAY 21	AD 2 LGSR-9	25 MAR 21
AD 2 LGSR-10	20 MAY 21	AD 2 LGSR-10	25 MAR 21
AD 2 LGSR-11	20 MAY 21	AD 2 LGSR-11	25 MAR 21
AD 2 LGSR-12	20 MAY 21		
AD 2-LGSR-ADC	20 MAY 21	AD 2-LGSR-ADC	10 SEP 20
AD 2 LGSY-10	20 MAY 21	AD 2 LGSY-10	06 DEC 18
AD 2-LGSY-VFR	20 MAY 21	AD 2-LGSY-VFR	06 DEC 18
AD 2 LGTS-9	20 MAY 21	AD 2 LGTS-9	10 SEP 20
AD 2 LGTS-10	20 MAY 21	AD 2 LGTS-10	25 MAR 21
AD 2 LGTS-11	20 MAY 21	AD 2 LGTS-11	10 SEP 20
AD 2 LGTS-12	20 MAY 21	AD 2 LGTS-12	10 SEP 20
AD 2 LGZA-3	20 MAY 21	AD 2 LGZA-3	25 MAR 21
AD 2 LGZA-5	20 MAY 21	AD 2 LGZA-5	19 JUL 18

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
AD 2 LGZA-8	20 MAY 21	AD 2 LGZA-8	10 SEP 20
AD 2 LGZA-9	20 MAY 21	AD 2 LGZA-9	05 NOV 20
AD 2 LGZA-10	20 MAY 21	AD 2 LGZA-10	19 JUL 18
AD 2 LGZA-11	20 MAY 21	AD 2 LGZA-11	28 JAN 21
AD 2 LGZA-12	20 MAY 21		
AD 2-LGZA-ADC	20 MAY 21	AD 2-LGZA-ADC	28 JAN 21
AD 3.1-3	20 MAY 21	AD 3.1-3	28 JUN 12
AD 3.14-2	20 MAY 21	AD 3.14-2	28 JUN 12
AD 3.14-3	20 MAY 21	AD 3.14-3	28 JUN 12
AD 3.69-2	20 MAY 21	AD 3.69-2	20 AUG 15
AD 3.69-3	20 MAY 21	AD 3.69-3	25 JUN 15

GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
NR/Year	**Publication date**	**Effective date**	**Inserted by**
2/17	22 DEC 16	02 FEB 17	C. SFAKIANAKIS
3/17	19 JAN 17	02 MAR 17	C. SFAKIANAKIS
4/17	16 FEB 17	30 MAR 17	C. SFAKIANAKIS
5/17	16 MAR 17	27 APR 17	C. SFAKIANAKIS
6/17	11 MAY 17	22 JUN 17	C. SFAKIANAKIS
7/17	06 JUL 17	17 AUG 17	C. SFAKIANAKIS
8/17	31 AUG 17	12 OCT 17	C. SFAKIANAKIS
9/17	26 OCT 17	07 DEC 17	C. SFAKIANAKIS
	2018		
1/18	03 NOV 17	04 JAN 18	C. SFAKIANAKIS
2/18	03 NOV 17	01 FEB 18	C. SFAKIANAKIS
3/18	18 JAN 18	01 MAR 18	C. SFAKIANAKIS
4/18	15 FEB 18	29 MAR 18	C. SFAKIANAKIS
5/18	15 MAR 18	26 APR 18	C. SFAKIANAKIS
6/18	07 JUN 18	19 JUL 18	D/20/D
7/18	5 JUL 18	16 AUG 18	L. TOURNAVITIS
8/18	2 AUG 18	13 SEP 18	L. TOURNAVITIS
9/18	27 SEP 18	08 NOE 18	L. TOURNAVITIS
10/18	25 OCT 18	06 DEC 18	L. TOURNAVITIS
	2019		
1/19	22 NOV 18	03 JAN 19	L. TOURNAVITIS
2/19	17 JAN 19	28 FEB 19	L. TOURNAVITIS
3/19	14 FEB 19	28 MAR 19	L. TOURNAVITIS
4/19	14 MAR 19	25 APR 19	L. TOURNAVITIS
5/19	11 APR 19	23 MAY 19	L. TOURNAVITIS
6/19	09 MAY 19	20 JUN 19	L. TOURNAVITIS
7/19	06 JUN 19	18 JUL 19	L. TOURNAVITIS

AIRAC AIP AMENDMENT			
NR/Year	**Publication date**	**Effective date**	**Inserted by**
8/19	4 JUL 19	15 AUG 19	L. TOURNAVITIS
9/19	1 AUG 19	12 SEP 19	L. TOURNAVITIS
10/19	26 SEP 19	07 NOV 19	L. TOURNAVITIS
11/19	24 OCT 19	05 DEC 19	L. TOURNAVITIS
	2020		
01/20	21 NOV 19	02 JAN 20	L. TOURNAVITIS
02/20	16 JAN 20	27 FEB 20	L. TOURNAVITIS
03/20	13 FEB 20	26 MAR 20	L. TOURNAVITIS
04/20	12 MAR 20	23 APR 20	L. TOURNAVITIS
05/20	09 APR 20	21 MAY 20	L. TOURNAVITIS
06/20	07 MAY 20	18 JUN 20	L. TOURNAVITIS
07/20	18 JUN 20	13 AUG 20	L. TOURNAVITIS
08/20	30 JUL 20	10 SEP 20	L. TOURNAVITIS
09/20	24 SEP 20	05 NOV 20	L. TOURNAVITIS
10/20	22 OCT 20	03 DEC 20	L. TOURNAVITIS
11/20	19 NOV 20	31 DEC 20	L. TOURNAVITIS
	2021		
01/21	17 DEC 20	28 JAN 21	L. TOURNAVITIS
02/21	14 JAN 21	25 FEB 21	L. TOURNAVITIS
03/21	11 FEB 21	25 MAR 21	L. TOURNAVITIS
04/21	08 APR 21	20 MAY 21	L. TOURNAVITIS

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date
PART 1 – GENERAL (GEN)	
GEN 0	
GEN 0.1-1	28 JUN 12
GEN 0.1-2	28 JAN 21
GEN 0.1-3	28 JUN 12
GEN 0.2-1	02 MAR 17
GEN 0.2-2	20 MAY 21
GEN 0.3-1	31 DEC 20
GEN 0.4-1	20 MAY 21
GEN 0.4-2	20 MAY 21
GEN 0.4-3	20 MAY 21
GEN 0.4-4	20 MAY 21
GEN 0.4-5	20 MAY 21
GEN 0.4-6	20 MAY 21
GEN 0.4-7	20 MAY 21
GEN 0.4-8	20 MAY 21
GEN 0.4-9	20 MAY 21
GEN 0.4-10	20 MAY 21
GEN 0.4-11	20 MAY 21
GEN 0.4-12	20 MAY 21
GEN 0.4-13	20 MAY 21
GEN 0.4-14	20 MAY 21
GEN 0.4-15	20 MAY 21
GEN 0.4-16	20 MAY 21
GEN 0.4-17	20 MAY 21
GEN 0.4-18	20 MAY 21
GEN 0.4-19	20 MAY 21
GEN 0.4-20	20 MAY 21
GEN 0.4-21	20 MAY 21
GEN 0.4-22	20 MAY 21
GEN 0.4-23	20 MAY 21
GEN 0.5-1	10 SEP 20
GEN 0.6-1	20 MAY 21
GEN 0.6-2	20 MAY 21
GEN 0.6-3	20 MAY 21
GEN 0.6-4	20 MAY 21
GEN 0.6-5	20 MAY 21
GEN 1	
GEN 1.1-1	19 JUL 18
GEN 1.1-2	23 APR 20
GEN 1.1-3	19 JUL 18
GEN 1.2-1	20 MAY 21
GEN 1.2-2	25 MAR 21

Page	Date
GEN 1.2-3	25 MAR 21
GEN 1.2-4	25 MAR 21
GEN 1.2-5	25 MAR 21
GEN 1.2-6	25 MAR 21
GEN 1.3-1	25 MAR 21
GEN 1.3-2	25 MAR 21
GEN 1.4-1	28 JUN 12
GEN 1.4-2	28 JUN 12
GEN 1.5-1	20 MAY 21
GEN 1.6-1	23 APR 20
GEN 1.6-2	28 JUN 12
GEN 1.6-3	23 APR 20
GEN 1.7-1	31 DEC 20
GEN 1.7-2	31 DEC 20
GEN 1.7-3	31 DEC 20
GEN 1.7-4	31 DEC 20
GEN 1.7-5	31 DEC 20
GEN 1.7-6	31 DEC 20
GEN 1.7-7	28 JAN 21
GEN 1.7-8	31 DEC 20
GEN 1.7-9	31 DEC 20
GEN 2	
GEN 2.1-1	23 MAY 19
GEN 2.1-2	28 JUN 12
GEN 2.2-1	28 JAN 21
GEN 2.2-2	05 DEC 19
GEN 2.2-3	05 DEC 19
GEN 2.2-4	05 DEC 19
GEN 2.2-5	05 DEC 19
GEN 2.2-6	28 JAN 21
GEN 2.2-7	05 DEC 19
GEN 2.2-8	05 DEC 19
GEN 2.2-9	05 DEC 19
GEN 2.2-10	05 DEC 19
GEN 2.3-1	28 JUN 12
GEN 2.3-2	28 JUN 12
GEN 2.3-3	28 JUN 12
GEN 2.3-4	28 JUN 12
GEN 2.3-5	28 JUN 12
GEN 2.3-6	28 JUN 12
GEN 2.3-7	28 JUN 12
GEN 2.4-1	05 NOV 20
GEN 2.4-2	19 JUL 18

Page	Date
GEN 2.4-3	19 JUL 18
GEN 2.5-1	25 FEB 21
GEN 2.5-2	28 JUN 12
GEN 2.5-3	30 MAY 13
GEN 2.6-1	28 JUN 12
GEN 2.6-2	28 JUN 12
GEN 2.6-3	28 JUN 12
GEN 2.6-4	28 JUN 12
GEN 2.6-5	28 JUN 12
GEN 2.6-6	28 JUN 12
GEN 2.6-7	28 JUN 12
GEN 2.7-1	30 MAY 13
GEN 2.7-2	30 MAY 13
GEN 2.7-3	30 MAY 13
GEN 2.7-4	30 MAY 13
GEN 2.7-5	08 NOV 18
GEN 2.7-6	30 MAY 13
GEN 2.7-7	30 MAY 13
GEN 2.7-8	30 MAY 13
GEN 2.7-9	30 MAY 13
GEN 2.7-10	30 MAY 13
GEN 2.7-11	30 MAY 13
GEN 2.7-12	30 MAY 13
GEN 2.7-13	30 MAY 13
GEN 2.7-14	30 MAY 13
GEN 2.7-15	08 NOV 18
GEN 2.7-16	30 MAY 13
GEN 3	
GEN 3.1-1	25 MAR 21
GEN 3.1-2	25 MAR 21
GEN 3.1-3	13 SEP 18
GEN 3.1-4	13 SEP 18
GEN 3.1-5	25 MAR 21
GEN 3.1-6	13 SEP 18
GEN 3.1-7	13 SEP 18
GEN 3.2-1	19 JUL 18
GEN 3.2-2	20 MAY 21
GEN 3.2-3	20 MAY 21
GEN 3.2-4	20 MAY 21
GEN 3.3-1	21 MAY 20
GEN 3.3-2	05 NOV 20
GEN 3.3-3	21 MAY 20
GEN 3.4-1	01 FEB 18
GEN 3.4-2	01 FEB 18
GEN 3.4-3	21 MAY 20
GEN 3.4-4	21 MAY 20
GEN 3.4-5	13 AUG 20
GEN 3.4-6	21 MAY 20
GEN 3.4-7	21 MAY 20
GEN 3.4-8	21 MAY 20
GEN 3.4-9	21 MAY 20
GEN 3.5-1	28 JUN 12
GEN 3.5-2	28 JUN 12
GEN 3.5-3	13 SEP 18
GEN 3.5-4	15 AUG 19
GEN 3.5-5	17 SEP 15
GEN 3.5-6	13 SEP 18
GEN 3.5-7	13 SEP 18
GEN 3.6-1	28 JAN 21
GEN 3.6-2	28 JAN 21
GEN 3.6-3	28 JAN 21
GEN 3.6-4	28 JAN 21
GEN 3.6-5	28 JAN 21
GEN 3.6-6	28 JUN 12
GEN 4	
GEN 4.1-1	19 JUL 18
GEN 4.1-2	25 MAR 21
GEN 4.1-3	19 JUL 18
GEN 4.1-4	19 JUL 18
GEN 4.1-5	19 JUL 18
GEN 4.1-6	25 MAR 21
GEN 4.1-7	25 MAR 21
GEN 4.1-8	25 MAR 21
GEN 4.1-9	25 MAR 21
GEN 4.1-10	25 MAR 21
GEN 4.2-1	25 MAR 21
GEN 4.2-2	25 MAR 21
GEN 4.2-3	25 MAR 21
PART 2 – ENROUTE (ENR)	
ENR 0	
ENR 0.6-1	20 MAY 21
ENR 0.6-2	20 MAY 21
ENR 0.6-3	20 MAY 21
ENR 0.6-4	20 MAY 21
ENR 0.6-5	20 MAY 21
ENR 1	
ENR 1.1-1	25 MAR 21
ENR 1.1-2	28 JAN 21
ENR 1.1-3	18 JUN 20
ENR 1.1-4	18 JUN 20
ENR 1.1-5	18 JUN 20
ENR 1.1-6	18 JUN 20

Page	Date
ENR 1.1-7	25 MAR 21
ENR 1.1-8	18 JUN 20
ENR 1.1-9	18 JUN 20
ENR 1.1-10	25 FEB 21
ENR 1.1-11	25 FEB 21
ENR 1.1-12	25 FEB 21
ENR 1.1-13	25 FEB 21
ENR 1.1-14	25 MAR 21
ENR 1.1-15	18 JUN 20
ENR 1.1-16	18 JUN 20
ENR 1.1-17	05 NOV 20
ENR 1.1-18	18 JUN 20
ENR 1.1-19	25 MAR 21
ENR 1.1-20	28 JAN 21
ENR 1.1-21	18 JUN 20
ENR 1.1-22	18 JUN 20
ENR 1.2-1	18 JUN 20
ENR 1.2-2	25 MAR 21
ENR 1.2-3	25 MAR 21
ENR 1.2-4	25 MAR 21
ENR 1.2-5	21 MAY 20
ENR 1.2-6	25 MAR 21
ENR 1.2-7	25 MAR 21
ENR 1.2-8	25 MAR 21
ENR 1.2-9	21 MAY 20
ENR 1.2-10	18 JUN 20
ENR 1.2-11	18 JUN 20
ENR 1.2-12	25 MAR 21
ENR 1.3-1	18 JUN 20
ENR 1.3-2	25 MAR 21
ENR 1.3-3	25 MAR 21
ENR 1.3-4	20 MAY 21
ENR 1.3-5	21 MAY 20
ENR 1.3-6	21 MAY 20
ENR 1.3-7	25 MAR 21
ENR 1.3-8	20 MAY 21
ENR 1.3-9	25 MAR 21
ENR 1.3-10	25 MAR 21
ENR 1.3-11	25 MAR 21
ENR 1.4-1	20 JUN 19
ENR 1.4-2	20 JUN 19
ENR 1.4-3	20 MAY 21
ENR 1.4-4	20 MAY 21
ENR 1.5-1	28 JUN 12
ENR 1.6-1	12 NOV 15
ENR 1.6-2	28 JUN 12

Page	Date
ENR 1.6-3	21 MAY 20
ENR 1.6-4	21 MAY 20
ENR 1.6-5	21 MAY 20
ENR 1.6-6	21 MAY 20
ENR 1.6-7	21 MAY 20
ENR 1.6-8	21 MAY 20
ENR 1.6-9	21 MAY 20
ENR 1.6-10	21 MAY 20
ENR 1.6-11	21 MAY 20
ENR 1.6-12	20 MAY 21
ENR 1.6-13	25 MAR 21
ENR 1.7-1	28 JUN 12
ENR 1.7-2	25 MAR 21
ENR 1.8-1	28 JAN 21
ENR 1.8-2	28 JAN 21
ENR 1.9-1	02 FEB 17
ENR 1.9-2	08 NOV 18
ENR 1.9-3	10 SEP 20
ENR 1.9-4	08 NOV 18
ENR 1.9-5	08 NOV 18
ENR 1.9-6	08 NOV 18
ENR 1.9-7	08 NOV 18
ENR 1.9-8	08 NOV 18
ENR 1.9-9	08 NOV 18
ENR 1.9-10	18 JUL 19
ENR 1.9-11	27 FEB 20
ENR 1.9-12	08 NOV 18
ENR 1.9-13	08 NOV 18
ENR 1.9-14	08 NOV 18
ENR 1.9-15	08 NOV 18
ENR 1.9-16	08 NOV 18
ENR 1.9-17	08 NOV 18
ENR 1.9-18	08 NOV 18
ENR 1.9-19	08 NOV 18
ENR 1.9-20	08 NOV 18
ENR 1.9-21	08 NOV 18
ENR 1.9-22	08 NOV 18
ENR 1.9-23	08 NOV 18
ENR 1.9-24	08 NOV 18
ENR 1.9-25	08 NOV 18
ENR 1.9-26	08 NOV 18
ENR 1.10-1	25 MAR 21
ENR 1.10-2	25 MAR 21
ENR 1.10-3	15 NOV 12
ENR 1.10-4	15 NOV 12
ENR 1.10-5	15 NOV 12

Page	Date
ENR 1.10-6	15 NOV 12
ENR 1.10-7	25 MAR 21
ENR 1.10-8	25 MAR 21
ENR 1.10-9	15 NOV 12
ENR 1.10-10	15 NOV 12
ENR 1.10-11	15 NOV 12
ENR 1.10-12	25 MAR 21
ENR 1.10-13	25 MAR 21
ENR 1.10-14	25 MAR 21
ENR 1.10-15	28 JAN 21
ENR 1.10-16	28 JAN 21
ENR 1.11-1	02 JAN 20
ENR 1.11-2	12 NOV 15
ENR 1.12-1	19 JUL 18
ENR 1.12-2	19 JUL 18
ENR 1.12-3	19 JUL 18
ENR 1.12-4	19 JUL 18
ENR 1.13-1	28 JUN 12
ENR 1.14-1	28 JUN 12
ENR 1.14-2	28 JUN 12
ENR 1.14-3	28 JUN 12
ENR 1.14-4	28 JUN 12
ENR 1.14-5	28 JUN 12
ENR 1.14-6	28 JUN 12
ENR 2	
ENR 2.1-1	25 MAR 21
ENR 2.1-2	28 JAN 21
ENR 2.1-3	25 FEB 21
ENR 2.1-4	25 FEB 21
ENR 2.1-5	25 FEB 21
ENR 2.1-6	25 FEB 21
ENR 2.1-7	20 JUN 19
ENR 2.1-8	20 JUN 19
ENR 2.1-9	25 FEB 21
ENR 2.1-10	25 FEB 21
ENR 2.1-11	25 FEB 21
ENR 2.1-12	20 JUN 19
ENR 2.1-13	20 JUN 19
ENR 2.1-14	20 JUN 19
ENR 2.1-15	18 JUL 19
ENR 2.1-16	31 DEC 20
ENR 2.1-17	18 JUL 19
ENR 2.1-18	18 JUL 19
ENR 2.1-19	31 DEC 20
ENR 2.1-20	18 JUL 19
ENR 2.1-21	18 JUL 19

Page	Date
ENR 2.1-22	18 JUL 19
ENR 2.1-23	20 MAY 21
ENR 2.1-24	20 MAY 21
ENR 2.1-25	20 MAY 21
ENR 2.1-26	23 APR 20
ENR 2.1-27	25 FEB 21
ENR 2.1-28	25 FEB 21
ENR 2.1-29	25 FEB 21
ENR 2.2-1	28 JUN 12
ENR 3	
ENR 3.1	
ENR 3.1-1	31 DEC 20
ENR 3.1-2	31 DEC 20
ENR 3.1-3	31 DEC 20
ENR 3.1-4	31 DEC 20
ENR 3.1-5	31 DEC 20
ENR 3.1-6	20 MAY 21
ENR 3.1-7	31 DEC 20
ENR 3.1-8	31 DEC 20
ENR 3.1-9	31 DEC 20
ENR 3.1-10	31 DEC 20
ENR 3.1-11	31 DEC 20
ENR 3.1-12	31 DEC 20
ENR 3.1-13	31 DEC 20
ENR 3.1-14	31 DEC 20
ENR 3.1-15	31 DEC 20
ENR 3.1-16	20 MAY 21
ENR 3.1-17	31 DEC 20
ENR 3.1-18	31 DEC 20
ENR 3.1-19	31 DEC 20
ENR 3.1-20	31 DEC 20
ENR 3.1-21	31 DEC 20
ENR 3.1-22	31 DEC 20
ENR 3.1-23	31 DEC 20
ENR 3.1-24	31 DEC 20
ENR 3.1-25	31 DEC 20
ENR 3.1-26	31 DEC 20
ENR 3.1-27	31 DEC 20
ENR 3.1-28	31 DEC 20
ENR 3.1-29	31 DEC 20
ENR 3.1-30	31 DEC 20
ENR 3.1-31	20 MAY 21
ENR 3.1-32	31 DEC 20
ENR 3.1-33	31 DEC 20
ENR 3.1-34	31 DEC 20
ENR 3.1-35	31 DEC 20

Page	Date
ENR 3.1-36	31 DEC 20
ENR 3.1-37	31 DEC 20
ENR 3.1-38	31 DEC 20
ENR 3.1-39	31 DEC 20
ENR 3.2	
ENR 3.2-1	31 DEC 20
ENR 3.2-2	25 FEB 21
ENR 3.2-3	25 FEB 21
ENR 3.2-4	25 FEB 21
ENR 3.2-5	25 FEB 21
ENR 3.2-6	25 FEB 21
ENR 3.2-7	25 FEB 21
ENR 3.2-8	20 MAY 21
ENR 3.2-9	25 FEB 21
ENR 3.2-10	25 FEB 21
ENR 3.2-11	25 FEB 21
ENR 3.2-12	31 DEC 20
ENR 3.2-13	25 FEB 21
ENR 3.2-14	25 FEB 21
ENR 3.2-15	31 DEC 20
ENR 3.2-16	25 FEB 21
ENR 3.2-17	25 FEB 21
ENR 3.2-18	25 FEB 21
ENR 3.2-19	25 FEB 21
ENR 3.2-20	25 FEB 21
ENR 3.2-21	25 FEB 21
ENR 3.2-22	25 FEB 21
ENR 3.2-23	25 FEB 21
ENR 3.2-24	25 FEB 21
ENR 3.2-25	25 FEB 21
ENR 3.3	
ENR 3.3-1	31 DEC 20
ENR 3.3-2	25 FEB 21
ENR 3.3-3	25 FEB 21
ENR 3.3-4	25 FEB 21
ENR 3.3-5	25 FEB 21
ENR 3.3-6	25 FEB 21
ENR 3.3-7	25 FEB 21
ENR 3.3-8	25 FEB 21
ENR 3.3-9	25 FEB 21
ENR 3.3-10	25 FEB 21
ENR 3.3-11	25 FEB 21
ENR 3.3-12	25 FEB 21
ENR 3.3-13	25 FEB 21
ENR 3.3-14	25 FEB 21
ENR 3.3-15	25 FEB 21

Page	Date
ENR 3.3-16	25 FEB 21
ENR 3.3-17	25 FEB 21
ENR 3.3-18	25 FEB 21
ENR 3.3-19	25 FEB 21
ENR 3.3-20	25 FEB 21
ENR 3.3-21	25 FEB 21
ENR 3.3-22	25 FEB 21
ENR 3.3-23	25 FEB 21
ENR 3.3-24	25 FEB 21
ENR 3.3-25	25 FEB 21
ENR 3.3-26	25 FEB 21
ENR 3.3-27	25 FEB 21
ENR 3.3-28	25 FEB 21
ENR 3.3-29	25 FEB 21
ENR 3.3-30	25 FEB 21
ENR 3.3-31	25 FEB 21
ENR 3.3-32	25 FEB 21
ENR 3.3-33	25 FEB 21
ENR 3.3-34	25 FEB 21
ENR 3.3-35	20 MAY 21
ENR 3.3-36	25 FEB 21
ENR 3.3-37	25 FEB 21
ENR 3.3-38	25 FEB 21
ENR 3.3-39	25 FEB 21
ENR 3.3-40	25 FEB 21
ENR 3.3-41	25 FEB 21
ENR 3.3-42	25 FEB 21
ENR 3.3-43	25 FEB 21
ENR 3.3-44	25 FEB 21
ENR 3.3-45	25 FEB 21
ENR 3.3-46	25 FEB 21
ENR 3.3-47	25 FEB 21
ENR 3.3-48	25 FEB 21
ENR 3.3-49	25 FEB 21
ENR 3.3-50	25 FEB 21
ENR 3.3-51	25 FEB 21
ENR 3.3-52	20 MAY 21
ENR 3.3-53	25 FEB 21
ENR 3.3-54	31 DEC 20
ENR 3.3-55	31 DEC 20
ENR 3.3-56	25 FEB 21
ENR 3.3-57	25 FEB 21
ENR 3.3-58	25 FEB 21
ENR 3.3-59	25 FEB 21
ENR 3.3-60	25 FEB 21
ENR 3.3-61	25 FEB 21

Page	Date
ENR 3.3-62	25 FEB 21
ENR 3.3-63	25 FEB 21
ENR 3.3-64	31 DEC 20
ENR 3.3-65	25 FEB 21
ENR 3.3-66	25 FEB 21
ENR 3.3-67	25 FEB 21
ENR 3.3-68	25 FEB 21
ENR 3.3-69	25 FEB 21
ENR 3.3-70	25 FEB 21
ENR 3.3-71	25 FEB 21
ENR 3.3-72	25 FEB 21
ENR 3.3-73	25 FEB 21
ENR 3.3-74	31 DEC 20
ENR 3.3-75	25 FEB 21
ENR 3.3-76	25 FEB 21
ENR 3.4-1	28 JUN 12
ENR 3.5-1	28 JUN 12
ENR 3.6-1	28 JUN 12
ENR 4	
ENR 4.1-1	05 NOV 20
ENR 4.1-2	05 NOV 20
ENR 4.2-1	28 JUN 12
ENR 4.3-1	28 JUN 12
ENR 4.4-1	05 NOV 20
ENR 4.4-2	05 NOV 20
ENR 4.4-3	20 MAY 21
ENR 4.4-4	05 NOV 20
ENR 4.4-5	05 NOV 20
ENR 4.4-6	20 MAY 21
ENR 4.4-7	20 MAY 21
ENR 4.5-1	15 AUG 19
ENR 4.5-2	28 JUN 12
ENR 4.5-3	03 JAN 19
ENR 4.5-4	28 JUN 12
ENR 4.5-5	15 AUG 19
ENR 4.5-6	15 AUG 19
ENR 5	
ENR 5.1-1	31 DEC 20
ENR 5.1-2	25 FEB 21
ENR 5.1-3	31 DEC 20
ENR 5.1-4	31 DEC 20
ENR 5.1-5	31 DEC 20
ENR 5.1-6	31 DEC 20
ENR 5.1-7	31 DEC 20
ENR 5.1-8	31 DEC 20
ENR 5.1-9	31 DEC 20

Page	Date
ENR 5.1-10	31 DEC 20
ENR 5.1-11	31 DEC 20
ENR 5.1-12	31 DEC 20
ENR 5.1-13	31 DEC 20
ENR 5.1-14	31 DEC 20
ENR 5.1-15	31 DEC 20
ENR 5.1-16	31 DEC 20
ENR 5.1-17	31 DEC 20
ENR 5.2-1	05 DEC 19
ENR 5.3-1	08 JAN 15
ENR 5.3-2	08 JAN 15
ENR 5.3-3	28 JUN 12
ENR 5.4-1	20 MAY 21
ENR 5.4-2	20 MAY 21
ENR 5.4-3	20 MAY 21
ENR 5.4-4	20 MAY 21
ENR 5.4-5	20 MAY 21
ENR 5.4-6	20 MAY 21
ENR 5.4-7	20 MAY 21
ENR 5.4-8	20 MAY 21
ENR 5.4-9	20 MAY 21
ENR 5.4-10	20 MAY 21
ENR 5.4-11	20 MAY 21
ENR 5.4-12	31 DEC 20
ENR 5.4-13	20 MAY 21
ENR 5.4-14	20 MAY 21
ENR 5.4-15	20 MAY 21
ENR 5.4-16	20 MAY 21
ENR 5.4-17	20 MAY 21
ENR 5.4-18	20 MAY 21
ENR 5.4-19	20 MAY 21
ENR 5.4-20	20 MAY 21
ENR 5.4-21	20 MAY 21
ENR 5.4-22	20 MAY 21
ENR 5.5-1	28 JUN 12
ENR 5.6-1	28 JUN 12
ENR 5.6-2	28 JUN 12
ENR 5.6-3	28 JUN 12
ENR 5.6-4	28 JUN 12
ENR 5.6-5	15 AUG 19
ENR 5.6-6	28 JUN 12
ENR 5.6-7	28 JUN 12
ENR 5.6-8	28 JUN 12
ENR 5.6-9	28 JUN 12
ENR 6	
ENR 6.1-1	20 MAY 21

Page	Date
PART 3 – AERODROMES (AD)	
AD 0	
AD 0.6-1	19 JUL 18
AD 0.6-2	19 JUL 18
AD 0.6-3	05 NOV 20
AD 0.6-4	05 NOV 20
AD 0.6-5	19 JUL 18
AD 0.6-6	19 JUL 18
AD 0.6-7	10 SEP 20
AD 0.6-8	05 NOV 20
AD 0.6-9	10 SEP 20
AD 1	
AD 1.1-1	20 MAY 21
AD 1.1-2	20 MAY 21
AD 1.1-3	20 MAY 21
AD 1.1-4	20 MAY 21
AD 1.1-5	29 MAY 14
AD 1.1-6	29 MAY 14
AD 1.1-7	05 MAR 15
AD 1.1-8	13 AUG 20
AD 1.1-9	29 MAY 14
AD 1.1-10	20 MAY 21
AD 1.1-11	13 AUG 20
AD 1.1-12	29 MAY 14
AD 1.1-13	25 MAR 21
AD 1.2-1	28 JUN 12
AD 1.2-2	05 NOV 20
AD 1.2-3	28 JUN 12
AD 1.2-4	28 JUN 12
AD 1.3-1	05 NOV 20
AD 1.3-2	05 NOV 20
AD 1.3-3	05 NOV 20
AD 1.3-4	05 NOV 20
AD 1.3-5	05 NOV 20
AD 1.4-1	25 MAR 21
AD 1.4-2	20 MAY 21
AD 1.5-1	19 JUL 18
AD 1.6	
AD 1.6.0	
AD 1.6.0-1	05 NOV 20
AD 1.6.0-2	02 MAY 13
AD 1.6.1	
AD 1.6.1-1	02 MAY 13
AD 1.6.1-2	28 JUN 12
AD 1.6.1-3	02 MAY 13
AD 1.6.2	
AD 1.6.2-1	02 MAY 13
AD 1.6.2-2	05 NOV 20
AD 1.6.2-3	02 MAY 13
AD 1.6.3	
AD 1.6.3-1	25 FEB 21
AD 1.6.3-2	23 APR 20
AD 1.6.3-3	25 FEB 21
AD 1.6.3-4	25 FEB 21
AD 1.6.3-5	25 FEB 21
AD 1.6.4	
AD 1.6.4-1	28 JUN 12
AD 1.6.4-2	05 NOV 20
AD 1.6.4-3	28 JUN 12
AD 1.6.5	
AD 1.6.5-1	20 MAY 21
AD 1.6.5-2	03 DEC 20
AD 1.6.5-3	03 DEC 20
AD 1.6.5-4	03 DEC 20
AD 1.6.5-5	20 MAY 21
AD 1.6.5-6	20 MAY 21
AD 1.6.5-7	20 MAY 21
AD 1.6.6	
AD 1.6.6-1	28 JUN 12
AD 1.6.6-2	05 NOV 20
AD 1.6.6-3	28 JUN 12
AD 1.6.7	
AD 1.6.7-1	05 NOV 20
AD 1.6.8	
AD 1.6.8-1	28 JUN 12
AD 1.6.8-2	05 NOV 20
AD 1.6.8-3	28 JUN 12
AD 1.6.9	
AD 1.6.9-1	05 NOV 20
AD 1.6.10	
AD 1.6.10-1	28 JUN 12
AD 1.6.10-2	05 NOV 20
AD 1.6.10-3	28 JUN 12
AD 1.6.11	
AD 1.6.11-1	28 JUN 12
AD 1.6.11-2	05 NOV 20
AD 1.6.11-3	05 NOV 20
AD 1.6.11-4	28 JUN 12
AD 1.6.12	
AD 1.6.12-1	28 JUN 12
AD 1.6.12-2	05 NOV 20
AD 1.6.12-3	28 JUN 12

Page	Date
AD 1.6.13	
AD 1.6.13-1	06 DEC 18
AD 1.6.13-2	06 DEC 18
AD 1.6.13-3	28 JUN 12
AD 1.6.14	
AD 1.6.14-1	28 JUN 12
AD 1.6.14-2	28 JUN 12
AD 1.6.14-3	28 JUN 12
AD 1.6.15	
AD 1.6.15-1	28 JUN 12
AD 1.6.15-2	05 NOV 20
AD 1.6.15-3	05 NOV 20
AD 1.6.15-4	05 NOV 20
AD 1.6.15-5	25 APR 19
AD 1.6.15-LGLR-IAC-1	13 DEC 12
AD 1.6.15-LGLR-SID-1	13 DEC 12
AD 1.6.15-LGLR-SID-2	13 DEC 12
AD 1.6.15-LGLR-VFR	25 APR 19
AD 1.6.16	
AD 1.6.16-1	28 JUN 12
AD 1.6.16-2	05 NOV 20
AD 1.6.16-3	28 JUN 12
AD 1.6.17	
AD 1.6.17-1	25 FEB 21
AD 1.6.17-2	25 FEB 21
AD 1.6.17-3	25 FEB 21
AD 1.6.18	
AD 1.6.18-1	04 JAN 18
AD 1.6.18-2	22 JUN 17
AD 1.6.18-3	05 NOV 20
AD 1.6.18-4	22 JUN 17
AD 1.6.19	
AD 1.6.19-1	28 JUN 12
AD 1.6.19-2	05 NOV 20
AD 1.6.19-3	28 JUN 12
AD 1.6.20	
AD 1.6.20-1	25 FEB 21
AD 1.6.20-2	25 FEB 21
AD 1.6.20-3	28 JUN 12
AD 1.6.21	
AD 1.6.21-1	28 JUN 12
AD 1.6.21-2	05 NOV 20
AD 1.6.21-3	16 AUG 18
AD 1.6.22	
AD 1.6.22-1	19 JUL 18
AD 1.6.22-2	05 NOV 20
AD 1.6.22-3	28 JUN 12
AD 1.6.23	
AD 1.6.23-1	05 NOV 20
AD 1.6.24	
AD 1.6.24-1	28 JUN 12
AD 1.6.24-2	05 NOV 20
AD 1.6.24-3	28 JUN 12
AD 1.6.25	
AD 1.6.25-1	20 SEP 12
AD 1.6.25-2	05 NOV 20
AD 1.6.25-3	28 JUN 12
AD 1.6.26	
AD 1.6.26-1	05 NOV 20
AD 1.6.27	
AD 1.6.27-1	28 JUN 12
AD 1.6.27-2	05 NOV 20
AD 1.6.27-3	28 JUN 12
AD 1.6.28	
AD 1.6.28-1	28 JUN 12
AD 1.6.28-2	28 JUN 12
AD 1.6.28-3	25 MAR 21
AD 1.6.28-4	28 JUN 12
AD 1.6.29	
AD 1.6.29-1	05 NOV 20
AD 1.6.29-2	28 JUN 12
AD 1.6.29-3	05 NOV 20
AD 1.6.29-4	05 NOV 20
AD 1.6.29-5	05 NOV 20
AD 1.6.29-6	26 MAR 20
AD 1.6.29-LGTG-IAC-1	28 FEB 19
AD 1.6.29-LGTG-IAC-2	25 JUL 13
AD 1.6.29-LGTG-STAR-1	26 MAR 20
AD 1.6.29-LGTG-VFR	26 MAR 20
AD 1.6.30	
AD 1.6.30-1	28 JUN 12
AD 1.6.30-2	05 NOV 20
AD 1.6.30-3	05 NOV 20
AD 1.6.31	
AD 1.6.31-1	28 JUN 12
AD 1.6.31-2	05 NOV 20
AD 1.6.31-3	28 JUN 12
AD 1.6.32	
AD 1.6.32-1	05 NOV 20
AD 1.6.32-2	05 NOV 20
AD 1.6.32-3	28 JUN 12
AD 1.6.33	

Page	Date
AD 1.6.33-1	28 JUN 12
AD 1.6.33-2	05 NOV 20
AD 1.6.33-3	28 JUN 12
AD 1.6.34	
AD 1.6.34-1	19 JUL 18
AD 1.6.34-2	05 NOV 20
AD 1.6.34-3	19 JUL 18
AD 1.6.35	
AD 1.6.35-1	05 NOV 20
AD 1.6.35-2	05 NOV 20
AD 1.6.35-3	19 JUL 18
AD 1.6.36	
AD 1.6.36-1	05 NOV 20
AD 1.6.36-2	19 JUL 18
AD 1.6.36-3	05 NOV 20
AD 1.6.37	
AD 1.6.37-1	19 JUL 18
AD 1.6.37-2	19 JUL 18
AD 1.6.37-3	05 NOV 20
AD 1.6.38	
AD 1.6.38-1	19 JUL 18
AD 1.6.38-2	05 NOV 20
AD 1.6.38-3	19 JUL 18
AD 1.6.39	
AD 1.6.39-1	05 NOV 20
AD 1.6.39-2	05 NOV 20
AD 1.6.39-3	19 JUL 18
AD 1.6.40	
AD 1.6.40-1	19 JUL 18
AD 1.6.40-2	19 JUL 18
AD 1.6.40-3	05 NOV 20
AD 1.6.41	
AD 1.6.41-1	05 NOV 20
AD 1.6.42	
AD 1.6.42-1	13 AUG 20
AD 1.6.42-2	13 AUG 20
AD 1.6.42-3	05 NOV 20
AD 1.6.42-4	13 AUG 20
AD 2	
AD 2.0	
AD 2.0-1	15 AUG 19
AD 2.0-2	28 JUN 12
AD 2 LGAD	
AD 2 LGAD-1	25 FEB 21
AD 2 LGAD-2	25 FEB 21
AD 2 LGAD-3	25 FEB 21

Page	Date
AD 2 LGAD-4	25 MAR 21
AD 2 LGAD-5	25 FEB 21
AD 2 LGAD-6	20 JUN 19
AD 2 LGAD-7	25 FEB 21
AD 2 LGAD-8	25 FEB 21
AD 2 LGAD-9	25 FEB 21
AD 2-LGAD-AOC A-1	01 APR 82
AD 2-LGAD-SID-1	15 NOV 12
AD 2-LGAD-VFR	25 APR 19
AD 2 LGAL	
AD 2 LGAL-1	29 MAR 18
AD 2 LGAL-2	29 MAR 18
AD 2 LGAL-3	05 NOV 20
AD 2 LGAL-4	29 MAR 18
AD 2 LGAL-5	30 MAY 13
AD 2 LGAL-6	20 JUN 19
AD 2 LGAL-7	28 JUN 12
AD 2 LGAL-8	28 JUN 12
AD 2 LGAL-9	13 SEP 18
AD 2-LGAL-ADC	16 MAR 06
AD 2-LGAL-AOC A-1	10 JUN 04
AD 2-LGAL-IAC-1	13 SEP 18
AD 2-LGAL-IAC-2	13 SEP 18
AD 2-LGAL-SID-1	13 SEP 18
AD 2-LGAL-SID-2	13 SEP 18
AD 2-LGAL-STAR-1	13 SEP 18
AD 2 LGAV	
AD 2 LGAV-1	28 MAR 19
AD 2 LGAV-2	28 MAR 19
AD 2 LGAV-3	23 MAY 19
AD 2 LGAV-4	28 MAR 19
AD 2 LGAV-5	28 MAR 19
AD 2 LGAV-6	15 AUG 19
AD 2 LGAV-7	20 JUN 19
AD 2 LGAV-8	10 SEP 20
AD 2 LGAV-9	10 SEP 20
AD 2 LGAV-10	28 MAR 19
AD 2 LGAV-11	28 MAR 19
AD 2 LGAV-12	28 MAR 19
AD 2 LGAV-13	28 MAR 19
AD 2 LGAV-14	28 MAR 19
AD 2 LGAV-15	28 MAR 19
AD 2 LGAV-16	28 MAR 19
AD 2 LGAV-17	28 MAR 19
AD 2 LGAV-18	28 MAR 19
AD 2 LGAV-19	28 MAR 19

Page	Date
AD 2 LGAV-20	28 MAR 19
AD 2 LGAV-21	28 MAR 19
AD 2 LGAV-22	05 DEC 19
AD 2 LGAV-23	23 MAY 19
AD 2 LGAV-24	28 MAR 19
AD 2 LGAV-25	13 AUG 20
AD 2 LGAV-26	05 NOV 20
AD 2 LGAV-27	05 NOV 20
AD 2 LGAV-28	05 NOV 20
AD 2 LGAV-29	05 NOV 20
AD 2 LGAV-30	05 NOV 20
AD 2 LGAV-31	05 NOV 20
AD 2 LGAV-32	05 NOV 20
AD 2 LGAV-33	05 NOV 20
AD 2 LGAV-34	05 NOV 20
AD 2 LGAV-35	05 NOV 20
AD 2 LGAV-36	05 NOV 20
AD 2 LGAV-37	25 MAR 21
AD 2 LGAV-38	25 MAR 21
AD 2-LGAV-ADC	23 MAY 19
AD 2-LGAV-APDC	28 MAR 19
AD 2-LGAV-AOC A-1	01 MAR 01
AD 2-LGAV-AOC A-2	04 SEP 03
AD 2-LGAV-AOC B-1	04 SEP 03
AD 2-LGAV-PATC-1	04 SEP 03
AD 2-LGAV-PATC-2	04 SEP 03
AD 2-LGAV-IAC-8	18 JUN 20
AD 2-LGAV-IAC-9	18 JUN 20
AD 2-LGAV-IAC-10	18 JUN 20
AD 2-LGAV-IAC-11	18 JUN 20
AD 2-LGAV-IAC-12	10 SEP 20
AD 2-LGAV-IAC-13	10 SEP 20
AD 2-LGAV-IAC-14	18 JUN 20
AD 2-LGAV-IAC-15	18 JUN 20
AD 2-LGAV-IAC-16	18 JUN 20
AD 2-LGAV-IAC-17	18 JUN 20
AD 2-LGAV-IAC-18	18 JUN 20
AD 2-LGAV-IAC-19	18 JUN 20
AD 2-LGAV-IAC-20	18 JUN 20
AD 2-LGAV-IAC-21	18 JUN 20
AD 2-LGAV-SID-1	25 MAR 21
AD 2-LGAV-SID-4	25 MAR 21
AD 2-LGAV-SID-6	13 AUG 20
AD 2-LGAV-SID-8	18 JUN 20
AD 2-LGAV-SID-9	18 JUN 20
AD 2-LGAV-SID-11	25 MAR 21

Page	Date
AD 2-LGAV-SID-13	18 JUN 20
AD 2-LGAV-SID-14	18 JUN 20
AD 2-LGAV-STAR-1	18 JUN 20
AD 2-LGAV-STAR-3	18 JUN 20
AD 2-LGAV-VFR	25 MAR 21
AD 2-LGAV-ASMAC	18 JUN 20
AD 2 LGBL	
AD 2 LGBL-1	08 NOV 18
AD 2 LGBL-2	28 JUN 12
AD 2 LGBL-3	28 JUN 12
AD 2 LGBL-4	05 NOV 20
AD 2 LGBL-5	28 JUN 12
AD 2 LGBL-6	20 JUN 19
AD 2 LGBL-7	28 JUN 12
AD 2 LGBL-8	28 JUN 12
AD 2 LGBL-9	02 MAY 13
AD 2 LGBL-10	13 AUG 20
AD 2-LGBL-ADC	16 MAR 06
AD 2-LGBL-AOC A-1	10 JUN 04
AD 2-LGBL-IAC-1	02 FEB 17
AD 2-LGBL-IAC-2	25 APR 19
AD 2-LGBL-SID-1	30 MAR 17
AD 2-LGBL-SID-2	02 FEB 17
AD 2-LGBL-STAR-1	13 AUG 20
AD 2-LGBL-VFR	08 NOV 18
AD 2 LGEL	
AD 2 LGEL-1	01 MAR 18
AD 2 LGEL-2	20 MAY 21
AD 2 LGEL-3	20 MAY 21
AD 2 LGEL-4	05 NOV 20
AD 2 LGEL-5	19 JUL 18
AD 2 LGEL-6	31 DEC 20
AD 2 LGEL-7	03 APR 14
AD 2 LGEL-8	28 JUN 12
AD 2 LGEL-9	28 JUN 12
AD 2 LGEL-10	31 DEC 20
AD 2 LGEL-11	19 JUL 18
AD 2-LGEL-IAC-1	01 MAR 18
AD 2-LGEL-IAC-2	01 MAR 18
AD 2-LGEL-IAC-3	01 MAR 18
AD 2-LGEL-SID-1	01 MAR 18
AD 2-LGEL-SID-2	01 MAR 18
AD 2 LGHI	
AD 2 LGHI-1	06 DEC 18
AD 2 LGHI-2	06 DEC 18
AD 2 LGHI-3	05 NOV 20

Page	Date
AD 2 LGHI-4	06 DEC 18
AD 2 LGHI-5	06 DEC 18
AD 2 LGHI-6	20 JUN 19
AD 2 LGHI-7	06 DEC 18
AD 2 LGHI-8	25 MAR 21
AD 2 LGHI-9	06 DEC 18
AD 2 LGHI-10	23 APR 20
AD 2-LGHI-ADC	17 MAR 05
AD 2-LGHI-AOC A-1	25 NOV 04
AD 2-LGHI-IAC-1	23 APR 20
AD 2-LGHI-IAC-2	23 APR 20
AD 2-LGHI-SID-1	23 APR 20
AD 2-LGHI-SID-2	23 APR 20
AD 2-LGHI-STAR-1	23 APR 20
AD 2 LGIK	
AD 2 LGIK-1	06 DEC 18
AD 2 LGIK-2	28 JUN 12
AD 2 LGIK-3	28 JUN 12
AD 2 LGIK-4	05 NOV 20
AD 2 LGIK-5	28 JUN 12
AD 2 LGIK-6	05 NOV 20
AD 2 LGIK-7	28 JUN 12
AD 2 LGIK-8	28 JUN 12
AD 2 LGIK-9	28 JUN 12
AD 2-LGIK-ADC	10 MAY 07
AD 2 LGIO	
AD 2 LGIO-1	10 SEP 20
AD 2 LGIO-2	13 SEP 18
AD 2 LGIO-3	10 SEP 20
AD 2 LGIO-4	10 SEP 20
AD 2 LGIO-5	10 SEP 20
AD 2 LGIO-6	10 SEP 20
AD 2 LGIO-7	10 SEP 20
AD 2 LGIO-8	10 SEP 20
AD 2 LGIO-9	10 SEP 20
AD 2 LGIO-10	25 FEB 21
AD 2-LGIO-ADC	22 JUN 17
AD 2-LGIO-AOC A-1	15 FEB 07
AD 2-LGIO-IAC-1	19 JUL 18
AD 2-LGIO-IAC-2	19 JUL 18
AD 2-LGIO-IAC-3	19 JUL 18
AD 2-LGIO-IAC-4	19 JUL 18
AD 2-LGIO-IAC-5	19 JUL 18
AD 2-LGIO-IAC-6	25 FEB 21
AD 2-LGIO-IAC-7	05 DEC 19
AD 2-LGIO-IAC-8	05 DEC 19

Page	Date
AD 2-LGIO-IAC-9	05 DEC 19
AD 2-LGIO-SID-1	08 NOV 18
AD 2-LGIO-SID-2	08 NOV 18
AD 2-LGIO-STAR-1	08 NOV 18
AD 2-LGIO-STAR-2	08 NOV 18
AD 2 LGIR	
AD 2 LGIR-1	02 JAN 20
AD 2 LGIR-2	12 OCT 17
AD 2 LGIR-3	17 AUG 17
AD 2 LGIR-4	25 APR 19
AD 2 LGIR-5	12 SEP 19
AD 2 LGIR-6	17 SEP 15
AD 2 LGIR-7	10 SEP 20
AD 2 LGIR-8	19 JUL 18
AD 2 LGIR-9	08 NOV 18
AD 2 LGIR-10	19 JUL 18
AD 2 LGIR-11	19 JUL 18
AD 2 LGIR-12	19 JUL 18
AD 2 LGIR-13	19 JUL 18
AD 2 LGIR-14	19 JUL 18
AD 2 LGIR-15	19 JUL 18
AD 2 LGIR-16	19 JUL 18
AD 2 LGIR-17	27 FEB 20
AD 2-LGIR-ADC	08 JAN 15
AD 2-LGIR-AOC A-1	11 DEC 14
AD 2-LGIR-AOC A-2	11 DEC 14
AD 2-LGIR-IAC-1	23 MAY 19
AD 2-LGIR-IAC-2	23 MAY 19
AD 2-LGIR-IAC-3	21 JUL 16
AD 2-LGIR-IAC-4	07 NOV 19
AD 2-LGIR-IAC-5	07 NOV 19
AD 2-LGIR-VAC	19 JUL 18
AD 2-LGIR-SID-1	26 APR 18
AD 2-LGIR-SID-2	26 APR 18
AD 2-LGIR-SID-3	18 JUL 19
AD 2-LGIR-SID-4	18 JUL 19
AD 2-LGIR-SID-5	25 APR 19
AD 2-LGIR-SID-6	25 APR 19
AD 2-LGIR-SID-7	26 APR 18
AD 2-LGIR-SID-8	27 FEB 20
AD 2-LGIR-STAR-1	18 JUL 19
AD 2-LGIR-STAR-2	18 JUL 19
AD 2-LGIR-VFR	30 MAR 17
AD 2-LGIR-ASMAC	19 JUL 18
AD 2 LGKA	
AD 2 LGKA-1	06 DEC 18

Page	Date
AD 2 LGKA-2	06 DEC 18
AD 2 LGKA-3	06 DEC 18
AD 2 LGKA-4	06 DEC 18
AD 2 LGKA-5	06 DEC 18
AD 2 LGKA-6	28 JUN 12
AD 2 LGKA-7	20 JUN 19
AD 2 LGKA-8	15 AUG 19
AD 2 LGKA-9	05 NOV 20
AD 2 LGKA-10	27 FEB 20
AD 2-LGKA-ADC	17 MAR 05
AD 2-LGKA-AOC A-1	10 JUN 04
AD 2-LGKA-IAC-1	27 FEB 20
AD 2-LGKA-IAC-2	27 FEB 20
AD 2-LGKA-SID-1	27 FEB 20
AD 2-LGKA-SID-2	27 FEB 20
AD 2 LGKC	
AD 2 LGKC-1	06 DEC 18
AD 2 LGKC-2	28 JUN 12
AD 2 LGKC-3	05 NOV 20
AD 2 LGKC-4	28 JUN 12
AD 2 LGKC-5	28 JUN 12
AD 2 LGKC-6	25 MAR 21
AD 2 LGKC-7	28 JUN 12
AD 2 LGKC-8	16 OCT 14
AD 2 LGKC-9	30 APR 15
AD 2-LGKC-ADC	15 FEB 07
AD 2-LGKC-AOC A-1	14 APR 05
AD 2-LGKC-IAC-1	13 NOV 14
AD 2-LGKC-IAC-2	13 NOV 14
AD 2-LGKC-IAC-3	13 NOV 14
AD 2-LGKC-IAC-4	13 NOV 14
AD 2-LGKC-IAC-5	13 NOV 14
AD 2-LGKC-SID-1	13 NOV 14
AD 2-LGKC-SID-2	13 NOV 14
AD 2-LGKC-SID-3	13 NOV 14
AD 2-LGKC-SID-4	13 NOV 14
AD 2-LGKC-STAR-1	13 NOV 14
AD 2-LGKC-STAR-2	13 NOV 14
AD 2-LGKC-STAR-3	13 NOV 14
AD 2 LGKF	
AD 2 LGKF-1	12 SEP 19
AD 2 LGKF-2	28 JAN 21
AD 2 LGKF-3	20 MAY 21
AD 2 LGKF-4	20 MAY 21
AD 2 LGKF-5	03 DEC 20
AD 2 LGKF-6	10 SEP 20

Page	Date
AD 2 LGKF-7	20 MAY 21
AD 2 LGKF-8	20 MAY 21
AD 2 LGKF-9	20 MAY 21
AD 2 LGKF-10	20 MAY 21
AD 2 LGKF-11	20 MAY 21
AD 2-LGKF-ADC	20 MAY 21
AD 2-LGKF-APDC	25 MAR 21
AD 2-LGKF-AOC A-1	14 APR 05
AD 2-LGKF-IAC-1	12 DEC 13
AD 2-LGKF-IAC-2	12 DEC 13
AD 2-LGKF-IAC-3	12 DEC 13
AD 2-LGKF-SID-1	13 NOV 14
AD 2-LGKF-SID-2	13 NOV 14
AD 2-LGKF-SID-3	13 NOV 14
AD 2-LGKF-STAR-1	13 NOV 14
AD 2-LGKF-STAR-2	12 DEC 13
AD 2-LGKF-STAR-3	12 DEC 13
AD 2 LGKJ	
AD 2 LGKJ-1	16 AUG 18
AD 2 LGKJ-2	28 JUN 12
AD 2 LGKJ-3	05 NOV 20
AD 2 LGKJ-4	16 AUG 18
AD 2 LGKJ-5	29 MAR 18
AD 2 LGKJ-6	05 NOV 20
AD 2 LGKJ-7	28 JUN 12
AD 2 LGKJ-8	28 JUN 12
AD 2 LGKJ-9	28 JUN 12
AD 2-LGKJ-ADC	07 JUL 05
AD 2-LGKJ-AOC A-1	07 JUL 05
AD 2 LGKL	
AD 2 LGKL-1	04 JAN 18
AD 2 LGKL-2	28 JUN 12
AD 2 LGKL-3	08 NOV 18
AD 2 LGKL-4	05 NOV 20
AD 2 LGKL-5	28 JUN 12
AD 2 LGKL-6	20 JUN 19
AD 2 LGKL-7	30 MAY 13
AD 2 LGKL-8	28 JUN 12
AD 2 LGKL-9	28 JUN 12
AD 2 LGKL-10	13 AUG 20
AD 2-LGKL-ADC	16 MAR 06
AD 2-LGKL-AOC A-1	14 APR 05
AD 2-LGKL-IAC-1	08 NOV 18
AD 2-LGKL-IAC-2	08 NOV 18
AD 2-LGKL-IAC-3	08 NOV 18
AD 2-LGKL-IAC-4	18 JUN 20

Page	Date
AD 2-LGKL-SID-1	03 JAN 19
AD 2-LGKL-SID-2	08 NOV 18
AD 2-LGKL-STAR-1	30 MAY 13
AD 2-LGKL-STAR-2	18 JUN 20
AD 2-LGKL-VFR	13 AUG 20
AD 2 LGKO	
AD 2 LGKO-1	20 JUN 19
AD 2 LGKO-2	03 APR 14
AD 2 LGKO-3	20 MAY 21
AD 2 LGKO-4	05 NOV 20
AD 2 LGKO-5	20 MAY 21
AD 2 LGKO-6	16 AUG 18
AD 2 LGKO-7	10 SEP 20
AD 2 LGKO-8	20 MAY 21
AD 2 LGKO-9	20 MAY 21
AD 2 LGKO-10	20 MAY 21
AD 2 LGKO-11	20 MAY 21
AD 2 LGKO-12	20 MAY 21
AD 2-LGKO-ADC	20 MAY 21
AD 2-LGKO-APDC	25 MAR 21
AD 2-LGKO-AOC A-1	14 APR 05
AD 2-LGKO-IAC-1	02 JAN 20
AD 2-LGKO-IAC-2	02 JAN 20
AD 2-LGKO-IAC-3	02 JAN 20
AD 2-LGKO-IAC-4	07 NOV 19
AD 2-LGKO-IAC-5	07 NOV 19
AD 2-LGKO-SID-1	02 JAN 20
AD 2-LGKO-SID-2	02 JAN 20
AD 2-LGKO-SID-3	07 NOV 19
AD 2-LGKO-STAR-1	26 MAR 20
AD 2-LGKO-STAR-2	02 JAN 20
AD 2-LGKO-STAR-3	02 JAN 20
AD 2-LGKO-STAR-4	02 JAN 20
AD 2-LGKO-VFR	02 JAN 20
AD 2 LGKP	
AD 2 LGKP-1	05 DEC 19
AD 2 LGKP-2	28 JUN 12
AD 2 LGKP-3	05 NOV 20
AD 2 LGKP-4	16 AUG 18
AD 2 LGKP-5	02 APR 15
AD 2 LGKP-6	02 JAN 20
AD 2 LGKP-7	19 JUL 18
AD 2 LGKP-8	19 JUL 18
AD 2 LGKP-9	02 JAN 20
AD 2-LGKP-ADC	02 JAN 20
AD 2-LGKP-AOC A-1	02 JAN 20

Page	Date
AD 2-LGKP-IAC-1	01 JUL 10
AD 2-LGKP-IAC-2	01 JUL 10
AD 2-LGKP-SID-1	15 NOV 12
AD 2-LGKP-SID-2	15 NOV 12
AD 2 LGKR	
AD 2 LGKR-1	25 FEB 21
AD 2 LGKR-2	13 AUG 20
AD 2 LGKR-3	20 MAY 21
AD 2 LGKR-4	25 APR 19
AD 2 LGKR-5	20 MAY 21
AD 2 LGKR-6	20 MAY 21
AD 2 LGKR-7	13 AUG 20
AD 2 LGKR-8	20 MAY 21
AD 2 LGKR-9	20 MAY 21
AD 2 LGKR-10	20 MAY 21
AD 2 LGKR-11	05 NOV 20
AD 2 LGKR-12	23 APR 20
AD 2 LGKR-13	23 APR 20
AD 2 LGKR-14	20 MAY 21
AD 2-LGKR-ADC	20 MAY 21
AD 2-LGKR-APDC	25 MAR 21
AD 2-LGKR-AOC A-1	13 MAR 08
AD 2-LGKR-IAC-1	25 APR 19
AD 2-LGKR-IAC-2	25 APR 19
AD 2-LGKR-IAC-3	25 APR 19
AD 2-LGKR-IAC-4	25 APR 19
AD 2-LGKR-IAC-5	25 APR 19
AD 2-LGKR-IAC-6	25 APR 19
AD 2-LGKR-IAC-7	25 APR 19
AD 2-LGKR-IAC-8	25 APR 19
AD 2-LGKR-IAC-9	25 APR 19
AD 2-LGKR-IAC-10	25 APR 19
AD 2-LGKR-IAC-11	26 MAR 20
AD 2-LGKR-SID-1	25 APR 19
AD 2-LGKR-SID-2	25 APR 19
AD 2-LGKR-SID-3	25 APR 19
AD 2-LGKR-SID-4	25 APR 19
AD 2-LGKR-SID-5	25 APR 19
AD 2-LGKR-SID-6	25 APR 19
AD 2-LGKR-SID-7	25 APR 19
AD 2-LGKR-STAR-1	25 APR 19
AD 2-LGKR-STAR-2	25 APR 19
AD 2-LGKR-STAR-3	25 APR 19
AD 2-LGKR-STAR-4	25 APR 19
AD 2-LGKR-STAR-5	25 APR 19
AD 2-LGKR-STAR-6	25 APR 19

Page	Date
AD 2-LGKR-VFR	25 APR 19
AD 2-LGKR-VEC	08 NOV 18
AD 2 LGKS	
AD 2 LGKS-1	06 DEC 18
AD 2 LGKS-2	28 JUN 12
AD 2 LGKS-3	05 NOV 20
AD 2 LGKS-4	16 AUG 18
AD 2 LGKS-5	28 JUN 12
AD 2 LGKS-6	05 NOV 20
AD 2 LGKS-7	28 JUN 12
AD 2 LGKS-8	28 JUN 12
AD 2 LGKS-9	28 JUN 12
AD 2-LGKS-ADC	07 JUL 05
AD 2-LGKS-AOC A-1	07 JUL 05
AD 2 LGKV	
AD 2 LGKV-1	12 SEP 19
AD 2 LGKV-2	21 MAY 20
AD 2 LGKV-3	20 MAY 21
AD 2 LGKV-4	20 MAY 21
AD 2 LGKV-5	20 MAY 21
AD 2 LGKV-6	10 SEP 20
AD 2 LGKV-7	20 MAY 21
AD 2 LGKV-8	20 MAY 21
AD 2 LGKV-9	20 MAY 21
AD 2 LGKV-10	20 MAY 21
AD 2 LGKV-11	20 MAY 21
AD 2-LGKV-ADC	20 MAY 21
AD 2-LGKV-APDC	28 MAR 19
AD 2-LGKV-AOC A-1	10 JUN 04
AD 2-LGKV-IAC-1	08 NOV 18
AD 2-LGKV-IAC-2	08 NOV 18
AD 2-LGKV-IAC-3	08 NOV 18
AD 2-LGKV-IAC-4	08 NOV 18
AD 2-LGKV-SID-1	08 NOV 18
AD 2-LGKV-SID-2	08 NOV 18
AD 2-LGKV-SID-3	28 FEB 19
AD 2-LGKV-SID-4	08 NOV 18
AD 2-LGKV-SID-5	08 NOV 18
AD 2-LGKV-SID-6	08 NOV 18
AD 2-LGKV-STAR-1	08 NOV 18
AD 2-LGKV-STAR-2	08 NOV 18
AD 2-LGKV-STAR-3	08 NOV 18
AD 2-LGKV-STAR-4	08 NOV 18
AD 2-LGKV-STAR-5	08 NOV 18
AD 2-LGKV-VFR	26 MAR 20
AD 2 LGKY	

Page	Date
AD 2 LGKY-1	06 DEC 18
AD 2 LGKY-2	10 DEC 15
AD 2 LGKY-3	28 JUN 12
AD 2 LGKY-4	28 JUN 12
AD 2 LGKY-5	28 JUN 12
AD 2 LGKY-6	05 NOV 20
AD 2 LGKY-7	28 JUN 12
AD 2 LGKY-8	28 JUN 12
AD 2-LGKY-ADC	18 JAN 07
AD 2-LGKY-AOC A-1	13 MAR 08
AD 2 LGKZ	
AD 2 LGKZ-1	06 DEC 18
AD 2 LGKZ-2	06 DEC 18
AD 2 LGKZ-3	06 DEC 18
AD 2 LGKZ-4	06 DEC 18
AD 2 LGKZ-5	28 JUN 12
AD 2 LGKZ-6	20 JUN 19
AD 2 LGKZ-7	27 FEB 20
AD 2 LGKZ-8	05 NOV 20
AD 2 LGKZ-9	10 SEP 20
AD 2-LGKZ-ADC	17 MAR 05
AD 2-LGKZ-AOC A-1	10 JUN 04
AD 2-LGKZ-IAC-1	10 SEP 20
AD 2-LGKZ-IAC-2	10 SEP 20
AD 2-LGKZ-IAC-3	10 SEP 20
AD 2-LGKZ-SID-1	21 MAY 20
AD 2-LGKZ-SID-2	21 MAY 20
AD 2-LGKZ-STAR-1	21 MAY 20
AD 2 LGLE	
AD 2 LGLE-1	06 DEC 18
AD 2 LGLE-2	28 JUN 12
AD 2 LGLE-3	05 NOV 20
AD 2 LGLE-4	25 APR 19
AD 2 LGLE-5	28 JUN 12
AD 2 LGLE-6	05 NOV 20
AD 2 LGLE-7	28 JUN 12
AD 2 LGLE-8	28 JUN 12
AD 2 LGLE-9	28 JUN 12
AD 2-LGLE-ADC	07 JUL 05
AD 2-LGLE-AOC A-1	07 JUL 05
AD 2 LGLM	
AD 2 LGLM-1	04 JAN 18
AD 2 LGLM-2	18 OCT 12
AD 2 LGLM-3	10 DEC 15
AD 2 LGLM-4	10 DEC 15
AD 2 LGLM-5	01 FEB 18

Page	Date
AD 2 LGLM-6	20 JUN 19
AD 2 LGLM-7	28 JUN 12
AD 2 LGLM-8	28 JUN 12
AD 2 LGLM-9	13 SEP 18
AD 2-LGLM-ADC	28 APR 16
AD 2-LGLM-AOC A-1	10 DEC 15
AD 2-LGLM-IAC-1	12 NOV 15
AD 2-LGLM-IAC-2	12 NOV 15
AD 2-LGLM-SID-1	12 NOV 15
AD 2-LGLM-SID-2	12 NOV 15
AD 2-LGLM-STAR-1	12 NOV 15
AD 2 LGMK	
AD 2 LGMK-1	18 JUL 19
AD 2 LGMK-2	17 AUG 17
AD 2 LGMK-3	20 MAY 21
AD 2 LGMK-4	19 JUL 18
AD 2 LGMK-5	20 MAY 21
AD 2 LGMK-6	20 JUN 19
AD 2 LGMK-7	10 SEP 20
AD 2 LGMK-8	20 MAY 21
AD 2 LGMK-9	20 MAY 21
AD 2 LGMK-10	20 MAY 21
AD 2 LGMK-11	20 MAY 21
AD 2 LGMK-12	20 MAY 21
AD 2-LGMK-ADC	20 MAY 21
AD 2-LGMK-APDC	21 MAY 20
AD 2-LGMK-AOC A-1	04 AUG 05
AD 2-LGMK-IAC-1	23 JUL 15
AD 2-LGMK-IAC-1	23 JUL 15
AD 2-LGMK-IAC-2	20 JUN 19
AD 2-LGMK-IAC-3	23 JUL 15
AD 2-LGMK-IAC-4	20 JUN 19
AD 2-LGMK-SID-1	23 JUL 15
AD 2-LGMK-SID-2	23 JUL 15
AD 2-LGMK-SID-3	26 MAY 16
AD 2-LGMK-SID-4	20 JUN 19
AD 2-LGMK-SID-5	20 JUN 19
AD 2-LGMK-STAR-1	26 MAY 16
AD 2-LGMK-STAR-2	20 JUN 19
AD 2-LGMK-STAR-3	20 JUN 19
AD 2-LGMK-STAR-4	20 JUN 19
AD 2-LGMK-VFR	20 JUN 19
AD 2 LGML	
AD 2 LGML-1	13 SEP 18
AD 2 LGML-2	13 SEP 18
AD 2 LGML-3	13 SEP 18

Page	Date
AD 2 LGML-4	13 SEP 18
AD 2 LGML-5	28 JUN 12
AD 2 LGML-6	20 JUN 19
AD 2 LGML-7	28 JUN 12
AD 2 LGML-8	05 NOV 20
AD 2 LGML-9	12 NOV 15
AD 2-LGML-ADC	20 SEP 05
AD 2-LGML-AOC A-1	04 AUG 05
AD 2-LGML-IAC-1	12 NOV 15
AD 2-LGML-IAC-2	12 NOV 15
AD 2-LGML-SID-1	12 NOV 15
AD 2-LGML-SID-2	12 NOV 15
AD 2 LGMT	
AD 2 LGMT-1	12 SEP 19
AD 2 LGMT-2	07 DEC 17
AD 2 LGMT-3	20 MAY 21
AD 2 LGMT-4	19 JUL 18
AD 2 LGMT-5	20 MAY 21
AD 2 LGMT-6	28 JUN 12
AD 2 LGMT-7	02 JAN 20
AD 2 LGMT-8	20 MAY 21
AD 2 LGMT-9	20 MAY 21
AD 2 LGMT-10	20 MAY 21
AD 2 LGMT-11	20 MAY 21
AD 2 LGMT-12	20 MAY 21
AD 2-LGMT-ADC	20 MAY 21
AD 2-LGMT-APDC-1	28 JAN 21
AD 2-LGMT-APDC-2	31 DEC 20
AD 2-LGMT-AOC A	12 NOV 15
AD 2-LGMT-IAC-2	23 APR 20
AD 2-LGMT-IAC-3	23 APR 20
AD 2-LGMT-IAC-4	23 APR 20
AD 2-LGMT-IAC-5	23 APR 20
AD 2-LGMT-IAC-6	21 MAY 20
AD 2-LGMT-SID-2	23 APR 20
AD 2-LGMT-SID-3	23 APR 20
AD 2-LGMT-STAR-2	23 APR 20
AD 2-LGMT-VFR	23 APR 20
AD 2 LGNX	
AD 2 LGNX-1	16 AUG 18
AD 2 LGNX-2	01 MAY 14
AD 2 LGNX-3	01 MAY 14
AD 2 LGNX-4	05 NOV 20
AD 2 LGNX-5	16 AUG 18
AD 2 LGNX-6	01 MAY 14
AD 2 LGNX-7	05 NOV 20

Page	Date
AD 2 LGNX-8	01 MAY 14
AD 2 LGNX-9	10 SEP 20
AD 2 LGNX-10	19 JUL 18
AD 2-LGNX-ADC	21 AUG 14
AD 2-LGNX-AOC A-1	21 AUG 14
AD 2 LGPA	
AD 2 LGPA-1	10 SEP 20
AD 2 LGPA-2	02 MAR 17
AD 2 LGPA-3	08 NOV 18
AD 2 LGPA-4	19 JUL 18
AD 2 LGPA-5	08 NOV 18
AD 2 LGPA-6	02 MAR 17
AD 2 LGPA-7	20 JUN 19
AD 2 LGPA-8	20 JUN 19
AD 2 LGPA-9	20 JUN 19
AD 2 LGPA-10	20 JUN 19
AD 2-LGPA-ADC	08 NOV 18
AD 2-LGPA-AOC A-1	02 MAR 17
AD 2-LGPA-VFR	13 SEP 18
AD 2 LGPL	
AD 2 LGPL-1	16 AUG 18
AD 2 LGPL-2	16 AUG 18
AD 2 LGPL-3	16 AUG 18
AD 2 LGPL-4	05 NOV 20
AD 2 LGPL-5	16 AUG 18
AD 2 LGPL-6	23 JUL 15
AD 2 LGPL-7	05 NOV 20
AD 2 LGPL-8	23 JUL 15
AD 2 LGPL-9	23 JUL 15
AD 2 LGPL-10	23 JUL 15
AD 2-LGPL-ADC	09 JUN 05
AD 2-LGPL-AOC A-1	14 APR 05
AD 2 LGPZ	
AD 2 LGPZ-1	12 SEP 19
AD 2 LGPZ-2	19 JUL 18
AD 2 LGPZ-3	20 MAY 21
AD 2 LGPZ-4	05 NOV 20
AD 2 LGPZ-5	15 AUG 19
AD 2 LGPZ-6	15 AUG 19
AD 2 LGPZ-7	20 MAY 21
AD 2 LGPZ-8	20 MAY 21
AD 2 LGPZ-9	20 MAY 21
AD 2 LGPZ-10	20 MAY 21
AD 2 LGPZ-11	15 AUG 19
AD 2-LGPZ-ADC	15 AUG 19
AD 2-LGPZ-APDC	23 MAY 19

Page	Date
AD 2-LGPZ-AOC A-1	07 JUL 05
AD 2-LGPZ-IAC-1	07 DEC 17
AD 2-LGPZ-IAC-2	19 JUL 18
AD 2-LGPZ-IAC-3	07 DEC 17
AD 2-LGPZ-IAC-4	07 DEC 17
AD 2-LGPZ-SID-1	07 DEC 17
AD 2-LGPZ-SID-2	07 DEC 17
AD 2-LGPZ-SID-3	07 DEC 17
AD 2-LGPZ-SID-4	07 DEC 17
AD 2-LGPZ-STAR-1	07 DEC 17
AD 2-LGPZ-STAR-2	07 DEC 17
AD 2-LGPZ-STAR-3	07 DEC 17
AD 2 LGRP	
AD 2 LGRP-1	25 APR 19
AD 2 LGRP-2	28 JUN 12
AD 2 LGRP-3	20 MAY 21
AD 2 LGRP-4	05 NOV 20
AD 2 LGRP-5	20 MAY 21
AD 2 LGRP-6	20 MAY 21
AD 2 LGRP-7	20 MAY 21
AD 2 LGRP-8	20 MAY 21
AD 2 LGRP-9	20 MAY 21
AD 2 LGRP-10	20 MAY 21
AD 2 LGRP-11	20 MAY 21
AD 2 LGRP-12	20 MAY 21
AD 2 LGRP-13	20 MAY 21
AD 2 LGRP-14	20 MAY 21
AD 2 LGRP-15	20 MAY 21
AD 2-LGRP-ADC	20 MAY 21
AD 2-LGRP-APDC	31 DEC 20
AD 2-LGRP-AOC A-1	04 SEP 03
AD 2-LGRP-IAC-1	25 APR 19
AD 2-LGRP-IAC-2	25 APR 19
AD 2-LGRP-IAC-3	25 APR 19
AD 2-LGRP-IAC-4	25 APR 19
AD 2-LGRP-IAC-5	25 APR 19
AD 2-LGRP-IAC-6	27 FEB 20
AD 2-LGRP-SID-1	27 FEB 20
AD 2-LGRP-SID-2	27 FEB 20
AD 2-LGRP-SID-3	23 APR 20
AD 2-LGRP-SID-4	27 FEB 20
AD 2-LGRP-SID-5	27 FEB 20
AD 2-LGRP-SID-6	27 FEB 20
AD 2-LGRP-SID-7	23 APR 20
AD 2-LGRP-STAR-1	23 APR 20
AD 2-LGRP-STAR-2	26 MAR 20

Page	Date
AD 2-LGRP-STAR-3	26 MAR 20
AD 2-LGRP-STAR-4	26 MAR 20
AD 2-LGRP-STAR-5	26 MAR 20
AD 2-LGRP-STAR-6	26 MAR 20
AD 2-LGRP-VFR	27 APR 17
AD 2-LGRP-ASMAC	26 MAR 20
AD 2 LGRX	
AD 2 LGRX-1	02 JAN 20
AD 2 LGRX-2	26 MAR 20
AD 2 LGRX-3	30 APR 15
AD 2 LGRX-4	02 APR 15
AD 2 LGRX-5	02 JAN 20
AD 2 LGRX-6	20 JUN 19
AD 2 LGRX-7	30 APR 15
AD 2 LGRX-8	28 JAN 21
AD 2 LGRX-9	02 JAN 20
AD 2-LGRX-ADC	02 JAN 20
AD 2-LGRX-AOC A	02 JAN 20
AD 2-LGRX-IAC-1	13 OCT 16
AD 2-LGRX-IAC-2	13 OCT 16
AD 2-LGRX-SID-1	10 NOV 16
AD 2-LGRX-SID-2	13 OCT 16
AD 2-LGRX-STAR-1	13 OCT 16
AD 2-LGRX-STAR-2	13 OCT 16
AD 2 LGSA	
AD 2 LGSA-1	12 SEP 19
AD 2 LGSA-2	27 APR 17
AD 2 LGSA-3	20 MAY 21
AD 2 LGSA-4	05 NOV 20
AD 2 LGSA-5	12 SEP 19
AD 2 LGSA-6	20 JUN 19
AD 2 LGSA-7	10 SEP 20
AD 2 LGSA-8	20 MAY 21
AD 2 LGSA-9	20 MAY 21
AD 2 LGSA-10	20 MAY 21
AD 2 LGSA-11	20 MAY 21
AD 2 LGSA-12	20 MAY 21
AD 2 LGSA-13	10 SEP 20
AD 2-LGSA-ADC	10 SEP 20
AD 2-LGSA-APDC	15 AUG 19
AD 2-LGSA-AOC A	15 AUG 19
AD 2-LGSA-IAC-1	18 AUG 16
AD 2-LGSA-IAC-2	18 AUG 16
AD 2-LGSA-IAC-3	18 AUG 16
AD 2-LGSA-IAC-4	10 SEP 20
AD 2-LGSA-IAC-5	08 NOV 18

Page	Date
AD 2-LGSA-IAC-6	03 JAN 19
AD 2-LGSA-SID-1	13 OCT 16
AD 2-LGSA-SID-2	10 NOV 16
AD 2-LGSA-SID-3	13 OCT 16
AD 2-LGSA-SID-4	18 AUG 16
AD 2-LGSA-SID-5	13 OCT 16
AD 2-LGSA-SID-6	18 AUG 16
AD 2-LGSA-SID-7	03 JAN 19
AD 2-LGSA-SID-8	03 JAN 19
AD 2-LGSA-STAR-1	18 AUG 16
AD 2-LGSA-STAR-2	18 AUG 16
AD 2-LGSA-STAR-3	18 AUG 16
AD 2-LGSA-STAR-4	18 AUG 16
AD 2-LGSA-STAR-5	18 AUG 16
AD 2-LGSA-STAR-6	18 AUG 16
AD 2-LGSA-STAR-7	03 JAN 19
AD 2-LGSA-STAR-8	03 JAN 19
AD 2-LGSA-VFR	08 NOV 18
AD 2 LGSK	
AD 2 LGSK-1	25 APR 19
AD 2 LGSK-2	17 AUG 17
AD 2 LGSK-3	20 MAY 21
AD 2 LGSK-4	25 APR 19
AD 2 LGSK-5	05 NOV 20
AD 2 LGSK-6	20 MAY 21
AD 2 LGSK-7	13 AUG 20
AD 2 LGSK-8	05 DEC 19
AD 2 LGSK-9	20 MAY 21
AD 2 LGSK-10	20 MAY 21
AD 2 LGSK-11	20 MAY 21
AD 2 LGSK-12	20 MAY 21
AD 2 LGSK-13	20 MAY 21
AD 2-LGSK-ADC	20 MAY 21
AD 2-LGSK-APDC	28 JAN 21
AD 2-LGSK-AOC A-1	17 SEP 15
AD 2-LGSK-IAC-1	26 MAR 20
AD 2-LGSK-IAC-2	26 MAR 20
AD 2-LGSK-SID-1	05 DEC 19
AD 2-LGSK-SID-2	05 DEC 19
AD 2-LGSK-STAR-2	05 DEC 19
AD 2-LGSK-VFR	25 APR 19
AD 2 LGSM	
AD 2 LGSM-1	12 SEP 19
AD 2 LGSM-2	28 JUN 12
AD 2 LGSM-3	20 MAY 21
AD 2 LGSM-4	16 OCT 14

Page	Date
AD 2 LGSM-5	05 NOV 20
AD 2 LGSM-6	20 MAY 21
AD 2 LGSM-7	16 OCT 14
AD 2 LGSM-8	10 SEP 20
AD 2 LGSM-9	20 MAY 21
AD 2 LGSM-10	20 MAY 21
AD 2 LGSM-11	20 MAY 21
AD 2 LGSM-12	20 MAY 21
AD 2 LGSM-13	20 MAY 21
AD 2-LGSM-ADC	20 MAY 21
AD 2-LGSM-APDC	18 JUN 20
AD 2-LGSM-AOC A-1	17 SEP 15
AD 2-LGSM-IAC-1	17 SEP 15
AD 2-LGSM-IAC-2	17 SEP 15
AD 2-LGSM-SID-1	24 JUL 14
AD 2-LGSM-SID-2	26 JUN 14
AD 2-LGSM-SID-3	26 JUN 14
AD 2-LGSM-STAR-1	26 JUN 14
AD 2-LGSM-VFR	26 JUN 14
AD 2 LGSO	
AD 2 LGSO-1	06 DEC 18
AD 2 LGSO-2	12 OCT 17
AD 2 LGSO-3	28 JUN 12
AD 2 LGSO-4	25 APR 19
AD 2 LGSO-5	28 JUN 12
AD 2 LGSO-6	20 JUN 19
AD 2 LGSO-7	28 JUN 12
AD 2 LGSO-8	25 MAR 21
AD 2 LGSO-9	02 JAN 20
AD 2-LGSO-ADC	15 FEB 07
AD 2-LGSO-AOC A-1	15 FEB 07
AD 2-LGSO-IAC-1	02 JAN 20
AD 2-LGSO-SID-1	02 JAN 20
AD 2-LGSO-SID-2	02 JAN 20
AD 2 LGSR	
AD 2 LGSR-1	12 SEP 19
AD 2 LGSR-2	15 AUG 19
AD 2 LGSR-3	20 MAY 21
AD 2 LGSR-4	20 MAY 21
AD 2 LGSR-5	20 MAY 21
AD 2 LGSR-6	20 MAY 21
AD 2 LGSR-7	20 MAY 21
AD 2 LGSR-8	20 MAY 21
AD 2 LGSR-9	20 MAY 21
AD 2 LGSR-10	20 MAY 21
AD 2 LGSR-11	20 MAY 21

Page	Date
AD 2 LGSR-12	20 MAY 21
AD 2-LGSR-ADC	20 MAY 21
AD 2-LGSR-APDC	25 MAR 21
AD 2-LGSR-AOC A	28 MAR 19
AD 2-LGSR-IAC-4	21 MAY 20
AD 2-LGSR-IAC-5	28 FEB 19
AD 2-LGSR-IAC-8	28 FEB 19
AD 2-LGSR-IAC-9	19 JUL 18
AD 2-LGSR-IAC-10	25 MAR 21
AD 2-LGSR-SID-3	28 FEB 19
AD 2-LGSR-SID-4	28 FEB 19
AD 2-LGSR-STAR-2	28 FEB 19
AD 2-LGSR-STAR-3	28 FEB 19
AD 2-LGSR-STAR-4	28 FEB 19
AD 2-LGSR-VFR	19 JUL 18
AD 2 LGST	
AD 2 LGST-1	06 DEC 18
AD 2 LGST-2	28 JUN 12
AD 2 LGST-3	19 JUL 18
AD 2 LGST-4	19 JUL 18
AD 2 LGST-5	10 DEC 15
AD 2 LGST-6	20 JUN 19
AD 2 LGST-7	20 JUN 19
AD 2 LGST-8	20 JUN 19
AD 2 LGST-9	20 JUN 19
AD 2-LGST-ADC	10 DEC 15
AD 2-LGST-AOC A-1	10 DEC 15
AD 2-LGST-IAC-1	06 DEC 18
AD 2-LGST-SID-1	06 DEC 18
AD 2-LGST-SID-2	06 DEC 18
AD 2-LGST-STAR-1	06 DEC 18
AD 2 LGSY	
AD 2 LGSY-1	06 DEC 18
AD 2 LGSY-2	10 NOV 16
AD 2 LGSY-3	06 FEB 14
AD 2 LGSY-4	05 NOV 20
AD 2 LGSY-5	01 MAR 18
AD 2 LGSY-6	20 JUN 19
AD 2 LGSY-7	28 JUN 12
AD 2 LGSY-8	28 JUN 12
AD 2 LGSY-9	20 SEP 12
AD 2 LGSY-10	20 MAY 21
AD 2-LGSY-IAC-1	20 DEC 07
AD 2-LGSY-SID-1	20 DEC 07
AD 2-LGSY-SID-2	20 DEC 07
AD 2-LGSY-STAR-1	20 DEC 07

Page	Date
AD 2-LGSY-VFR	20 MAY 21
AD 2 LGTS	
AD 2 LGTS-1	13 AUG 20
AD 2 LGTS-2	18 JUL 19
AD 2 LGTS-3	05 NOV 20
AD 2 LGTS-4	17 SEP 15
AD 2 LGTS-5	25 MAR 21
AD 2 LGTS-6	13 AUG 20
AD 2 LGTS-7	20 JUN 19
AD 2 LGTS-8	05 NOV 20
AD 2 LGTS-9	20 MAY 21
AD 2 LGTS-10	20 MAY 21
AD 2 LGTS-11	20 MAY 21
AD 2 LGTS-12	20 MAY 21
AD 2 LGTS-13	05 NOV 20
AD 2 LGTS-14	13 AUG 20
AD 2 LGTS-15	25 FEB 21
AD 2 LGTS-16	31 DEC 20
AD 2 LGTS-17	31 DEC 20
AD 2 LGTS-18	25 FEB 21
AD 2-LGTS-ADC	03 DEC 20
AD 2-LGTS-APDC	18 JUN 20
AD 2-LGTS-AOC A-1	13 AUG 20
AD 2-LGTS-AOC A-2	11 DEC 14
AD 2-LGTS-PATC-1	10 NOV 01
AD 2-LGTS-PATC-2	13 AUG 20
AD 2-LGTS-IAC-1	21 AUG 14
AD 2-LGTS-IAC-2	02 JAN 20
AD 2-LGTS-IAC-3	21 AUG 14
AD 2-LGTS-IAC-6	01 MAY 14
AD 2-LGTS-IAC-7	02 JAN 20
AD 2-LGTS-IAC-10	02 JAN 20
AD 2-LGTS-IAC-11	02 JAN 20
AD 2-LGTS-IAC-12	13 AUG 20
AD 2-LGTS-IAC-13	25 FEB 21
AD 2-LGTS-IAC-14	13 AUG 20
AD 2-LGTS-IAC-15	31 DEC 20
AD 2-LGTS-SID-1	21 AUG 14
AD 2-LGTS-SID-2	21 AUG 14
AD 2-LGTS-SID-7	21 AUG 14
AD 2-LGTS-SID-8	21 AUG 14
AD 2-LGTS-SID-9	13 AUG 20
AD 2-LGTS-SID-10	13 AUG 20
AD 2-LGTS-SID-11	13 AUG 20
AD 2-LGTS-SID-12	13 AUG 20
AD 2-LGTS-STAR-1	06 MAR 14

Page	Date
AD 2-LGTS-STAR-2	02 FEB 17
AD 2-LGTS-STAR-3	06 MAR 14
AD 2-LGTS-STAR-4	02 FEB 17
AD 2-LGTS-STAR-5	13 AUG 20
AD 2-LGTS-STAR-6	13 AUG 20
AD 2-LGTS-STAR-7	31 DEC 20
AD 2-LGTS-VFR	23 JUL 15
AD 2-LGTS-VEC	06 MAR 14
AD 2 LGZA	
AD 2 LGZA-1	23 APR 20
AD 2 LGZA-2	19 JUL 18
AD 2 LGZA-3	20 MAY 21
AD 2 LGZA-4	20 SEP 12
AD 2 LGZA-5	20 MAY 21
AD 2 LGZA-6	23 JUL 15
AD 2 LGZA-7	13 AUG 20
AD 2 LGZA-8	20 MAY 21
AD 2 LGZA-9	20 MAY 21
AD 2 LGZA-10	20 MAY 21
AD 2 LGZA-11	20 MAY 21
AD 2 LGZA-12	20 MAY 21
AD 2-LGZA-ADC	20 MAY 21
AD 2-LGZA-APDC	26 APR 18
AD 2-LGZA-AOC A-1	23 JUL 15
AD 2-LGZA-IAC-1	23 APR 20
AD 2-LGZA-IAC-2	23 APR 20
AD 2-LGZA-IAC-3	18 JUN 20
AD 2-LGZA-IAC-4	23 APR 20
AD 2-LGZA-IAC-5	23 APR 20
AD 2-LGZA-IAC-6	23 APR 20
AD 2-LGZA-IAC-7	13 AUG 20
AD 2-LGZA-IAC-8	23 APR 20
AD 2-LGZA-SID-1	18 OCT 12
AD 2-LGZA-SID-2	18 OCT 12
AD 2-LGZA-SID-3	18 OCT 12
AD 2-LGZA-SID-4	18 OCT 12
AD 2-LGZA-SID-5	18 OCT 12
AD 2-LGZA-SID-6	18 OCT 12
AD 2-LGZA-STAR-1	14 NOV 13
AD 2-LGZA-STAR-2	06 MAR 14
AD 2-LGZA-STAR-3	14 NOV 13
AD 2-LGZA-STAR-4	06 MAR 14
AD 2-LGZA-STAR-5	18 OCT 12
AD 2-LGZA-STAR-6	18 OCT 12
AD 3	
AD 3.0	

Page	Date
AD 3.0-1	05 NOV 20
AD 3.0-2	13 AUG 20
AD 3.1	
AD 3.1-1	28 MAY 15
AD 3.1-2	28 MAY 15
AD 3.1-3	20 MAY 21
AD 3.2	
AD 3.2-1	07 JAN 16
AD 3.2-2	28 JUN 12
AD 3.2-3	28 JUN 12
AD 3.3	
AD 3.3-1	01 MAY 14
AD 3.3-2	29 MAY 14
AD 3.3-3	01 MAY 14
AD 3.4	
AD 3.4-1	23 JUL 15
AD 3.4-2	20 AUG 15
AD 3.4-3	28 JUN 12
AD 3.5	
AD 3.5-1	02 APR 15
AD 3.5-2	02 APR 15
AD 3.5-3	02 APR 15
AD 3.6	
AD 3.6-1	08 NOV 18
AD 3.6-2	08 NOV 18
AD 3.6-3	28 JUN 12
AD 3.7	
AD 3.7-1	09 JAN 14
AD 3.7-2	28 JUN 12
AD 3.7-3	28 JUN 12
AD 3.8	
AD 3.8-1	09 JAN 14
AD 3.8-2	28 JUN 12
AD 3.8-3	28 JUN 12
AD 3.9	
AD 3.9-1	09 JAN 14
AD 3.9-2	28 JUN 12
AD 3.9-3	28 JUN 12
AD 3.10	
AD 3.10-1	09 JAN 14
AD 3.10-2	28 JUN 12
AD 3.10-3	28 JUN 12
AD 3.11	
AD 3.11-1	09 JAN 14
AD 3.11-2	28 JUN 12
AD 3.11-3	28 JUN 12

Page	Date
AD 3.12	
AD 3.12-1	26 JUL 12
AD 3.12-2	28 JUN 12
AD 3.12-3	28 JUN 12
AD 3.13	
AD 3.13-1	19 SEP 13
AD 3.13-2	19 SEP 13
AD 3.13-3	05 NOV 20
AD 3.13-4	05 NOV 20
AD 3.14	
AD 3.14-1	06 MAR 14
AD 3.14-2	20 MAY 21
AD 3.14-3	20 MAY 21
AD 3.15	
AD 3.15-1	27 JUN 13
AD 3.15-2	27 JUN 13
AD 3.15-3	28 JUN 12
AD 3.16	
AD 3.16-1	28 JUN 12
AD 3.16-2	28 JUN 12
AD 3.16-3	28 JUN 12
AD 3.17	
AD 3.17-1	26 JUL 12
AD 3.17-2	13 SEP 18
AD 3.17-3	05 NOV 20
AD 3.18	
AD 3.18-1	23 MAY 19
AD 3.18-2	28 JUN 12
AD 3.18-3	28 JUN 12
AD 3.19	
AD 3.19-1	28 JUN 12
AD 3.19-2	28 JUN 12
AD 3.19-3	25 MAR 21
AD 3.19-4	05 NOV 20
AD 3.20	
AD 3.20-1	26 JUN 14
AD 3.20-2	28 JUN 12
AD 3.20-3	28 JUN 12
AD 3.21	
AD 3.21-1	26 JUL 12
AD 3.21-2	30 MAY 13
AD 3.21-3	05 NOV 20
AD 3.21-4	28 JUN 12
AD 3.22	
AD 3.22-1	05 NOV 20
AD 3.23	

Page	Date
AD 3.23-1	03 APR 14
AD 3.23-2	28 JUN 12
AD 3.23-3	28 JUN 12
AD 3.24	
AD 3.24-1	30 MAR 17
AD 3.24-2	02 APR 15
AD 3.24-3	28 JUN 12
AD 3.25	
AD 3.25-1	03 APR 14
AD 3.25-2	28 JUN 12
AD 3.25-3	28 JUN 12
AD 3.26	
AD 3.26-1	10 DEC 15
AD 3.26-2	28 JUN 12
AD 3.26-3	28 JUN 12
AD 3.27	
AD 3.27-1	28 JUN 12
AD 3.27-2	28 JUN 12
AD 3.27-3	28 JUN 12
AD 3.28	
AD 3.28-1	09 JAN 14
AD 3.28-2	12 OCT 17
AD 3.28-3	28 JUN 12
AD 3.29	
AD 3.29-1	09 JAN 14
AD 3.29-2	28 JUN 12
AD 3.29-3	28 JUN 12
AD 3.30	
AD 3.30-1	09 JAN 14
AD 3.30-2	28 JUN 12
AD 3.30-3	28 JUN 12
AD 3.31	
AD 3.31-1	05 NOV 20
AD 3.32	
AD 3.32-1	02 APR 15
AD 3.32-2	02 APR 15
AD 3.32-3	02 APR 15
AD 3.33	
AD 3.33-1	12 NOV 15
AD 3.33-2	01 MAY 14
AD 3.33-3	28 JUN 12
AD 3.34	
AD 3.34-1	25 JUN 15
AD 3.34-2	25 JUN 15
AD 3.34-3	02 MAY 13
AD 3.35	

Page	Date
AD 3.35-1	03 APR 14
AD 3.35-2	03 APR 14
AD 3.35-3	28 JUN 12
AD 3.36	
AD 3.36-1	03 APR 14
AD 3.36-2	28 JUN 12
AD 3.36-3	28 JUN 12
AD 3.37	
AD 3.37-1	09 JAN 14
AD 3.37-2	28 JUN 12
AD 3.37-3	18 OCT 12
AD 3.38	
AD 3.38-1	09 JAN 14
AD 3.38-2	20 AUG 15
AD 3.38-3	28 JUN 12
AD 3.39	
AD 3.39-1	09 JAN 14
AD 3.39-2	28 JUN 12
AD 3.39-3	28 JUN 12
AD 3.40	
AD 3.40-1	08 JAN 15
AD 3.40-2	28 JUN 12
AD 3.40-3	28 JUN 12
AD 3.41	
AD 3.41-1	28 JUN 12
AD 3.41-2	28 JUN 12
AD 3.41-3	28 JUN 12
AD 3.42	
AD 3.42-1	28 JUN 12
AD 3.42-2	28 JUN 12
AD 3.42-3	28 JUN 12
AD 3.43	
AD 3.43-1	28 JUN 12
AD 3.43-2	28 JUN 12
AD 3.43-3	28 JUN 12
AD 3.44	
AD 3.44-1	09 JAN 14
AD 3.44-2	28 JUN 12
AD 3.44-3	28 JUN 12
AD 3.45	
AD 3.45-1	09 JAN 14
AD 3.45-2	28 JUN 12
AD 3.45-3	28 JUN 12
AD 3.46	
AD 3.46-1	08 JAN 15
AD 3.46-2	28 JUN 12

Page	Date
AD 3.46-3	28 JUN 12
AD 3.47	
AD 3.47-1	09 JAN 14
AD 3.47-2	28 JUN 12
AD 3.47-3	28 JUN 12
AD 3.48	
AD 3.48-1	09 JAN 14
AD 3.48-2	28 JUN 12
AD 3.48-3	28 JUN 12
AD 3.49	
AD 3.49-1	28 JUN 12
AD 3.49-2	28 JUN 12
AD 3.49-3	13 SEP 18
AD 3.50	
AD 3.50-1	02 APR 15
AD 3.50-2	02 APR 15
AD 3.50-3	28 JUN 12
AD 3.51	
AD 3.51-1	09 JAN 14
AD 3.51-2	28 JUN 12
AD 3.51-3	28 JUN 12
AD 3.52	
AD 3.52-1	09 JAN 14
AD 3.52-2	28 JUN 12
AD 3.52-3	28 JUN 12
AD 3.53	
AD 3.53-1	26 JUN 14
AD 3.53-2	03 APR 14
AD 3.53-3	28 JUN 12
AD 3.54	
AD 3.54-1	09 JAN 14
AD 3.54-2	09 JAN 14
AD 3.54-3	28 JUN 12
AD 3.55	
AD 3.55-1	28 JUN 12
AD 3.55-2	28 JUN 12
AD 3.55-3	28 JUN 12
AD 3.56	
AD 3.56-1	09 JAN 14
AD 3.56-2	28 JUN 12
AD 3.56-3	28 JUN 12
AD 3.57	
AD 3.57-1	28 FEB 19
AD 3.57-2	28 FEB 19
AD 3.57-3	28 JUN 12
AD 3.58	
AD 3.58-1	09 JAN 14
AD 3.58-2	28 JUN 12
AD 3.58-3	28 JUN 12
AD 3.59	
AD 3.59-1	03 APR 14
AD 3.59-2	28 JUN 12
AD 3.59-3	28 JUN 12
AD 3.60	
AD 3.60-1	09 JAN 14
AD 3.60-2	28 JUN 12
AD 3.60-3	28 JUN 12
AD 3.61	
AD 3.61-1	20 AUG 15
AD 3.61-2	28 JUN 12
AD 3.61-3	28 JUN 12
AD 3.62	
AD 3.62-1	30 APR 15
AD 3.62-2	30 APR 15
AD 3.62-3	28 JUN 12
AD 3.63	
AD 3.63-1	06 MAR 14
AD 3.63-2	22 AUG 13
AD 3.63-3	28 JUN 12
AD 3.64	
AD 3.64-1	09 JAN 14
AD 3.64-2	28 JUN 12
AD 3.64-3	28 JUN 12
AD 3.65	
AD 3.65-1	28 JUN 12
AD 3.65-2	28 JUN 12
AD 3.65-3	28 JUN 12
AD 3.66	
AD 3.66-1	09 JAN 14
AD 3.66-2	02 MAY 13
AD 3.66-3	28 JUN 12
AD 3.67	
AD 3.67-1	09 JAN 14
AD 3.67-2	06 FEB 14
AD 3.67-3	28 JUN 12
AD 3.68	
AD 3.68-1	26 JUL 12
AD 3.68-2	26 JUL 12
AD 3.68-3	28 JUN 12
AD 3.69	
AD 3.69-1	28 JAN 21
AD 3.69-2	20 MAY 21

Page	Date
AD 3.69-3	20 MAY 21
AD 3.70	
AD 3.70-1	19 JUL 18
AD 3.70-2	19 JUL 18
AD 3.70-3	25 MAR 21
AD 3.70-4	05 NOV 20
AD 3.71	
AD 3.71-1	06 DEC 18
AD 3.71-2	06 DEC 18
AD 3.71-3	06 DEC 18

Page	Date
AD 3.71-4	06 DEC 18
AD 3.72	
AD 3.72-1	28 MAR 19
AD 3.72-2	28 MAR 19
AD 3.72-3	23 MAY 19
AD 3.73	
AD 3.73-1	20 JUN 19
AD 3.73-2	20 JUN 19
AD 3.73-3	20 JUN 19

GEN 0.6 TABLE OF CONTENTS TO PART 1

Section	Title	Page
GEN 0		
GEN 0.1	**PREFACE**	**GEN 0.1-1**
GEN 0.2	**RECORD OF AIP AMENDMENTS**	**GEN 0.2-1**
GEN 0.3	**RECORD OF AIP SUPPLEMENTS**	**GEN 0.3-1**
GEN 0.4	**CHECKLIST OF AIP PAGES**	**GEN 0.4-1**
GEN 0.5	**LIST OF HAND AMENDMENTS TO THE AIP**	**GEN 0.5-1**
GEN 0.6	**TABLE OF CONTENTS TO PART 1**	**GEN 0.6-1**
GEN 1	**NATIONAL REGULATIONS AND REQUIREMENTS**	
GEN 1.1	**DESIGNATED AUTHORITIES**	**GEN 1.1-1**
GEN 1.2	**ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT**	**GEN 1.2-1**
GEN 1.2.1	General	GEN 1.2-1
GEN 1.2.2	Airport Slot Coordination	GEN 1.2-1
GEN 1.2.3	Scheduled flights	GEN 1.2-3
GEN 1.2.4	Non-scheduled flights	GEN 1.2-4
GEN 1.2.5	Private flights	GEN 1.2-4
GEN 1.2.6	Public health measures applied to aircraft	GEN 1.2-5
GEN 1.2.7	Chartered Organized Group Tour Flights to Greece by non-Community Airlines	GEN 1.2-5
GEN 1.2.8	Miscellaneous information	GEN 1.2-6
GEN 1.3	**ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW**	**GEN 1.3-1**
GEN 1.3.1	Customs requirements	GEN 1.3-1
GEN 1.3.2	Immigration requirements	GEN 1.3-1
GEN 1.3.3	Public health requirements	GEN 1.3-2
GEN 1.4	**ENTRY, TRANSIT AND DEPARTURE OF CARGO**	**GEN 1.4-1**

GEN 1.4.1	Customs requirements concerning cargo and other articles	GEN 1.4-1
GEN 1.4.2	Agricultural quarantine requirements	GEN 1.4-2
GEN 1.4.3	The safe transport of dangerous goods by air	GEN 1.4-2
GEN 1.5	**AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS**	**GEN 1.5-1**
GEN 1.5.1	General	GEN 1.5-1
GEN 1.5.2	Special equipage requirements	GEN 1.5-1
GEN 1.5.3	Standard equipage requirements	GEN 1.5-1
GEN 1.5.4	Flight documents to be carried on aircraft	GEN 1.5-1
GEN 1.6	**SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/ CONVENTIONS**	**GEN 1.6-1**
GEN 1.6.1	List of civil aviation legislation, air navigations regulations, etc., in force in Greece	GEN 1.6-1
GEN 1.6.2	General legislation	GEN 1.6-1
GEN 1.6.3	Sanitary provisions for Aviation International Law	GEN 1.6-1
GEN 1.6.4	National Law	GEN 1.6-2
GEN 1.6.5	International agreements/conventions	GEN 1.6-2
GEN 1.6.6	Annexes to Law 211/1947	GEN 1.6-3
GEN 1.6.7	Miscellaneous	GEN 1.6-3
GEN 1.7	**DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES**	**GEN 1.7-1**

GEN 2	**TABLES AND CODES**	
GEN 2.1	**MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS**	**GEN 2.1-1**
GEN 2.1.1	Units of measurement	GEN 2.1-1
GEN 2.1.2	Time system	GEN 2.1-1
GEN 2.1.3	Geodetic reference datum	GEN 2.1-1
GEN 2.1.4	Vertical reference system	GEN 2.1-2
GEN 2.1.5	Aircraft nationality and registration marks	GEN 2.1-2
GEN 2.1.6	Public holidays	GEN 2.1-2
GEN 2.2	**ABBREVIATIONS USED IN AIS PUBLICATIONS**	**GEN 2.2-1**
GEN 2.3	**CHART SYMBOLS**	**GEN 2.3-1**
GEN 2.4	**LOCATION INDICATORS**	**GEN 2.4-1**
GEN 2.5	**LIST OF RADIO NAVIGATION AIDS**	**GEN 2.5-1**

GEN 2.6	**CONVERSION TABLES**	**GEN 2.6-1**
GEN 2.6.1	Distance	GEN 2.6-1
GEN 2.6.2	Altitude	GEN 2.6-3
GEN 2.6.3	Coordinates	GEN 2.6-4
GEN 2.6.4	Liquid	GEN 2.6-5
GEN 2.6.5	Barometric	GEN 2.6-6
GEN 2.6.6	Temperature	GEN 2.6-6
GEN 2.6.7	Weight	GEN 2.6-7
GEN 2.7	**SUNRISE/SUNSET TABLES**	**GEN 2.7-1**

GEN 3	**SERVICES**	
GEN 3.1	**AERONAUTICAL INFORMATION SERVICES**	**GEN 3.1-1**
GEN 3.1.1	Responsible Service	GEN 3.1-1
GEN 3.1.2	Area of responsibility	GEN 3.1-2
GEN 3.1.3	Aeronautical publications	GEN 3.1-2
GEN 3.1.4	Sale of publications	GEN 3.1-5
GEN 3.1.5	AIRAC system	GEN 3.1-5
GEN 3.1.6	Pre-flight information service at aerodromes/heliports	GEN 3.1-6
GEN 3.1.7	ATS reporting offices	GEN 3.1-7
GEN 3.1.8	Miscellaneous Reports	GEN 3.1-7
GEN 3.2	**AERONAUTICAL CHARTS**	**GEN 3.2-1**
GEN 3.2.1	Responsible services	GEN 3.2-1
GEN 3.2.2	Maintenance of charts	GEN 3.2-1
GEN 3.2.3	Purchase arrangements	GEN 3.2-1
GEN 3.2.4	Aeronautical chart series available	GEN 3.2-2
GEN 3.2.5	Aeronautical charts series not available	GEN 3.2-3
GEN 3.2.6	Topographical charts	GEN 3.2-3
GEN 3.2.7	Corrections to charts not contained in the AIP	GEN 3.2-3
GEN 3.2.8	List of aeronautical charts available	GEN 3.2-3
GEN 3.3	**AIR TRAFFIC SERVICES (ATS)**	**GEN 3.3-1**
GEN 3.3.1	Responsible Service	GEN 3.3-1
GEN 3.3.2	Area of responsibility	GEN 3.3-1
GEN 3.3.3	Types of services	GEN 3.3-1
GEN 3.3.4	Coordination between the operator and ATS	GEN 3.3-2
GEN 3.3.5	Minimum Flight Altitude	GEN 3.3-2
GEN 3.3.6	ATS units address list	GEN 3.3-2
GEN 3.4	**COMMUNICATION SERVICES (COM)**	**GEN 3.4-1**

GEN 3.4.1	Responsible Services	GEN 3.4-1
GEN 3.4.2	Area of responsibility	GEN 3.4-1
GEN 3.4.3	Types of services	GEN 3.4-2
GEN 3.4.4	Language used	GEN 3.4-5
GEN 3.4.5	AFTN/ CIDIN Network Chart	GEN 3.4-6
GEN 3.4.6	ATS & ATFM Telephone Network Chart	GEN 3.4-8
GEN 3.5	**METEOROLOGICAL SERVICES**	**GEN 3.5-1**
GEN 3.5.1	Responsible service	GEN 3.5-1
GEN 3.5.2	Area of responsibility	GEN 3.5-1
GEN 3.5.3	Meteorological Observations and Reports	GEN 3.5-1
GEN 3.5.4	Types of services	GEN 3.5-6
GEN 3.5.5	Notification required from Operators	GEN 3.5-6
GEN 3.5.6	Aircraft reports	GEN 3.5-6
GEN 3.5.7	VOLMET service	GEN 3.5-7
GEN 3.5.8	SIGMET service	GEN 3.5-7
GEN 3.6	**SEARCH AND RESCUE**	**GEN 3.6-1**
GEN 3.6.1	Responsible services	GEN 3.6-1
GEN 3.6.2	Area of responsibility	GEN 3.6-1
GEN 3.6.3	Types of service	GEN 3.6-1
GEN 3.6.4	Table - Search and Rescue units	GEN 3.6-2
GEN 3.6.5	SAR Agreements	GEN 3.6-2
GEN 3.6.6	Conditions of availability	GEN 3.6-2
GEN 3.6.7	Cooperation of Air Traffic Services Units	GEN 3.6-2
GEN 3.6.8	Accident Notification and Accident Inquiry	GEN 3.6.3
GEN 3.6.9	Alerting the service	GEN 3.6.3
GEN 3.6.10	Procedures and Signals Used	GEN 3.6.3
GEN 3.6.11	Communications	GEN 3.6.4
GEN 3.6.12	Frequencies for Emergency calls	GEN 3.6.4
GEN 3.6.13	Search and Rescue signals symbols	GEN 3.6.5

GEN 4	**CHARGES FOR AERODROMES / HELIPORTS AND AIR NAVIGATION SERVICES**	
GEN 4.1	AERODROME / HELIPORT CHARGES	**GEN 4.1-1**
GEN 4.1.1	General	GEN 4.1-1
GEN 4.1.2	HCAA Airport usage charges – AUC (Landing and parking fees)	GEN 4.1-1
GEN 4.1.3	Airport development and modernization charge – ADMC	GEN 4.1-6
GEN 4.1.4	PRM charges	GEN 4.1-10
GEN 4.1.5	Other charges	GEN 4.1-10
GEN 4.1.6	Legislation	GEN 4.1-10
GEN 4.2	**AIR NAVIGATION SERVICES CHARGES**	**GEN 4.2-1**

GEN 4.2.1	General	GEN 4.2-1
GEN 4.2.2	Calculation formula	GEN 4.2-1
GEN 4.2.3	Distance factor	GEN 4.2-1
GEN 4.2.4	Weight factor	GEN 4.2-1
GEN 4.2.5	Service unit rate	GEN 4.2-2
GEN 4.2.6	Exemptions	GEN 4.2-2
GEN 4.2.7	Conditions of payment	GEN 4.2-2
GEN 4.2.8	Terminal Navigation Charges	GEN 4.2-3
GEN 4.2.9	Submission of aircraft - flight data list – Notification of any changes	GEN 4.2-3

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1.2.1 General

1.2.1.1 All flights into, from or over the territory of Greece and landings in the Greek territory shall be carried out in accordance with the Greek regulations in force regarding Civil Aviation.

1.2.1.2 Aircraft landing in or departing from the territory of Greece must first land at or finally depart from one of the international AD listed in **AD 1.3**.

1.2.1.3 Aircraft overflying the territory of Greece, when ordered to land at a specific aerodrome by a police aircraft, should obey the order.

1.2.1.4 Aircraft shall have a current certificate of Airworthiness of the state of Registry and shall be operated only within the limits prescribed therein. Aircraft shall only be operated by crew members possessing current licenses endorsed with class or type of aircraft flown and within the limits prescribed therein.

1.2.1.5 Civil aeroplanes in Greece are permitted to land and take off only at aerodromes mentioned in the AD Part of this publication, in accordance with the conditions set in AD 1.1.1 subsection and the procedures prescribed hereunder. Helicopters are additionally allowed to land (and take-off from) non-specified provisionary fields, as specified in ENR 1.1.11.1.2. Special rules apply for UAVs.

1.2.1.6 Aircraft in case of genuine emergency in flight may land at, besides the aerodromes, any suitable aerodrome without prior permission (see also **AD 1.1.1.2**).

1.2.1.7 International aerodromes must be used for the first landing in Greece on incoming flights and for the last take-off on outgoing flights.

1.2.2 Airport Slot Coordination

1.2.2.1 Coordinated Airports

1.2.2.1.1 In accordance with the provisions of Article 3 of amended Regulation (EEC) No 95/93, the following Greek airports have been classified as coordinated airports based on the relationship between the declared capacity and the existing operational demand at each airport.

Schedule facilitated airports (summer season only):
LGTS, LGSK, LGLM

Coordinated airports (summer season only):
LGIR, LGRP, LGBL, LGZA, LGST, LGSR, LGKO, LGKC, LGKL, LGPA, LGKP, LGKR, LGSA, LGKF, LGRX, LGHI, LGMK

1.2.1.1 Procedure

1.2.1.1.1 The allocation of an airport slot is an essential prerequisite for all IFR flights (all commercial flights plus general aviation, business, air taxi flights) arriving at and departing from Greek airports declared as Coordinated, according to Airport Regulation No 4 (GG 355/B/2015) which implement the provisions of amended Regulation (EEC) No 95/93.

1.2.1.1.2 Requests for the allocation of available landing and/or take-off slots shall be filled in Slot Clearance Request (SCR) standard IATA format (Standard Schedules Information Manual, Chapter 6) and shall be applied to the Coordinator (see also **GEN 1.1.A.9**):

Hellenic Slot Coordination Authority
TEL: +30 210 22 03 500/1
FAX: +30 229 90 49 141
e-mail: slot@hsca.gr
Office hours: MON-FRI 0800-1600 LT

1.2.2.2.2.1 Requests to the Coordinator should be made by e-mail.

1.2.2.2.2.2 Replies to the requests received by the Coordinator will be issued via the same channel used by the interested party, within three working days from the date of the request.

1.2.2.2.2.3 More information related to **Airport Slots**, including “Rules and Guidelines for the Slot Allocation of GENERAL/ BUSINESS AVIATION (GABA)” is available in the national slot coordination site: http://www.hsca.gr

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1.5.1 General

1.5.1.1 Commercial air transport and General Aviation aircraft operating within ATHINAI FIR / HELLAS UIR shall adhere to the provisions of ICAO Annex 6 - Operation of Aircraft, Part I, II and III, referring to required instruments, equipment and flight documents as well as to required communication and navigation equipment.

1.5.1.2 Commercial air transport and General Aviation aircraft operating within ATHINAI FIR / HELLAS UIR shall carry COM and NAV equipment conforming to provisions prescribed in:

a) ICAO Annex 10
b) ICAO / EUR ANP (Doc. 7754)
c) ICAO / EUR Regional Supplementary Procedures (Doc. 7030/EUR)
d) Relevant EU regulations

1.5.2 Special equipage requirements

NIL

1.5.3 Standard equipage requirements

1.5.3.1 Aircraft, operating within ATHINAI FIR / HELLAS UIR shall be equipped with:

a) RNAV equipment meeting as a minimum RNAV5, when conducting flights on the ATS routes. Further information can be obtained in **ENR 1.1.6.2.1** and **ENR 1.3.4.**
b) Radio equipment for ATS two-way voice communications, unless provided otherwise. (See **ENR 1.2.7**, **ENR**–**1.3.6.1.3** and **ENR 1.4**).

Note 1: With regard to the channel-spacing capability of VHF voice-communication aircraft radios, aircraft operating within ATHINAI FIR / HELLAS UIR shall be equipped with 8.33 kHz channel-spacing capable radios, with the exception of State aircraft which are exempted from mandatory carriage when equipped with UHF communication capability.

Note 1.a: Non 8.33 kHz-equipped aircraft planning to conduct flights in any FIR/UIR within the EU should adhere to the provisions published in the respective AIPs.

Note 1.b: When flight planning for an 8.33 kHz-equipped aircraft, the letter **Y** shall be inserted in Item 10 of the flight plan. When flight planning for a non 8.33 kHz-equipped aircraft, the appropriate indicators shall be inserted in the relevant fields of the flight plan, e.g. in ITEM 10: **Z** or **UZ** and in ITEM 18: **COM/EXM833** (See **ENR 1.10.5.1.3**).

Note 2: Airborne VHF COM and NAV equipment operating in the bands 118–137 MHz and 108–118 MHz respectively, should meet the ICAO Annex 10 requirements for immunity performance against FM broadcasting interference.

c) SSR transponder on Mode A/3 and Mode C. Further information can be obtained in **ENR 1.2.8**, **ENR 1.4.2** and **ENR 1.6.4**.

Note: Surveillance services on the basis of Mode S and ADS-B technologies are not currently provided in ATHINAI FIR/HELLAS UIR. Equipage requirements on Mode S ELS/EHS and ADS-B Out capability for aircraft operating within ATHINAI FIR/HELLAS UIR do not consequently apply. Furthermore, for flights conducted exclusively within ATHINAI FIR/HELLAS UIR operators are not required to indicate the lack of this capability in the flight plans.
For flights conducted partly outside ATHINAI FIR/HELLAS UIR, operators are advised to consult the respective AIPs regarding the equipage and flight planning requirements on Mode S ELS/EHS and ADS-B Out capability."

d) ACAS II, for aircraft prescribed in **ENR 1.3.7** and **ENR 1.4.2**.
e) Emergency Locator Transmitter (ELT) or Personal Locator Beacon (PLB) as appropriate, in accordance with ICAO and EASA provisions for commercial and non-commercial operations (EU 965/2012).

1.5.4 Flight documents to be carried on aircraft

1.5.4.1 The basic documents to be carried on board aircraft operating within ATHINAI FIR / HELLAS UIR and always be available on request from the appropriate inspecting unit of Hellenic Civil Aviation Authority are the following:

- Certificate of Airworthiness
- Aircraft Registration Certificate
- Air Operator Certificate (AOC)
- Aircraft Station License
- Pilots' Licenses
- Radiotelephone operator's restricted Certificate

Note: Pilots holding an EASA pilot license are not required to carry separate radiotelephone operator's restricted certificate.

3.2.3.3 If payment is made through the Bank of Greece the subscribers must have received an invoice from the account department of the Civil Aviation Authority, prior to payment.

3.2.3.4 Receipt of payment has to be sent to the Accounting and Supply Centre to the following address:

Civil Aviation Authority
Accounting and Supply Centre (LEK/B)
P. O. Box 70360
GR 16610 GLYFADA
GREECE
FAX: +30 210 960 05 67
+30 210 969 42 95
e-mail: lekb@hcaa.gr

3.2.4 Aeronautical chart series available

3.2.4.1 The following series of aeronautical charts are produced:

a) Aerodrome Chart – ICAO (ADC)
b) Aircraft Parking/Docking Chart – ICAO (APDC)
c) Aerodrome Obstacle Chart - ICAO - Type A (AOC A)
d) Precision Approach Terrain Chart – ICAO (PATC)
e) Instrument Approach Chart – ICAO (IAC)
f) Visual Approach Chart– ICAO (VAC)
g) Standard Departure Chart - Instrument – ICAO (SID)
h) Standard Arrival Chart - Instrument - ICAO (STAR)
i) ATC Surveillance Minimum Altitude Chart– ICAO (ASMAC)
j) Enroute chart - ICAO (ERC)

3.2.4.2 General description of each series

a) **Aerodrome Chart – ICAO (ADC)**

This chart contains detailed aerodrome data to provide flight crews with information that will facilitate the ground movement of aircraft:

- from the aircraft stand to the runway; and
- from the runway to the aircraft stand.
- It also provides essential operational information at the aerodrome.

b) **Aircraft Parking/Docking Chart – ICAO (APDC)**

This chart is produced to facilitate the ground movement of aircraft between the taxiways and the aircraft parking/docking stands.

c) **Aerodrome Obstacle Chart - ICAO - Type A (AOC A)**

This chart contains detailed information on obstacles in take-off flight path areas of aerodromes. It is shown in plan and profile view.

d) **Precision Approach Terrain Chart – ICAO (PATC)**

This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. This chart is produced for precision approach CAT II runways.

e) **Instrument Approach Chart – ICAO (IAC)**

This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart - ICAO has been provided for each approach procedure. The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns and it is produced in colours.

f) **Visual Approach Chart – ICAO (VAC)**

This chart shall provide flight crews with information which will enable them to transit from the en-route/descent to approach phases of flight to the runway of intended landing by means of visual reference.

g) **Standard Departure Chart - Instrument – ICAO (SID)**

This chart is produced whenever a standard departure route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO. The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route - instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route - instrument from the take-off phase to the en-route phase and it is produced in colours.

h) **Standard Arrival Chart - Instrument - ICAO (STAR)**

This chart is produced whenever a standard arrival route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO. The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route - instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route - instrument from the en-route phase to the approach phase and it is produced in colours.

i) **ATC Surveillance Minimum Altitude Chart – ICAO (ASMAC)**

This supplementary chart shall provide information that will enable flight crews to monitor and cross-check altitudes assigned by a controller using an ATS surveillance system. A note indicating that the chart may only be used for cross-checking of altitudes assigned while the aircraft is identified shall be prominently displayed on the face of the chart.

j) Enroute chart - ICAO (ERC)

This chart is produced for the entire ATHINAI FIR and HELLAS UIR (Scale 1:1.400.000). The chart depicts ATS/RNAV routes and contains information essential for en route navigation under instrument flight rules.
The aeronautical data include: aerodromes, prohibited, restricted, danger areas and the Air Traffic Services system in detail. The charts provide the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services procedures.
See ENR 3 section and NOTAM for updated route information.

3.2.4.3 In addition to the above, the following charts are also produced by HCAA for certain aerodromes:

a) Aerodrome Obstacle Chart – ICAO – Type B (AOC B)

b) Terminal Area Chart - ICAO – VFR routes (VFR)

c) TAR System Coverage Chart – VEC area (VEC)

3.2.5 Aeronautical charts series not available

3.2.5.1 The following series of aeronautical charts are not available:

a) World Aeronautical Chart - ICAO 1:1 000 000;

b) Aeronautical Chart - ICAO 1:500 000.

3.2.6 Topographical charts

NIL

3.2.7 Corrections to charts not contained in the AIP

NIL

3.2.8 List of aeronautical charts available

3.2.8.1 In the paper form edition of this 3 Part AIP, the aeronautical charts corresponding to an aerodrome shall be attached after the last subsection of that aerodrome. However, they do not follow the page numbering of the text information (see also **GEN 0.4** - check list of pages/Part 3), but the following referencing system is applied:

3.2.8.1.1 The name of the chart corresponds to a page indicator which consists of a prefix and a suffix as in the Table below. This page indicator (written in the upper right part of the page) together with the date of publication (in the lower right part of the page) is the integral part of the referencing system for sorting and checking the aeronautical charts. (see also ***Note*** in para **GEN 3.2.2.1** above).

3.2.8.2 The aeronautical charts contained in the AIP Greece are listed as indicated in subsection 24 of **AD 1.6** and **AD 2** sections (or subsection 23 of **AD 3** section), under the following order:

Title of series/ Chart name	Page		Date
	prefix	suffix	
Aerodrome Chart-ICAO (**ADC**)	AD 1.6.XX***** or AD 2-LGXX***** or AD 3.XX*****	-ADC	day (2 figures), month (name) and year (2 figures), e.g.: 17 MAR 05
Aircraft Parking/Docking Chart –ICAO (**APDC**)		-APDC-1******	
Aerodrome Obstacle Chart –ICAO – Type A (**AOC A**)		-AOC A-1******	
Aerodrome Obstacle Chart – ICAO-Type B (**AOC B**)		-AOC B-1******	
Precision Approach Terrain Chart ICAO (**PATC**)		-PATC-1******	
Instrument Approach Chart – ICAO (**IAC**)		-IAC-1******	
Visual Approach Chart– ICAO **(VAC)**		-VAC	
Standard Departure Chart – Instrument (**SID**)		-SID-1******	
Standard Arrival Chart – Instrument – ICAO (**STAR**)		-STAR-1******	
Terminal Area Chart – ICAO – VFR routes (**VFR**)		-VFR	
TAR System Coverage Chart – VEC area (**VEC**)		-VEC	
ATC Surveillance Minimum Altitude Chart – ICAO (**ASMAC**)		-ASMAC	

***** = XX corresponds to the aerodrome reference number or location indicator as recorded in the relevant AD 1.6, AD 2 or AD 3 sections (e.g. AD 1.6.15-IAC-1 or AD 2-LGTS-AOC A-1 or AD 3.35-VFR).

******= where more than one chart of the same series may be available, they are numbered sequentially. Furthermore, where and if the corresponding to the chart flight procedures require additional pages, a slash (/) followed by a letter (A, B, etc.) complete the page numbering (e.g. AD 1.6.15-IAC-1/A).

ENR 0.6 TABLE OF CONTENTS TO PART 2

Section	Title	Page
ENR 0		
ENR 0.6	**TABLE OF CONTENTS TO PART 2**	**ENR 0.6-1**
ENR 1	**GENERAL RULES AND PROCEDURES**	
ENR 1.1	**GENERAL RULES**	**ENR 1.1-1**
ENR 1.1.1	General	ENR 1.1-1
ENR 1.1.2	Dropping or spraying	ENR 1.1-11
ENR 1.1.3	Parachute descents (SERA.3125)	ENR 1.1-13
ENR 1.1.4	Aerobatic flights	ENR 1.1-13
ENR 1.1.5	Formation flights	ENR 1.1-13
ENR 1.1.6	Towing	ENR 1.1-15
ENR 1.1.7	Times and units of measurement	ENR 1.1-15
ENR 1.1.8	Airspace structure	ENR 1.1-15
ENR 1.1.9	Airspace restrictions and hazards	ENR 1.1-16
ENR 1.1.10	Aerial work operations	ENR 1.1-17
ENR 1.1.11	Take-offs and landing of helicopters, hydroplanes – amphibians, seaplanes, airplanes, rotorcraft, airship, powered gliders, gliders and parachutists outside aerodromes	ENR 1.1-18
ENR 1.1.12	Ascent of balloons, kites, self-propelled flying models and flying bodies	ENR 1.1-20
ENR 1.1.13	STS/HEAD and STS/State Flights	ENR 1.1-21
ENR 1.2	**VISUAL FLIGHT RULES**	**ENR 1.2-1**
ENR 1.2.1	Visual Meteorological Conditions - VMC	ENR 1.2-1
ENR 1.2.2	Period of operating VFR Flights	ENR 1.2-1
ENR 1.2.3	VFR minimum heights [SERA.5005(f)]	ENR 1.2-1
ENR 1.2.4	VFR Flights at and below FL 195	ENR 1.2-2
ENR 1.2.5	VFR Flights above FL 195	ENR 1.2-4
ENR 1.2.6	Weather deterioration below the VMC	ENR 1.2-5
ENR 1.2.7	Communication requirements for VFR Flights	ENR 1.2-5
ENR 1.2.8	Operation of an SSR transponder for VFR flights	ENR 1.2-6
ENR 1.2.9	Reservation of airspace	ENR 1.2-6
ENR 1.2.10	Types of services provided to VFR Flights	ENR 1.2-7
ENR 1.2.11	Unit providing service to VFR flights	ENR 1.2-7
ENR 1.2.12	Cruising levels assigned to VFR flights	ENR 1.2-7
ENR 1.2.13	VFR FPL	ENR 1.2-8
ENR 1.2.14	Monitoring of VFR flight in progress	ENR 1.2-11
ENR 1.2.15	Change from VFR to IFR flight	ENR 1.2-11
ENR 1.2.16	Assistance to VFR Flights	ENR 1.2-11
ENR 1.3	**INSTRUMENT FLIGHT RULES**	**ENR 1.3-1**

ENR 1.3.1	General	ENR 1.3-1
ENR 1.3.2	Rules applicable to all IFR Flights	ENR 1.3-1
ENR 1.3.3	Reduced vertical separation minimum (RVSM)	ENR 1.3-1
ENR 1.3.4	Procedures for Area Navigation (RNAV) operations	ENR 1.3-2
ENR 1.3.5	Rules applicable to change from IFR to VFR Flight	ENR 1.3-2
ENR 1.3.6	Rules applicable to IFR Flights within controlled airspace	ENR 1.3-3
ENR 1.3.7	Carriage and operation of ACAS II	ENR 1.3-4
ENR 1.3.8	Separation methods and minima	ENR 1.3-4
ENR 1.3.9	Separation using RNAV where RNP is specified	ENR 1.3-7
ENR 1.3.10	Longitudinal separation based distance using DME and/or GNSS	ENR 1.3-7
ENR 1.3.11	Clearances to fly maintaining own separation while in visual Meteorological Conditions	ENR 1.3-8
ENR 1.3.12	Visual approaches	ENR 1.3-8
ENR 1.3.13	Visual departures	ENR 1.3-9
ENR 1.3.14	Rules applicable to IFR flights outside controlled airspace	ENR 1.3-9
ENR 1.3.15	Degraded aircraft performance (SERA.11013)	ENR 1.3-10
ENR 1.3.16	Free Route Airspace (FRA) – General Procedures	ENR 1.3-10
ENR 1.4	**CLASSIFICATION OF AIRSPACE**	**ENR 1.4-1**
ENR 1.4.1	General	ENR 1.4-1
ENR 1.4.2	Airspace classification within ATHINAI FIR/ HELLAS UIR	ENR 1.4-3
ENR 1.5	**HOLDING, APPROACH AND DEPARTURE PROCEDURES**	**ENR 1.5-1**
ENR 1.5.1	Holding, STAR, Instrument Approach and Departure procedures	ENR 1.5-1
ENR 1.6	**RADAR SERVICES AND PROCEDURES**	**ENR 1.6-1**
ENR 1.6.1	General	ENR 1.6-1
ENR 1.6.2	Area radar system structure	ENR 1.6-1
ENR 1.6.3	Area radar coverage	ENR 1.6-1
ENR 1.6.4	Area radar service	ENR 1.6-3
ENR 1.6.5	Altimeter setting procedures applicable to air traffic services and minimum levels	ENR 1.6-4
ENR 1.6.6	Transponder operating procedures	ENR 1.6-5
ENR 1.6.7	Handling of aircraft in emergency	ENR 1.6-7
ENR 1.6.8	Failure of equipment	ENR 1.6-7
ENR 1.6.9	Use of Primary Radar	ENR 1.6-8
ENR 1.6.10	Coordination of traffic under radar and non-radar control	ENR 1.6-8
ENR 1.6.11	Flight plan and departure messages	ENR 1.6-9
ENR 1.6.12	Air Traffic Services coordination	ENR 1.6-10
ENR 1.6.13	ATS surveillance system failure	ENR 1.6-10
ENR 1.6.14	Ground radio failure	ENR 1.6-10
ENR 1.6.15	Use of radar in ATHINAI TMA	ENR 1.6-10
ENR 1.6.16	Military radar flight advisory service to civil aircraft	ENR 1.6-12
ENR 1.6.17	Weather radar	ENR 1.6-13

ENR 1.7	**ALTIMETER SETTING PROCEDURES**	**ENR 1.7-1**
ENR 1.7.1	Introduction	ENR 1.7-1
ENR 1.7.2	Basic altimeter setting procedures	ENR 1.7-1
ENR 1.7.3	Procedures applicable to operators (including pilots)	ENR 1.7-2
ENR 1.8	**EUR REGIONAL SUPPLEMENTARY PROCEDURES**	**ENR 1.8-1**
ENR 1.8.1	General	ENR 1.8-1
ENR 1.8.2	PART 1: RULES OF THE AIR, AIR TRAFFIC SERVICES AND SEARCH AND RESCUE	ENR 1.8-1
ENR 1.8.3	PART 2: COMMUNICATIONS	ENR 1.8-2
ENR 1.8.4	PART 3: AERODROME OPERATIONS	ENR 1.8-2
ENR 1.8.5	PART 4: METEOROLOGY	ENR 1.8-2
ENR 1.9	**AIR TRAFFIC FLOW MANAGEMENT (ATFM)**	**ENR 1.9-1**
ENR 1.9.1	Introduction	ENR 1.9-1
ENR 1.9.2	ATFCM Documents	ENR 1.9-2
ENR 1.9.3	Flight Plan submission and Slot Allocation Process	ENR 1.9-3
ENR 1.9.4	Rerouting Processes	ENR 1.9-4
ENR 1.9.5	ATFCM procedures and responsibilities within the AoR of ATH-MAK FMP	ENR 1.9-6
ENR 1.9.6	Responsibilities of Flow Management Position (ATH-MAK FMP)	ENR 1.9-7
ENR 1.9.7	Responsibilities of Aircraft Operators	ENR 1.9-9
ENR 1.9.8	Flight Plan updates	ENR 1.9-9
ENR 1.9.9	Flight Activation Monitoring (FAM)	ENR 1.9-10
ENR 1.9.10	ATFCM Exemption Procedures	ENR 1.9-11
ENR 1.9.11	ATFCM Message exchange	ENR 1.9-12
ENR 1.10	**FLIGHT PLANNING**	**ENR 1.10-1**
ENR 1.10.1	Reference documents	ENR 1.10-1
ENR 1.10.2	Submission of a FPL	ENR 1.10-1
ENR 1.10.3	Submission of FPL during flight	ENR 1.10-2
ENR 1.10.4	Completion of a FPL	ENR 1.10-2
ENR 1.10.5	ICAO Flight Plan form	ENR 1.10-3
ENR 1.10.6	Contents of a FPL submitted during flight (SERA.4005)	ENR 1.10-13
ENR 1.10.7	Authorization for special flights	ENR 1.10-13
ENR 1.10.8	Flights through intermediate stops	ENR 1.10-14
ENR 1.10.9	Messages concerning Flight Plans	ENR 1.10-14
ENR 1.10.10	Adherence to FPL	ENR 1.10-15
ENR 1.11	**ADDRESSING OF FLIGHT PLAN MESSAGES**	**ENR 1.11-1**
ENR 1.12	**INTERCEPTION OF CIVIL AIRCRAFT**	**ENR 1.12-1**
ENR 1.12.1	General	ENR 1.12-1
ENR 1.12.2	Interception procedures	ENR 1.12-1
ENR 1.12.3	Signals for use in the event of interception	ENR 1.12-1
ENR 1.12.4	Instructions by intercepting aircraft and communication (SERA 11015)	ENR 1.12-3

ENR 1.13	**UNLAWFUL INTERFERENCE**	**ENR 1.13-1**
ENR 1.13.1	General	ENR 1.13-1
ENR 1.13.2	Procedures	ENR 1.13-1
ENR 1.14	**AIR TRAFFIC INCIDENTS**	**ENR 1.14-1**
ENR 1.14.1	Definition of air traffic incidents	ENR 1.14-1
ENR 1.14.2	Use of the air traffic incident report form	ENR 1.14-1
ENR 1.14.3	Reporting procedures (including in-flight procedures)	ENR 1.14-1
ENR 1.14.4	Purpose of reporting and handling of the report	ENR 1.14-2
ENR 1.14.5	Air Traffic Incident Report Form	ENR 1.14-2

ENR 2	**AIR TRAFFIC SERVICES AIRSPACE**	
ENR 2.1	**FIR, UIR, TMA, MTMA**	**ENR 2.1-1**
ENR 2.1.1	HELLAS UIR	ENR 2.1-1
ENR 2.1.2	ATHINAI FIR	ENR 2.1-2
ENR 2.1.3	ATHINAI ACC	ENR 2.1-3
ENR 2.1.4	MAKEDONIA ACC	ENR 2.1-9
ENR 2.1.5	TERMINAL CONTROL AREAS	ENR 2.1-15
ENR 2.1.6	MILITARY TERMINAL CONTROL AREAS	ENR 2.1-23
ENR 2.2	**OTHER REGULATED AIRSPACE – NIL**	**ENR 2.2-1**

ENR 3	**ATS ROUTES**	
ENR 3.1	**LOWER ATS ROUTES**	**ENR 3.1-1**
ENR 3.2	**UPPER ATS ROUTES**	**ENR 3.2-1**
ENR 3.3	**AREA NAVIGATION (RNAV) ROUTES**	**ENR 3.3-1**
ENR 3.4	**HELICOPTER ROUTES – NIL**	**ENR 3.4-1**
ENR 3.5	**OTHER ROUTES – NIL**	**ENR 3.5-1**
ENR 3.6	**EN-ROUTE HOLDING – NIL**	**ENR 3.6-1**

ENR 4	**RADIO NAVIGATION AIDS/SYSTEMS**	
ENR 4.1	**RADIO NAVIGATION AIDS - EN-ROUTE**	**ENR 4.1-1**
ENR 4.2	**SPECIAL NAVIGATION SYSTEMS – NIL**	**ENR 4.2-1**
ENR 4.3	**GLOBAL NAVIGATION SATELLITE SYSTEM – NIL**	**ENR 4.3-1**

ENR 4.4	**NAME - CODE DESIGNATORS FOR SIGNIFICANT POINTS**	**ENR 4.4-1**
ENR 4.5	**AERONAUTICAL GROUND LIGHTS - EN-ROUTE**	**ENR 4.5-1**
ENR 4.5.1	General	ENR 4.5-1
ENR 4.5.2	Table of aeronautical ground lights	ENR 4.5-2

ENR 5	**NAVIGATION WARNINGS**	
ENR 5.1	**PROHIBITED, RESTRICTED, DANGER AND CONTROLLED FIRING AREAS**	**ENR 5.1-1**
ENR 5.1.1	PROHIBITED AREAS	ENR 5.1-1
ENR 5.1.2	RESTRICTED AREAS	ENR 5.1-3
ENR 5.1.3	DANGER AREAS	ENR 5.1-8
ENR 5.1.4	CONTROLLED FIRING AREAS	ENR 5.1-13
ENR 5.2	**MILITARY EXERCISE & TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE**	**ENR 5.2-1**
ENR 5.2.1	TEMPORARY SEGREGATED AREAS	ENR 5.2-1
ENR 5.3	**OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS**	**ENR 5.3-1**
ENR 5.3.1	Local flying areas	ENR 5.3-1
ENR 5.3.2	Ascents of radiosondes and pilot balloons	ENR 5.3-3
ENR 5.4	**AIR NAVIGATION OBSTACLES - EN-ROUTE**	**ENR 5.4-1**
ENR 5.5	**AERIAL SPORTING AND RECREATIONAL ACTIVITIES**	**ENR 5.5-1**
ENR 5.6	**BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA**	**ENR 5.6-1**
ENR 5.6.1	Bird migration	ENR 5.6-1
ENR 5.6.2	Bird and sensitive fauna concentrations	ENR 5.6-1
ENR 5.6.3	Low flying birds	ENR 5.6-1
ENR 5.6.4	High flying birds	ENR 5.6-1
ENR 5.6.5	Chart of bird and sensitive fauna concentration areas	ENR 5.6-3
ENR 5.6.6	Chart – Low flying bird migrations	ENR 5.6-7
ENR 5.6.7	Chart – High flying bird migrations	ENR 5.6-9

ENR 6	**EN-ROUTE CHARTS**	
ENR 6.1	Enroute Chart – ICAO: UPPER / LOWER ATS and RNAV ROUTES	ENR 6-1

1.3.6.1.4.3.2 Where the unit providing approach control service functions as a separate unit, air-ground communications shall be conducted over communication channels provided for its exclusive use.

1.3.6.1.4.4 For aerodrome control service

1.3.6.1.4.4.1 Air-ground communication facilities shall enable direct, rapid, continuous and static-free two-way communications to take place between an aerodrome control tower and appropriately equipped aircraft operating at any distance within 45 KM (25 NM) of the aerodrome concerned.

1.3.6.1.4.5 Mandatory carriage of 8.33 kHz channel spacing capable radio equipment (see also **GEN 1.5**).

1.3.6.1.4.5.1 All aircraft shall be equipped with 8.33 kHz channel spacing capable radio equipment.

1.3.6.1.4.5.2 Non-8.33 kHz equipped State aircraft, including those Sate aircraft operating Medical flights and flights on Search and Rescue missions will be handled in ATHINAI FIR / HELLAS UIR provided that they are UHF equipped.

Note: *For relevant 8.33 kHz flight planning requirements see* ***ENR 1.10.5.1.3***

1.3.7 Carriage and operation of ACAS II

1.3.7.1 ACAS II V 7.1 shall be carried and operated in the EUR Region by all aircraft that meet the following criteria:

a) All civil fixed-wing turbine-engine aircraft having a maximum take-off mass exceeding 5700 kg or a maximum approved passenger seating configuration of more than 19.
b) by way of derogation from par.2, article 5 (EU Reg.1332/2011) in the case of aircraft with individual C.o.A issued before March 2012, the provisions of article 3 and 4 shall apply as of 1 December 2015.

1.3.7.2 ACAS resolution advisory (RA) (SERA 11014)

1.3.7.2.1 ACAS II shall be used during flight, except as provided in the minimum equipment list specified in Commission Regulation (EU) No 965/2012 in a mode that enables RA indications to be produced for the flight crew when undue proximity to another aircraft is detected. This shall not apply if inhibition of RA indication mode (using traffic advisory (TA) indication only or equivalent) is called for by an abnormal procedure or due to performance-limiting conditions.

1.3.7.2.2 In the event of an ACAS RA, pilots shall:

a) respond immediately by following the RA, as indicated, unless doing so would jeopardise the safety of the aircraft;

b) follow the RA even if there is a conflict between the RA and an ATC instruction to manoeuvre;

c) not manoeuvre in the opposite sense to an RA;

d) as soon as possible, as permitted by flight crew workload, notify the appropriate ATC unit of any RA which requires a deviation from the current ATC instruction or clearance;

e) promptly comply with any modified RAs;

f) limit the alterations of the flight path to the minimum extent necessary to comply with the RAs;

g) promptly return to the terms of the ATC instruction or clearance when the conflict is resolved; and

h) notify ATC when returning to the current clearance

1.3.7.2.3 When a pilot reports an ACAS RA, the controller shall not attempt to modify the aircraft flight path until the pilot reports "CLEAR OF CONFLICT˝.

1.3.7.2.4 Once an aircraft departs from its ATC clearance or instruction in compliance with an RA, or a pilot reports an RA, the controller ceases to be responsible for providing separation between that aircraft and any other aircraft affected as a direct consequence of the manoeuvre induced by the RA. The controller shall resume responsibility for providing separation to all the affected aircraft when:

a) the controller acknowledges a report from the flight crew that the aircraft has resumed the current clearance; or

b) the controller acknowledges a report from the flight crew that the aircraft is resuming the current clearance and issues an alternative clearance which is acknowledged by the flight crew.

1.3.7.2.5 Nothing shall relieve the pilot-in-command of an aircraft from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by ACAS equipment, as will best avert collision (SERA.3201).

1.3.8 Separation methods and minima

1.3.8.1 Except for cases when a reduction in separation minima in the vicinity of aerodromes can be applied, separation by an air traffic control unit shall be obtained by at least one of the following [SERA.8005(c)]:

a) vertical separation, obtained by assigning different levels selected from the table of cruising levels in Appendix 3 of (EU) 923/2012 (see **ENR 1.2.12.4**), except that the correlation of levels to track as prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances. The vertical separation minimum shall be a nominal 1000 ft (300 m) up to and including FL 410 and a nominal 2000 ft (600 m) above this level;
b) horizontal separation, obtained by providing:

1.3.11 Clearances to fly maintaining own separation while in visual Meteorological Conditions

Note 1: *As indicated in this Section, the provision of vertical or horizontal separation by an air traffic control unit is not applicable in respect of any specified portion of a flight cleared subject to maintaining own separation and remaining in visual meteorological conditions. It is for the flight so cleared to ensure, for the duration of the clearance, that not operated in such proximity to other flights as to create a collision hazard.*

Note 2: *It is axiomatic that a VFR flight must remain in visual meteorological conditions at all the times. Accordingly, the issuance of a clearance to a VFR flight to fly subject to maintaining own separation and remaining in visual meteorological conditions has no other object than to signify that, for the duration of the clearance, separation from other aircraft by air traffic control is not provided.*

Note 3: *The objectives of the air traffic control service as prescribed in Annex 11 do not include prevention of collision with terrain. The procedures prescribed in this document do not relieve pilots of their responsibility to ensure that any clearances issued by air traffic control units are safe in this respect.*

1.3.11.1 When so requested by an aircraft and provided it is agreed by the pilot of the other aircraft, an ATC unit may clear a controlled flight, including departing and arriving flights, operating in airspace Classes D and E in visual meteorological conditions during day to fly subject to maintaining own separation to one other aircraft and remaining in visual meteorological conditions. When a controlled flight is so cleared, the following shall apply:

a) the clearance shall be for a specified portion of the flight **below 10 000 ft (3 050m),** during climb or descent and subject to further restrictions as and when prescribed on the basis of regional air navigation agreements; (SERA 8005)

b) if there is a possibility that flight under visual meteorological conditions may become impracticable, an IFR flight shall be provided with alternative instructions to be complied with in the event that flight in visual meteorological conditions (VMC) cannot be maintained for the term of the clearance;

c) the pilot of an IFR flight, on observing that conditions are deteriorating and considering that operation in VMC will become impossible, shall inform ATC before entering instrument meteorological conditions (IMC) and shall proceed in accordance with the alternative instructions given.

1.3.11.2 ESSENTIAL TRAFFIC INFORMATION

1.3.11.2.1 Essential traffic is that controlled traffic to which the provision of separation by ATC is applicable, but which, in relation to a particular controlled flight is not, or will not be, separated from other controlled traffic by the appropriate separation minimum.

Note: *Pursuant to Section 5.2, but subject to certain exceptions stated therein, ATC is required to provide separation between IFR flights in airspace Classes A to E, and between IFR and VFR flights in Classes B and C. ATC is not required to provide separation between VFR flights, except within airspace Class B. Therefore, IFR or VFR flights may constitute essential traffic to IFR traffic, and IFR flights may constitute essential traffic to VFR traffic. However, a VFR flight would not constitute essential traffic to other VFR flights except within Class B airspace.*

1.3.11.2.2 Essential traffic information shall be given to controlled flights concerned whenever they constitute essential traffic to each other.

Note: *This information will inevitably relate to controlled flights cleared subject to maintaining own separation and remaining in visual meteorological conditions and also whenever the intended separation minimum has been infringed.*

1.3.12 Visual approaches

1.3.12.1 CONDITIONS OF APPLICATION (7030)

1.3.12.1.1 An instrument flight rules (IFR) aircraft may be cleared to execute a visual approach upon request of the pilot or if initiated by the controller and accepted by the pilot.

1.3.12.1.2 An IFR flight may be cleared to execute a visual approach provided the pilot can maintain visual reference to the terrain and:

a) the reported ceiling is at or above the approved initial approach level for the aircraft so cleared; or

b) the pilot reports at the initial approach level or at any time during the instrument approach procedure that the meteorological conditions are such that with reasonable assurance a visual approach and landing can be completed.

1.3.12.1.3 Controllers shall exercise caution in initiating a visual approach when there is reason to believe flight crew concerned is not familiar with the aerodrome and its surrounding terrain.

1.3.12.1.4 Controllers should also take into consideration the prevailing traffic and meteorological conditions when initiating visual approaches.

1.3.12.1.5 Separation shall be provided between an aircraft cleared to execute a visual approach and other arriving and departing aircraft.

1.3.12.1.6 For successive visual approaches, separation shall be maintained by the controller until the pilot of a succeeding aircraft reports having the preceding aircraft in sight. The aircraft shall then be instructed to follow and maintain own separation from the preceding aircraft. When both aircraft are of a heavy wake turbulence category, or the preceding aircraft is of a heavier wake turbulence category than the following, and the distance between the aircraft is less than the appropriate wake turbulence minimum, the controller shall issue a caution of possible wake turbulence. The pilot-in-command of the aircraft concerned shall be responsible

Implementation of Class F shall be considered as a temporary measure until such time as it can be replaced by alternative classification.
Within ATHINAI FIR/HELLAS UIR, Airspace is classified following ICAO standards and in accordance with Standardized European Rules of the Air, subject to the Differences notified at GEN 1.7, in the classes of: C, D, E and G. The Airspace Classifications are described in the subsequent paragraphs.

1.4.2 Airspace classification within ATHINAI FIR / HELLAS UIR

1.4.2.1 General Provisions

1.4.2.1.1 Where the ATS airspace adjoin vertically, flights at a common level will comply with requirements of, and be given services applicable to, the less restrictive class of airspace. In applying these criteria, Class B airspace is therefore considered less restrictive than Class A airspace; Class C airspace less restrictive than Class B airspace, etc.

1.4.2.1.2 All flights in all classes of airspace, prior entering ATHINAI FIR/HELLAS UIR shall submit a flight plan and shall transmit a position report to the appropriate ATS Unit.

1.4.2.1.3 Airspace structures such as TMAs, CTRs, ATZs, (different from P/R/D/TSA/TRA) in which ATC service is not provided on a 24 hours basis, will assume the classification and organization of the airspace in which they are included during the hours in which the ATC service is not provided.

1.4.2.1.4 P/R/D/TSA/TRA areas during the activation period as reported in ENR 5, are not classified. However these portions of airspace, beyond the activation period will assume the classification and organization of the airspace in which they are included.

1.4.2.2 Airspace classification above FL195

1.4.2.2.1 The airspace from FL195 up to FL660 is designated as class C airspace.

1.4.2.2.2 Apart from the services and requirements, described in paragraph 1.4.1, specific instructions and requirements for flights operating above FL195, are described in other sections, subsections and parts of the AIP (see. **ENR 1.1, ENR 1.2, ENR 1.3, ENR 2.1, ENR 3.1, ENR 3.3,GEN 1.5, GEN 3.4, AD 1.6 and AD 2.17)**

1.4.2.3 Airspace classification at and below FL195

1.4.2.3.1 The airspace of TMAs at and below FL195

1.4.2.3.1.1 The airspace of TMAs at and below FL195 is classified as class D or E, as prescribed in **ENR 2.1.5**.

1.4.2.3.1.2 The airspace of MTMAs at and below FL195 is classified as class E and designated as RMZ for VFR flights with the requirement of a continuous two-way radio communication for all flights.

1.4.2.3.2 The airspace of CTRs

1.4.2.3.2.1 The airspace of CTRs and MCTRs is classified as Class D.

1.4.2.3.3 The airspace of ATZs

1.4.2.3.3.1 The airspace of ATZs of controlled aerodromes is classified as Class D.

1.4.2.3.3.2 The airspace of ATZs of uncontrolled aerodromes is classified as Class G and designated as RMZ.

1.4.2.3.4 The airspace included in the CTRs and ATZs during AFIS provision

1.4.2.3.4.1 Unless otherwise specified, the airspace included in the CTRs and ATZs, during AFIS provision, assumes the classification of the surrounding airspace and is designated as RMZ.

***Note*:** *For provision of ATS services at non-controlled aerodromes see AIP **AD 1.1.6.2**. For hours of ATS services see AIP **AD 1.1.1.4.2** and **AD 2.17**.*

1.4.2.3.5 The airspace of Airways at and below FL195

1.4.2.3.5.1 The airspace of the Airways, out of TMAs, MTMAs, CTRs, MCTRs is classified as class E.

1.4.2.3.5.2 The airspace of the Airways within TMAs, MTMAs, CTRs, MCTRs is classified as class E, or D when the surrounding airspace is classified as class D.

1.4.2.3.6 The airspace out of Airways, TMAs, MTMAs, CTRs, MCTRs and ATZs

1.4.2.3.6.1 The airspace out of Airways, TMAs, MTMAs, CTRs, MCTRs and ATZs from FL115 up to FL195 included, is classified as class E.

1.4.2.3.6.2 The airspace out of Airways, TMAs, MTMAs, CTRs, MCTRs and ATZs from Ground (GND)/ Mean Sea Level (MSL) up to FL115 included is classified as class G.

1.4.2.3.7 The airspace of P/D/R/TRA/TSA areas

1.4.2.3.7.1 The airspace of P/D/R/TRA/TSA areas is considered unclassified during the period of activity. Beyond the activation period, the airspace of P/D/R/TRA/TSA areas assumes the classification of the surrounding airspace.

b) If the permission is granted, the letter “N” shall be inserted in item 10 of the ICAO flight plan under “SSR” for indicating complete unserviceability of the transponder, or in case of partial transponder failure the letter corresponding to the remaining transponder capability.

1.6.15.5.4.1.2 FAILURE DURING FLIGHT

a) Failure shortly after departure.
   - Except when traffic conditions allow, ATHINAI APP may refuse continuation of the flight. The aircraft may then be required to return to the departure aerodrome, or to land at the nearest suitable aerodrome acceptable to the operator concerned and to ATC. If the repairs cannot be carried out there, the pilot shall comply with the provisions of paragraph **ENR 1.6.15.5.4.1.1** above.

b) Failure prior to entering ATHINAI TMA.
   - When failure occurs prior to entering ATHINAI TMA, approach control service will endeavour to provide continuation of the flight to the aerodrome of landing in accordance with the flight plan. The pilot can then expect certain restrictions to be imposed (e.g. change of flight level clearance limit, EAT, route, etc.).

1.6.15.5.5 **Radar equipment failure**

1.6.15.5.5.1 In the event of radar failure or loss of radar identification, instructions will be issued to establish non-radar separation between the aircraft.

1.6.15.5.5.2 Reduced vertical separation of 500 FT, VMC clearance and/or holding patterns may be prescribed as emergency measures.

1.6.16 Military radar flight advisory service to civil aircraft

1.6.16.1 GENERAL

1.6.16.1.1 Radar flight advisory service is provided to all aircraft flying within ATHINAI FIR / HELLAS UIR by the military Radar Services on request basis.

1.6.16.1.2 No other authority for positive control has been delegated to military radar units other than the flight advisory information, contained in paragraph **ENR 1.6.16.2** below. Therefore their duties are strictly advisory as for the type of information afforded.

1.6.16.2 NATURE OF FLIGHT INFORMATION

1.6.16.2.1 The following flight information will be available:

a) Determination of aircraft‘s position.
b) Monitoring of the track made good en-route.
c) Aircraft guidance to avoid danger or prohibited areas.
d) Provision of traffic information in the vicinity, especially VFR military jet movements in the upper airspace.
e) Reveal areas of adverse weather to permit, when occasion allows, aircraft to be guided away from or advised of such areas.
f) Provision of all possible assistance in distress or emergencies after coordination with ATHINAI ACC.
g) Provision of means by which separation can maintained and normal traffic flow continued when an aircraft experiencing communication failure is presumed to be in the area.

1.6.16.3 COMMUNICATIONS

1.6.16.3.1 All the information contained in the above paragraph **ENR 1.6.16.2.1** may be provided either on request basis or of radar unit‘s own accord.

1.6.16.3.2 Any aircraft flying within ATHINAI FIR / HELLAS UIR on an Instrument Flight Rules flight plan and wishing Radar advisory service should call by the general call-sign "TUGRIT SERVICE". Since the flight data are in possession of the Radar unit under the jurisdiction of which the aircraft is flying at any particular time, only one Radar unit will answer the call, the unit in the area of coverage of which the aircraft is flying. The MIL Radar controller will use the call sign of his specific unit to answer back (see also **ENR 2.1.1** and **ENR 2.1.2**).

1.6.16.3.3 The Radar Advisory Service to civil aircraft is provided primarily on 129.800 MHz. If contact on the above frequency is not possible aircraft in emergency may call the emergency frequency of 121.500 MHz using the same call sign (TUGRIT SERVICE).

1.6.16.4 AIRCRAFT IDENTIFICATION

1.6.16.4.1 Positive identification must be established by the Radar operator immediately after the establishment of radio contact with the Radar unit.

1.6.16.4.2 Identification shall be carried out in one or a combination of the following ways:

a) By execution of special manoeuvre in the horizontal plane and within the lateral limits of the route flown.
b) By watching a particular instruction being followed and acknowledged by the aircraft.
c) By positively relating a particular radar echo to an identification call from a pilot reporting over a radio fix.

1.6.16.5 RADIO FAILURE

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ VHF channel	Purpose/ Remarks
1	2	3	4	5
2.1.6 MILITARY TERMINAL CONTROL AREAS				
2.1.6.1 ANCHIALOS MTMA 394059N 0210659E - 391439N 0221206E - 391747N 0222259E - 392656N 0223458E - 393428N 0224557E - 393656N 0231458E - 391124N 0232613E - 385556N 0233258E - 385450N 0231655E - 384800N 0214600E - 391600N 0211600E - 391911N 0210326- 392807N-0210615E.. UNL 1000 FT ABOVE SFC Class of airspace: Class C : FL 195 – FL 660 Class E : 1000 FT ABOVE SFC – FL 195	ALMIROS APP	ALMIROS APPROACH GR, EN HJ	 120.350 362.300 MHz	The part of the area that is confined by the coordinates: 391124N 0232613E - 385556N 0233258E -385450N 0231655E from 1000 FT ABOVE SFC to FL 145 belongs to SKIATHOS TMA. (see **LGBL AD 2.18**) Coverage: FL 250 / 50 NM MIL
2.1.6.2 ANDRAVIDA MTMA 380000N 0194000E - 380900N 0194130E - 383500N 0194800E - 381855N 0220109E - 372800N 0221000E - 372730N 0215900E - 372500N 0213800E - 364100N 0211900E - 373000N 0194000E. **NORTH SECTOR** 380900N 0194130E - 375600N 0211630E- 372730N 0215900E - 372800N 0221000E - 381855N 0220109E - 383500N 0194800E. a) UNL FL 155 Class of airspace: Class C : FL 195 – FL 660 Class E : FL 155 – FL 195	ATHINAI ACC	ATHINAI CONTROL/ RADAR GR, EN H24	 131.330 134.325 125.985 133.725 370.525 MHz 281.375 MHz	(see also **ENR 2.1.3**) Sector LGGGKRKU Sector LGGGKRKL Sector LGGGKFNU Sector LGGGKFNL MIL MIL
b) FL 155 1000 FT ABOVE SFC Class of airspace: Class E	ANDRAVIDA APP	ANDRAVIDA APPROACH GR, EN HJ	 121.125 362.300 MHz	(see **LGAD AD 2.18**) Coverage: FL 400 / 50 NM MIL
SOUTH SECTOR 380900N 0194130E - 375600N 0211630E - 372730N 0215900E - 372500N 0213800E - 364100N 0211900E - 373000N 0194000E - 380000N 0194000E. UNL 1000 FT ABOVE SFC Class of airspace: Class C : FL 195 – FL 660 Class E: 1000 FT ABOVE SFC – FL 195	ANDRAVIDA APP	ANDRAVIDA APPROACH GR, EN HJ	 121.125 120.650 362.300 MHz	(see **LGAD AD 2.18**) Coverage: FL 400 / 50 NM Coverage: FL 250 /50 NM MIL

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ VHF channel	Purpose/ Remarks
1	2	3	4	5
2.1.6 MILITARY TERMINAL CONTROL AREAS (cont.)				
2.1.6.3 KALAMATA MTMA 372730N 0215900E - 372800N 0221000E - 371540N 0221600E - 370600N 0223000E - 365600N 0230500E - 363400N 0233000E - 354000N 0231700E - 364100N 0211900E - 372500N 0213800E.				Caution ADV for flights East of 222000E due to lack of COM at low levels and altitudes
WEST SECTOR 372730N 0215900E - 372800N 0221000E - 371540N 0221600E - 370600N 0223000E - 365600N 0230500E- 354000N 0231700E - 364100N 0211900E - 372500N 0213800E. a) UNL FL 245	ANDRAVIDA APP	ANDRAVIDA APPROACH GR, EN HJ	 121.125 120.650 362.300 MHz	(see **LGAD AD 2.18**) Coverage: FL 400 / 50 NM Coverage: FL 250 /50 NM MIL
b) FL 245 1000 FT ABOVE SFC Class of airspace: Class C : FL 195 – FL 660 Class E: 1000 FT ABOVE SFC – FL 195	KALAMATA APP	KALAMATA APPROACH GR, EN HJ	 120.750 362.300 MHz	(see **LGKL AD 2.18**) Coverage: FL 250 / 50 NM MIL
EAST SECTOR 365600N 0230500E - 363400N 0233000E - 354000N 0231700E 8500 FT 1000 FT ABOVE SFC Class of airspace: Class E	KALAMATA APP	KALAMATA APPROACH GR, EN HJ	 120.750 362.300 MHz	(see **LGKL AD 2.18**) Coverage: FL 250 / 50 NM MIL

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ VHF channel	Purpose/ Remarks
1	2	3	4	5
2.1.6 MILITARY TERMINAL CONTROL AREAS (cont.)				
2.1.6.4 LARISSA MTMA 394056N 0210658E - 402956N 0213958E - 403156N 0221158E - 402756N 0222458E - 401056N 0223258E - 400756N 0223958E - 400252N 0225357E - 395106N 0230453E - 393656N 0231458E - 393428N 0224557E - 392656N 0223458E - 391747N 0222259E- 391439N 0221206E **NORTH SECTOR** 394056N 0210658E - 402956N 0213958E - 403156N 0221158E - 402756N 0222458E - 401056N 0223258E - 400756N 0223958E. a) FL 245 10500 FT	MAKEDONIA ACC	MAKEDONIA CONTROL/ RADAR GR, EN H24	 133.880 132.375 378.375 MHz 360.300 MHz	 (see also **ENR 2.1.4**) Sector LGMDTSLU Sector LGMDWL MIL MIL
b) 10500 FT 1000 FT ABOVE SFC Class of airspace: Class C: FL 195 – FL 660 Class E:1000 FT ABOVE SFC – FL 195	LARISSA APP	LARISSA APPROACH GR, EN HJ	 120.550 362.300 MHz	 (see **AD 1.6.15.18**) Coverage: FL 250 / 50 MIL
SOUTH SECTOR 400756N 0223958E - 394056N 0210658E - 391439N 0221206E - 391747N 0222259E - 392656N 0223458E - 393428N 0224557E - 393656N 0231458E - 395106N 0230453E - 400252N 0225357E UNL 1000 FT ABOVE SFC Class of airspace: Class C : FL 195 – FL 660 Class E: 1000 FT ABOVE SFC – FL 195	LARISSA APP	LARISSA APPROACH GR, EN HJ	 120.550 362.300 MHz	 (see **AD 1.6.15.18**) Coverage: FL 250 / 50 MIL

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit Minimum altitude Airspace classification	Lateral Limits (NM)	IFR cruising levels		Remarks Controlling unit VHF channel
				Minimum FL Odd	Minimum FL Even	
1	2	3	4	5		6
B1 **(RNAV 5)**						
▲ SKOPELOS VOR/DME (SKP) (1)			10			MAKEDONIA ACC: 132.375 / LGMDWL
391050N 0233657E	169° / 349°	FL 245 / FL 085 Class C above FL 195 Class E at FL 195 and below				ATHINAI ACC: 125.200 / LGGGMILL 124.625 / LGGGPLH
Δ SIGFO	14.3 NM			090 ↓	100 ↑	
385635N 0233904E	169° / 349°					ATHINAI APP: 128.950
Δ ROPOX	46.5 NM			090 ↓	100 ↑	
381012N 0234550E	169° / 349°					IFR traffic on AWY B1 through TANAGRA MTMA shall be cleared by adjacent ATC units to maintain one of the following FL: 140, 150, 160, 170, 180, 310 and above. Other flight levels may be assigned after prior coordination between MAKEDONIA ACC and TANAGRA APP.
▲ ATHINAI VOR/DME (ATV)	16.9 NM			090 ↓	100 ↑	
375319N 0234816E	226° / 046°					
▲ DIDIMON VOR/DME (DDM)	37.2 NM			090 ↓	100 ↑	
372840N 0231302E	168° / 348°					
Δ VELOP	19.9 NM			090 ↓	100 ↑	
370857N 0231712E	168° / 348°					
Δ EKTOS	1.5 NM			090 ↓	100 ↑	
370725N 0231731E	168° / 348°					
Δ IXIMA	18.8 NM			090 ↓	100 ↑	
364847N 0232125E	168° / 348°					
Δ SOKRI	33.7 NM			090 ↓	100 ↑	
361528N 0232819E	168° / 348°					
Δ MONUV	8.3 NM			090 ↓	100 ↑	
360713N 0233001E	168° / 348°	FL 245 / FL 105 Class C above FL 195 Class E at FL 195 and below				
▲ PALEOCHORA VOR/DME (PLH)	54.1 NM			110 ↓	120 ↑	
351339N 0234051E						
(cont.)						

RNP = required navigation performance specification; RNAV = area navigation specification.
RNAV 5: An RNAV specification having a lateral navigation accuracy of 5 nautical miles for at least 95 per cent of the total flying time.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit Minimum altitude Airspace classification	Lateral Limits (NM)	IFR cruising levels		Remarks Controlling unit VHF channel
				Minimum FL Odd	Minimum FL Even	
1	2	3	4	5		6
G33 (RNAV 5)						
▲ KEA VOR/DME (KEA)						
373326N 0241752E	017° / 197° 27.7 NM	FL 245 6500 FT ALT Class C above FL 195 Class E at FL 195 and below	10			
▲ KARISTOS VOR/DME (KRO)				090 ↓	080 ↑	
375939N 242942E	014° / 194° 10.9 NM	FL 245 FL 075 Class C above FL 195 Class E at FL 195 and below				
Δ NEVRA				090 ↓	080 ↑	
381006N 0243337E	014° / 194° 42.3 NM					
Δ AMISI				090 ↓	080 ↑	
385048N 0244906E	014° / 194° 15.8 NM					
Δ KOROS				090 ↓	080 ↑	International traffic on AWY G33, may use the segment of AWY F KOROS - SKP VOR/DME and vice-versa as a transitional routing after clearance by MAKEDONIA ACC.
390559N 0245457E	014° / 194° 6.9 NM					
Δ LUPIS				090 ↓	080 ↑	
391238N 0245732E	014° / 194° 23.8 NM					
Δ STINO				090 ↓	080 ↑	
393527N 0250627E	014° / 194° 20.6 NM					
▲ LIMNOS VOR/DME (LMO)				090 ↓	080 ↑	MAKEDONIA ACC: 133.575 / LGMDKVLL 133.650 / LGMDLMOL ATHINAI ACC: 125.200 / LGGGMILL
395510N 0250627E	027° / 207° 64.9 NM					
▲ ALEXANDROUPOLIS VOR/DME (ALX)				090 ↓	080 ↑	
405114N 0255724E	221° / 041° 23.2 NM					
▲ DIGTI (FIR BDRY)				090 ↓		
410731N 0261917E						For continuation, see AIP Turkey

RNP = required navigation performance specification; RNAV = area navigation specification.
RNAV 5: An RNAV specification having a lateral navigation accuracy of 5 nautical miles for at least 95 per cent of the total flying time.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit Minimum altitude Airspace classification	Lateral Limits (NM)	IFR cruising levels		Remarks Controlling unit VHF channel
				Minimum FL Odd	Minimum FL Even	
1	2	3	4	5		6
R78 (RNAV 5)						
▲ PALEOCHORA VOR/DME (PLH) (1)			10			ATHINAI ACC: 124.625 / LGGGPLH 127.975 / LGGGSIT 123.725/ LGGGKAV
351339N 0234051E	091° 272°	FL 245 10500 FT ALT Class C above FL 195 Class E at FL 195 and below				
Δ TIPUS	47.0 NM			130 ↓	120 ↑	
351025N 0243808E	091° 272°					
Δ OTREX (1)	15.0 NM			130 ↓	120 ↑	
350916N 0245620E	091° 272°	FL 245 FL 105 Class C above FL 195 Class E at FL 195 and below				(1) PLH-OTREX: CDR1 H24. FL105-FL195: The non-availability is published daily in EAUP/EUUP.
Δ AMAXI	41.6 NM			110 ↓	120 ↑	
350552N 0254658E	091° 272°					
▲ SITIA VOR/DME (SIT)	20.1 NM			110 ↓	120 ↑	
350406N 0261121E	088° 269°	FL 245 6500 FT ALT Class C above FL 195 Class E at FL 195 and below				AWY affected by: **- LGD69** (see **ENR 5.1.3**) **- LGD79** (see **ENR 5.1.8**) **- LGR 27**(see **ENR 5.1-3**)
Δ LAPSO	53.3 NM			090 ↓	080 ↑	
350306N 0271620E	088° 269°					
Δ NIPIS	11.6 NM			090 ↓	080 ↑	
350248N 0273027E	088° 269°					
▲ PERIM	55.7 NM			090 ↓	080 ↑	
350101N 0283818E	089° 270°					
▲ VAXOS	34.3 NM			090 ↓	080 ↑	
345935N 0292004E	089° 270°					
▲ ULFIT	20.2 NM			090 ↓	080 ↑	
345838N 0294439E	089° 270°					
▲ TOSKA (FIR BDRY)	12.6 NM			090 ↓	080 ↑	
345800N 0300000E						For continuation, see AIP Cyprus

RNP = required navigation performance specification; RNAV = area navigation specification.
RNAV 5: An RNAV specification having a lateral navigation accuracy of 5 nautical miles for at least 95 per cent of the total flying time.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit Minimum altitude Airspace classification	Lateral Limits (NM)	IFR cruising levels		Remarks Controlling unit VHF channel
				Minimum FL Odd	Minimum FL Even	
1	2	3	4	5		6
UG33 (RNAV 5)						
▲ KEA VOR/DME (KEA)						
373326N 0241752E	017° / 197°	FL 660 / FL 245 Class C	10			
▲ KARISTOS VOR/DME (KRO)	27.7 NM			250 ↓	260 ↑	
375939N 242942E	014° / 194°					
Δ NEVRA	10.9 NM			250 ↓	260 ↑	
381006N 0243337E	014° / 194°					
Δ AMISI	42.3 NM			250 ↓	260 ↑	
385048N 0244906E	014° / 194°					International traffic on AWY G33, may use the segment of AWY W58 KOROS - SKP VOR/DME and vice-versa as a transitional routing after clearance by MAKEDONIA ACC.
Δ KOROS	15.8 NM			250 ↓	260 ↑	
390559N 0245457E	014° / 194°					
Δ LUPIS	6.9 NM			250 ↓	260 ↑	
391238N 0245732E	014° / 194°					
Δ STINO	23.8 NM			250 ↓	260 ↑	
393527N 0250627E	014° / 194°					For continuation, see AIP Turkey MAKEDONIA ACC: 133.425 / LGMDKVLU 133.575 / LGMDKVLL 127.475 / LGMDLMOU 133.650 / LGMDLMOL 133.880 / LGMDTSLU 132.375 / LGMDWL
▲ LIMNOS VOR/DME (LMO)	20.6 NM			250 ↓	260 ↑	
395510N 0251414E	027° / 207°					
▲ ALEXANDROUPOLIS VOR/DME (ALX)	64.9 NM			250 ↓	260 ↑	
405114N 0255724E	221° / 041°					
▲ DIGTI (FIR BDRY)	23.2 NM			250 ↓		
410731N 0261917E						

RNP = required navigation performance specification; RNAV = area navigation specification.
RNAV 5: An RNAV specification having a lateral navigation accuracy of 5 nautical miles for at least 95 per cent of the total flying time.

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels Minimum FL Odd	IFR cruising levels Minimum FL Even	Remarks Controlling unit VHF Channel
1	2	3		4	5	6	7
M978/UM978 (RNAV 5)							
▲ DEMAG (FIR BDRY) 353105N 0210912E	PLH 273° 125.1NM 120 FT	093° 275°	59.0	FL 660 FL 095 Class C above FL 195	110 ↓	100 ↑	For continuation see AIP MALTA
Δ EBOKA 352315N 0222053E	PLH 273° 66.1NM 120 FT		66.1	Class E at FL 195 and below	110 ↓	100 ↑	ATHINAI ACC: 124.625 127.975 123.725
▲ PALEOCHORA VOR/DME (PLH) 351339N 0234051E	NIL		47.0	FL 660 10500 FT ALT Class C above FL 195	130 ↓	120 ↑	SOUDA APP: 118.125
Δ TIPUS 351025N 0243808E	PLH 090° 47.0NM 120 FT		15.0	Class E at FL 195 and below	130 ↓	120 ↑	PLH-OTREX CDR1 H24 FL105-FL195: The non availability is published daily in EAUP/EUUP.
Δ OTREX 350916N 0245620E	SIT 270° 61.7NM 2631 FT	090° 271°	41.6	FL 660 FL 105 Class C above FL 195	110 ↓	120 ↑	AWYS affected by: **LGD69** (see **ENR 5.1-7**) **LGD79** (see **ENR 5.1-8**) **LGR 27** (see **ENR 5.1-3**)
Δ AMAXI 350552N 0254658E	SIT 271° 20.1NM 2631 FT		20.1	Class E at FL 195 and below	110 ↓	120 ↑	
▲ SITIA VOR/DME (SIT) 350406N 0261121E	NIL		53.3	FL 660 6500 FT ALT Class C above FL 195	090 ↓	080 ↑	
Δ LAPSO 350306N 0271620E	SIT 087° 53.3NM 2631 FT		11.6	Class E at FL 195 and below	090 ↓	080 ↑	
Δ NIPIS 350248N 0273027E	SIT 088° 64.9NM 2631 FT		55.7		090 ↓	080 ↑	
Δ PERIM 350101N 0283818E	RDS 155° 83.7NM 1572 FT	087° 267°	34.3		090 ↓	080 ↑	
Δ VAXOS 345935N 0292004E	RDS 137° 101.1NM 1572 FT		20.2		090 ↓	080 ↑	
Δ ULFIT 345838N 0294439E	RDS 130° 115.0NM 1572 FT		12.6		090 ↓	080 ↑	For continuation see AIP CYPRUS
▲ TOSKA (FIR BDRY) 345800N 0300000E	RDS 127° 124.6NM 1572 FT						

RNP = required navigation performance specification; RNAV = area navigation specification.
RNAV 5: An RNAV specification having a lateral navigation accuracy of 5 nautical miles for at least 95 per cent of the total flying time.

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels Minimum FL Odd	IFR cruising levels Minimum FL Even	Remarks Controlling unit VHF Channel
1	2	3		4	5	6	7
N137/UN137 (RNAV 5)							
▲ BITLA (FIR BDRY) 405232N 0212129E	TSL 284° 78.5NM 773 FT	130°	145.2	FL 660 FL 165 Class C above FL 195 Class E at FL 195 and below	170 ↓		For continuation see AIP NORTH MACEDONIA MAKEDONIA ACC: 125.355 132.375 ATHINAI ACC: 123.825 125.200 126.125 133.325 127.975 123.725 BITLA-SKP FL165-FL660: CDR1 H24. SKP-NEVRA FL125-FL305: CDR1 H24. The non availability is published daily in EAUP/EUUP. AWY affected by: -**LGD97** (see **ENR 5.1**) -**LGC101** (ASTIS-TIPAS) (see **ENR 5.1.4**) -**LG-TSA 03** (BITLA-SKP) (see **ENR 5.2**) -**LG-TSA 02** (BITLA-SKP) (see **ENR 5.2**)
▲ SKOPELOS VOR/DME (SKP) 391050N 0233657E	NIL						
			56.2	FL 660 FL 125 Class C above FL 195 Class E at FL 195 and below	130 ↓	140 ↑	
Δ AGAPU 382521N 0241935E	KEA 003° 51.8NM 1399 FT	140° 320°					
			18.8		130 ↓	140 ↑	
Δ NEVRA 381006N 0243337E	KEA 015° 38.5NM 1399 FT	141° 321°	65.6	FL 660 FL 260 Class C		260 ↑	
▲ RIPLI 371633N 0252146E	KEA 105° 53.5NM 1399 FT	131° 311°	6.0	FL 660 7000 FT ALT Class C above FL 195 Class E at FL 195 and below		080 ↑	
Δ PEROK 371216N 0252706E	KEA 107° 59.0NM 1399 FT		53.6			080 ↑	
▲ ASTIS 363355N 0261358E	RDS 273° 90.3NM 1572 FT	143° 323°	47.0			080 ↑	
Δ TIPAS 355428N 0264548E	SIT 024° 57.5NM 2631 FT		34.6			080 ↑	
▲ KARPATHOS VOR/DME (KPC) 352519N 0270849E	NIL						

RNP = required navigation performance specification; RNAV = area navigation specification.
RNAV 5: An RNAV specification having a lateral navigation accuracy of 5 nautical miles for at least 95 per cent of the total flying time.

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
EVIVI	412410N 0232720E	L863/UL863, Y94	(FIR BDRY / SOFIA) FRA(X)
EVUNU	355657N 0284505E	G18, L609/UL609	
EXELA	355720N 0293252E	N127 / UN127, M601 / UM601, R19	FRA(I)
F			
FOXLI	360106N 0282311E	N128/UN128	LGRP
G			
GARTA	385906N 0205806E	L53/UL53, V60/UV60, V61/UV61, Y302/UY302	FRA(I)
GENDO	365517N 0244741E	L607 / UL607, R32 / UR32	
GERMI	380956N 0230728E	L995 / UL995, R19	FRA(I)
GIKAS	392959N 0244001E	G18 / UG18, N133 / UN133	FRA(I)
GILOS	362915N 0265401E	B34, M601 / UM601	
GIVIS	360723N0252418E	J62/UJ62, L/UL607, T/UT514	LGSR
GOLDO	405256N 0261458E	G12, M603 / UM603, N79 / UN79	(FIR BDRY / ISTANBUL) FRA(E)
GOSEX	354201N 0251129E	L612 / UL612	
GOVOK	402148N 0213433E	W58 / UW58	LGKZ, LGKA
GUDIS	343208N 0274558E	A14, N133 / UN133, M1/UM1	FRA(I)
I			
IBTIN	391913N 0205359E	V60 / UV60	
IDILO	404726N 0252622E	G12, M603 / UM603, N131 / UN131	FRA(I)
IDIMI	385901N 0192257E	M600 / UM600	
IKARO	375159N 0261952E	G18, L609 / UL609, R32 / UR32	
IPTAG	371810N 0221443E	J61	LGKL
IRBAX	360513N 0282513E	L995 / UL995	
IRBEG	364837N 0252541E	J62 / UJ62	LGSR
IXIMA	364847N 0232125E	B1 / UB1,L612 / UL612	
IXONI	381854N 0221356E	J52 / UJ52, L53 / UL53	FRA(I)
K			
KAVOS	334400N 0300000E	A14, M1 / UM1	(FIR BDRY / NICOSIA) FRA(EX)
KERES	385838N 0242932E		(TEMP Z507/UZ507 see SUP 02/18 - 21 DEC 2018) FRA(I)
KERMA	382207N 0255136E	G802 / UG802, L618 / UL618	FRA(I)
KEROS	390718N 0201326E	N7 / UN7	LGKR
KOGIS	400713N 0215948E	G12, M600 / UM600, W58	FRA(I)
KOPAR	364949N 0264119E	H59 / UH59, L995 / UL995, R19	FRA(I)
KOROS	390559N 0245457E	G33 / UG33, N133 / UN133, W58 / UW58	FRA(I)
KUMBI	334250N 0284500E	N129 / UN129, N132 / UN132, N139 / UN139, L612/UL612	(FIR BDRY / CAIRO) FRA(X)
KUPIS	361419N 0255355E	N132 / UN132, N134 / UN134	FRA(I)
L			
LABUX	353455N 0255132E	V57 / UV57	
LAKAD	361402N 0282944E	M601 / UM601, R19	
LAPSO	350306N 0271620E	M978 / UM978, N132 / UN132, R78	
LARKI	372356N 0265018E	G18, H59 / UH59, L609 / UL609	
LASBU	410051N0240201E	Y/UY505	
LASKO	381916N 0194437E	M601 / UM601	

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
R			
RAPOS	370805N 0250808E	L52 / UL52, R32 / UR32	
REDRA	375856N 0263128E	R32 / UR32	(FIR BDRY / ISTANBUL) FRA(EX)
REFUS	411635N 0234818E	N/UN133,Y94	
RERSA	360006N 0210507E	UN45, M728/UM728	
RESPA	372449N 0205728E	A145 / UA145	
RESTI	362804N 0242623E	J56 / UJ56, L613 / UL613	
RIGRO	373524N 0255227E	R32/UR32, N133/UN133	FRA(I)
RIKSO	385000N 0262600E	N127 / UN127, N128 / UN128, UP14	(FIR BDRY / ISTANBUL) FRA(EX)
RILIN	375754N 0224000E	N604 / UN604	
RIMAX	380707N 0224301E	L613 / UL613	
RIPID	390515N 0201124E	N732 / UN732	
RIPLI	371633N 0252146E	L995 / UL995, N137 / UN137, R19, R32 / UR32, J62/UJ62	FRA(I)
RODIP	412515N 0244204E	N131/UN131	(FIR BDRY / SOFIA) FRA(E)
ROPOX	381012N 0234550E	B1, M749/UM749, N132/UN132, P20/UP20	
ROTAS	355650N 0201346E	UN45	(FIR BDRY / MALTA) FRA(EX)
ROTSA	385228N 0203914E	A14 / UA14, N731 / UN731, N7/UN7	
ROXOL	354622N 0273016E	G80 / UG80	
RUGAS	411946N 0224729E	N128 / UN128	(FIR BDRY / SKOPJE) FRA(EX)
RUSOS	361230N 0242159E	J56,L612/UL612	
RUPUM	360610N 0272210E	L52/UL52, V57/UV57	FRA(I)
RUTOM	383106N 0190000E	M601 / UM601, N604 / UN604	(FIR BDRY / ROMA) FRA(EX)
S			
SALUN	340000N 0242700E	M728 / UM728, N4 / UN4, L604/U L604	(FIR BDRY / CAIRO) FRA(X)
SIGFO	385635N 0233904E	B1, M749/UM749	FRA(I)
SITRU	380626N 0261758E	R20 / UR20	(FIR BDRY / ISTANBUL)
SOKNO	364035N 0251305E	B34, M601 / UM601	
SOKRI	361528N 0232819E	B1 / UB1, J65 / UJ65 , P32 / UP32	
SOREV	370549N 0242528E	L617 / UL617	
SOSIR	382425N 0250735E	G8, G802/UG802, N604/UN604	
SOSUS	404439N 0250424E	G12, M603 / UM603	
SOTEG	383539N 0205629E	A14 / UA14, Y302 / UY302	
SOTIV	363300N 0282900E	N136 / UN136	(FIR BDRY / ISTANBUL) FRA(EX)
SOTIX	355112N 0265412E	L53 / UL53, N133 / UN133, N134 / UN134	FRA(I)
STINO	393527N 0250627E	G33/UG33	
SUTIS	404207N 0244455E	G12, H59, M603 / UM603, N127 / UN127	FRA(I)
T			
TALAS	410436N 0215500E	N130/UN130, M749/UM749	(FIR BDRY / SKOPJE) FRA(EX)
TANSA	340000N 0264900E	B12, L613 / UL613, L617 / UL617	(FIR BDRY/ CAIRO) FRA(E)
TIGRA	400324N 0190000E	L995 / UL995, T75 / UT75	(FIR BDRY / BRINDISI) FRA(EX)
TIPAS	355428N 0264548E	L53 / UL53, N134 / UN134, N137 / UN137, V57 / UV57	

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
TIPUS	351025N 0243808E	R78, M978/UM978	
TIRMO	353802N 0281558E	L52 / UL52, N129 / UN129	
TITUS	361953N 0212305E	M729 / UM729	
TOSKA	345800N 0300000E	M978 / UM978, R78	(FIR BDRY / NICOSIA) FRA(EX)
TUMBO	400402N 0202822E	L611 / UL611	(FIR BDRY / TIRANA) FRA(X)
TUREN	382545N 0243219E		(TEMP Z507/UZ507 see SUP 02/18 - 21 DEC 2018)
TUXEM	365513N 0250454E	N132 / UN132, T514 / UT514	
U			
ULFIT	345838N 0294439E	L995/UL995, M978/UM978, R78	
URNIL	374106N 0263143E	G18, L609 / UL609	
URUDI	383637N0243121E		(TEMP Z507/UZ507 see SUP 02/18 - 21 DEC 2018)
USINI	364037N 0270754E	L995 / UL995, R19	FRA(I)
UVRIT	363631N0254945E	M601 / UM601	LGSR
V			
VAMKO	404553N 0235939E	Y/UY505	
VANES	362306N 0274354E	B34, M601 / UM601	
VANZA	344528N 0300000E	L995/UL995, N134/UN134	(FIR BDRY / NICOSIA) FRA(X)
VARDI	384019N 0215704E	L995 / UL995, UM619, R19	
VARIX	372150N 0250203E	R19, L995 / UL995	
VAXOR	384922N 0195915E	N1 / UN1	LGKR
VAXOS	345935N 0292004E	L52 / UL52, M978 / UM978, N128/UN128, N134/UN134, R78	
VAXUS	392722N 0223536E	W58	
VEDIX	402053N 0212625E	T262 / UT262	
VEGES	351232N 0254032E	J65 / UJ65, L613 / UL613	
VELOP	370857N 0231712E	B1 / UB1	FRA(I)
VEXOL	382056N 0261218E	G802 / UG802	(FIR BDRY / ISTANBUL) FRA(EX)
VIVIA	395818N 0232458E	Z507/UZ507	
VJOSA	395855N 0202329E	L613 / UL613	(FIR BDRY / TIRANA) FRA(X)
X			
XANIS	383420N 0221109E	L613 / UL613, L995 / UL995, R19	FRA(I)
XAVIS	354141N 0253437E	A14, L617 / UL617, T514 / UT514	
XERIS	410914N 0240825E	Y94	
XORKI	381011N 0233033E	L607 / UL607	

ENR 5.4 AIR NAVIGATION OBSTACLES - EN-ROUTE

(HEIGHT 100 M AGL OR MORE)

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also **ENR 1.1.9.6**)* ***Note 2:*** *Coordinates marked with † are NOT in WGS 84.*						
1	2	3	4		5	6
ADERES TROIZINIAS	Wind Turbine	373015.08N 0231646.57E	700 / 125		Yes	Wind Turbine 01 Business Energy S.A.
ADERES TROIZINIAS	Wind Turbine	373016.56N 0231701.01E	753 / 125		No	Wind Turbine 02 Business Energy S.A.
AGIOS DIMITRIOS	Chimney (I-II)	402337.17N 0215534.44E	880 / 201		Yes	Public Power Corp. (DEI)
AGIOS DIMITRIOS	Chimney (III-IV)	402338.96N 0215529.26E	880 / 201		Yes	Public Power Corp. (DEI)
AGIOS DIMITRIOS	Chimney (V)	402341.00N 0215525.60E	882 / 203		Yes	Public Power Corp. (DEI)
AGIOS DIMITRIOS	Cooling Tower (III)	402345.34N 0215530.89E	792 / 102		No	Public Power Corp. (DEI)
AGIOS DIMITRIOS	Cooling Tower (IV)	402343.74N 0215535.53E	792 / 102		No	Public Power Corp. (DEI)
AGIOS DIMITRIOS	Cooling Tower (V)	402346.94N 0215526.26E	810 / 121		No	Public Power Corp. (DEI)
AGIOS DIMITRIOS	Boiler House (V)	402337.73N 0215523.68E	783 / 104		No	Public Power Corp. (DEI)
AGIOS GEORGIOS	Wind Turbine	372921.90N 0235354.05E	190 / 140		Yes	Wind Turbine 1, TERNA
AGIOS GEORGIOS	Wind Turbine	372922.08N 0235407.24E	239 / 140		Yes	Wind Turbine 2, TERNA
AGIOS GEORGIOS	Wind Turbine	372915.50N 0235415.11E	233 / 140		Yes	Wind Turbine 3, TERNA
AGIOS GEORGIOS	Wind Turbine	372907.71N 0235417.44E	253 / 140		Yes	Wind Turbine 4, TERNA
AGIOS GEORGIOS	Wind Turbine	372909.08N 0235429.86E	234 / 140		Yes	Wind Turbine 5, TERNA
AGIOS GEORGIOS	Wind Turbine	372901.72N 0235431.58E	253 / 140		Yes	Wind Turbine 6, TERNA
AGIOS GEORGIOS	Wind Turbine	372902.77N 0235442.45E	259 / 140		Yes	Wind Turbine 7, TERNA
AGIOS GEORGIOS	Wind Turbine	372856.51N 0235449.10E	251 / 140		Yes	Wind Turbine 8, TERNA
AGIOS GEORGIOS	Wind Turbine	372853.11N 0235459.64E	300 / 140		Yes	Wind Turbine 9, TERNA
AGIOS GEORGIOS	Wind Turbine	372848.48N 0235509.54E	324 / 140		Yes	Wind Turbine 10, TERNA
AGIOS GEORGIOS	Wind Turbine	372842.71N 0235519.36E	376 / 140		Yes	Wind Turbine 11, TERNA
AGIOS GEORGIOS	Wind Turbine	372846.74N 0235528.60E	345 / 140		Yes	Wind Turbine 12, TERNA
AGIOS GEORGIOS	Wind Turbine	372831.68N 0235527.68E	347 / 140		Yes	Wind Turbine 13, TERNA
AGIOS GEORGIOS	Wind Turbine	372824.90N 0235533.51E	365 / 140		Yes	Wind Turbine 14, TERNA
AGIOS GEORGIOS	Wind Turbine	372816.82N 0235536.20E	362 / 140		Yes	Wind Turbine 15, TERNA
AGIOS GEORGIOS	Wind Turbine	372809.39N 0235541.50E	415 / 140		Yes	Wind Turbine 16, TERNA
AGIOS GEORGIOS	Wind Turbine	372814.75N 0235550.74E	335 / 140		Yes	Wind Turbine 17, TERNA
AGIOS GEORGIOS	Wind Turbine	372816.19N 0235602.14E	281 / 140		Yes	Wind Turbine 18, TERNA
AGIOS GEORGIOS	Wind Turbine	372804.99N 0235551.60E	346 / 140		Yes	Wind Turbine 19, TERNA
AGIOS GEORGIOS	Wind Turbine	372758.76N 0235604.23E	301 / 140		Yes	Wind Turbine 20, TERNA
AGIOS GEORGIOS	Wind Turbine	372749.52N 0235602.04E	252 / 140		Yes	Wind Turbine 21, TERNA
AGIOS GEORGIOS	Wind Turbine	372746.02N 0235612.87E	262 / 140		Yes	Wind Turbine 22, TERNA
AGIOS GEORGIOS	Wind Turbine	372750.21N 0235626.34E	214 / 140		Yes	Wind Turbine 23, TERNA

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with † are NOT in WGS 84.*						
1	**2**	**3**	**4**		**5**	**6**
AGRIOKERASIA ARKADIAS	Wind Turbine	372251.43N 0222213.01E	1214 / 100		No	Wind Turbine 1; Aiolika Parka Arkadias
AGRIOKERASIA ARKADIAS	Wind Turbine	372258.67N 0222213.50E	1223 / 100		Yes	Wind Turbine 2; Aiolika Parka Arkadias
AGRIOKERASIA ARKADIAS	Wind Turbine	372304.86N 0222211.01E	1222 / 100		No	Wind Turbine 3; Aiolika Parka Arkadias
AGRIOKERASIA ARKADIAS	Wind Turbine	372310.83N 0222205.72E	1235 / 100		Yes	Wind Turbine 4; Aiolika Parka Arkadias
AGRIOKERASIA ARKADIAS	Wind Turbine	372315.78N 0222200.16E	1232 / 100		No	Wind Turbine 5; Aiolika Parka Arkadias
ALIVERION	Chimney	382323.80N 0240306.42E	116 / 111		Yes	Two chimneys Public Power Corp. (DEI)
AMINDAIO	Chimney	403717.00N 0214103.00E†	874 / 200		No	Public Power Corp. (DEI)
AMINDAIO	Chimney (I-II)	403709.44N 0214058.27E	874 / 203		Yes	Public Power Corp. (DEI)
AMINDAIO	Cooling Tower (I-II)	403712.03N 0214050.76E	785 / 108		No	Public Power Corp. (DEI)
ANO SPLITHARIA ARKADIAS	Wind Turbine	372229.34N 0222058.93E	1107 / 100		No	Wind Turbine 1 ; Arkadika Meltemia
ANO SPLITHARIA ARKADIAS	Wind Turbine	372235.54N 0222058.79E	1119 / 100		Yes	Wind Turbine 2; Arkadika Meltemia
ANO SPLITHARIA ARKADIAS	Wind Turbine	372240.62N 0222057.70E	1138 / 100		No	Wind Turbine 3 ; Arkadika Meltemia
ANO SPLITHARIA ARKADIAS	Wind Turbine	372244.47N 0222052.70E	1148 / 100		No	Wind Turbine 4 ; Arkadika Meltemia
ANO SPLITHARIA ARKADIAS	Wind Turbine	372248.98N 0222047.72E	1152 / 100		Yes	Wind Turbine 5; Arkadika Meltemia
ANO SPLITHARIA ARKADIAS	Wind Turbine	372255.33N 0222045.30E	1132 / 100		No	Wind Turbine 6 ; Arkadika Meltemia
ANO SPLITHARIA ARKADIAS	Wind Turbine	372300.29N 0222042.06E	1124 / 100		No	Wind Turbine 7 ; Arkadika Meltemia
ANO SPLITHARIA ARKADIAS	Wind Turbine	372304.60N 0222037.50E	1099 / 100		Yes	Wind Turbine 8; Arkadika Meltemia
ANO SPLITHARIA ARKADIAS	Wind Turbine	372307.86N 0222031.24E	1083 / 100		No	Wind Turbine 9 ; Arkadika Meltemia
ARACHNAIO II	Wind Turbine	373902.51N 0225540.53E	911 / 111		Yes	Wind Turbine 1 ; ROKAS
ARACHNAIO II	Wind Turbine	373856.85N 0225549.78E	918 / 111		No	Wind Turbine 2 ; ROKAS
ARACHNAIO II	Wind Turbine	373852.31N 0225558.06E	967 / 111		No	Wind Turbine 3 ; ROKAS
ARACHNAIO II	Wind Turbine	373850.96N 0225608.21E	961 / 111		Yes	Wind Turbine 4 ; ROKAS
ARACHNAIO II	Wind Turbine	373849.69N 0225617.21E	938 / 111		No	Wind Turbine 5 ; ROKAS
ARACHNAIO II	Wind Turbine	373849.65N 0225626.43E	945 / 111		No	Wind Turbine 6 ; ROKAS
ARACHNAIO II	Wind Turbine	373848.61N 0225636.19E	950 / 111		No	Wind Turbine 7 ; ROKAS

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with* ***†*** *are NOT in WGS 84.*						
1	**2**	**3**	**4**		**5**	**6**
ARACHNAIO II	Wind Turbine	373847.22N 0225646.99E	963 / 111		Yes	Wind Turbine 8 ; ROKAS
ARACHNAIO II	Wind Turbine	373842.99N 0225723.94E	1172 / 111		Yes	Wind Turbine 9 ; ROKAS
ARACHNAIO II	Wind Turbine	373841.83N 0225732.11E	1186 / 111		No	Wind Turbine 10 ; ROKAS
ARACHNAIO II	Wind Turbine	373839.52N 0225740.07E	1202 / 111		No	Wind Turbine 11 ; ROKAS
ARACHNAIO II	Wind Turbine	373835.33N 0225748.54E	1201 / 111		No	Wind Turbine 12 ; ROKAS
ARACHNAIO II	Wind Turbine	373831.95N 0225753.96E	1238 / 111		Yes	Wind Turbine 13 ; ROKAS
ARACHNAIO II	Wind Turbine	373829.43N 0225832.02E	1173 / 111		No	Wind Turbine 14 ; ROKAS
ARACHNAIO II	Wind Turbine	373832.93N 0225841.77E	1182 / 111		Yes	Wind Turbine 15; ROKAS
ARACHNAIO II	Wind Turbine	373837.12N 0225855.74E	1062 / 111		No	Wind Turbine 16 ; ROKAS
ARACHNAIO II	Wind Turbine	373838.98N 0225908.13E	981 / 111		No	Wind Turbine 17 ; ROKAS
ARACHNAIO II	Wind Turbine	373840.67N 0225917.83E	983 / 111		Yes	Wind Turbine 18 ; ROKAS
ARACHNAIO II	Wind Turbine	373842.02N 0225928.37E	943 / 111		No	Wind Turbine 19 ; ROKAS
ASPROCHOMATA VIOTIAS	Wind Turbine	382703.82N 0224326.24E	1090/125		No	Wind Turbine1 VOREAS S.A
ASPROCHOMATA VIOTIAS	Wind Turbine	382659.72N 0224328.01E	1095/125		No	Wind Turbine 2 VOREAS S.A
ASPROCHOMATA VIOTIAS	Wind Turbine	382655.62N 0224326.72E	1079/125		No	Wind Turbine 3 VOREAS S.A
ASPROCHOMATA VIOTIAS	Wind Turbine	382721.17N 0224310.47E	917/125		No	Wind Turbine E1 VOREAS S.A
ASPROCHOMATA VIOTIAS	Wind Turbine	382714.02N 0224312.74E	985/125		No	Wind Turbine E2 VOREAS S.A
ASPROCHOMATA VIOTIAS	Wind Turbine	382708.82N 0224319.38E	1011/125		No	Wind Turbine E3 VOREAS S.A
ASPROCHOMATA VIOTIAS	Wind Turbine	382648.24N 0224327.88E	1079/125		No	Wind Turbine E4 VOREAS S.A
ASPROVOUNI ARKADIAS	Wind Turbine	372326.48N 0222120.00E	1106/ 100		No	Wind Turbine 10 ; Arkadika Meltemia
ASPROVOUNI ARKADIAS	Wind Turbine	372232.38N 0222112.30E	1133/ 100		Yes	Wind Turbine 11; Arkadika Meltemia
ASPROVOUNI ARKADIAS	Wind Turbine	372337.89N 0222111.20E	1136/ 100		No	Wind Turbine 12 ; Arkadika Meltemia
ASPROVOUNI ARKADIAS	Wind Turbine	372344.00N 0222108.15E	1155/ 100		No	Wind Turbine 13 ; Arkadika Meltemia
ASPROVOUNI ARKADIAS	Wind Turbine	372355.65N 0222106.02E	1157/ 100		No	Wind Turbine 14 ; Arkadika Meltemia
ASPROVOUNI ARKADIAS	Wind Turbine	372359.25N 0222101.02E	1150/ 100		Yes	Wind Turbine 15; Arkadika Meltemia
ATHERINOLAKOS	Chimney	350012.42N 0260823.00E	133 / 125		Yes	Public Power Corp. (DEI)
AXIOS RIVERMOUTH	Radio Mast	403155.73N 0224130.52E	131 / 130		Yes	ERT
BOYATI ATHINAI	Radio Mast	380901.03N 0235136.69E	611 / 220		Yes	ERT

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with* ***†*** *are NOT in WGS 84.*						
1	2	3	4		5	6
CHANIA SOUDA (DREPANO PSN)	Antenna Tower	352810.00N 0241427.00E†	212 / 127		Yes	ERT
CHYLOS EVROU	Wind Turbine	405810.39N 0260534.46E	383 / 125		Yes	Wind Turbine 1; Energiaki Ferron
CHYLOS EVROU	Wind Turbine	405803.69N 260543.45E	384 / 125		Yes	Wind Turbine 2; Energiaki Ferron
CHYLOS EVROU	Wind Turbine	405752.24N 0260535.45E	365 / 125		Yes	Wind Turbine 3; Energiaki Ferron
CHYLOS EVROU	Wind Turbine	405749.60N 0260551.01E	363 / 125		Yes	Wind Turbine 4; Energiaki Ferron
CHYLOS EVROU	Wind Turbine	405803.28N 0260609.75E	356 / 125		Yes	Wind Turbine 5; Energiaki Ferron
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405816.79N 0255715.78E	537 / 125		Yes	Wind Turbine 1; Aioliki Derveni
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405813.86N 0255726.05E	536 / 125		Yes	Wind Turbine 2; Aioliki Derveni
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405808.20N 0255734.12E	516 / 125		Yes	Wind Turbine 3; Aioliki Derveni
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405800.98N 0255740.08E	521 / 125		Yes	Wind Turbine 4; Aioliki Derveni
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405758.34N 0255752.17E	534 / 125		Yes	Wind Turbine 5; Aioliki Derveni
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405757.35N 0255802.52E	565 / 125		Yes	Wind Turbine 6; Aioliki Derveni
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405755.04N 0255812.76E	560 / 125		Yes	Wind Turbine 7; Aioliki Derveni
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405750.26N 0255821.35E	559 / 125		Yes	Wind Turbine 8; Aioliki Derveni
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405747.48N 0255831.79E	509 / 125		Yes	Wind Turbine 9; Aioliki Derveni
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405750.54N 0255853.99E	536 / 125		Yes	Wind Turbine 10; Aioliki Derveni
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405749.05N 0255905.24E	546 / 125		Yes	Wind Turbine 11; Aioliki Derveni
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405743.65N 0255911.80E	534 / 125		Yes	Wind Turbine 12; Aioliki Derveni
DHASSOKHORION	Antenna Tower	405327.00N 0244903.00E*	117 / 114		Yes	Public Properties Corp
DHASSOKHORION	Antenna Tower	405320.00N 0244914.00E*	117 / 114		Yes	Public Properties Corp
DHASSOKHORION	Antenna Tower	405320.00N 0245049.00E*	120 / 118		Yes	Public Properties Corp
DHASSOKHORION	Antenna Tower	405250.00N 0244911.00E†	117 / 114		Yes	Public Properties Corp
DHASSOKHORION	Antenna Tower	405244.00N 0244926.00E†	117 / 114		Yes	Public Properties Corp
DHASSOKHORION	Antenna Tower	405111.00N 0244843.00E†	117 / 114		Yes	Public Properties Corp
DHASSOKHORION	Antenna Tower	405253.00N 0244930.00E†	127 / 125		Yes	Public Properties Corp
DIDYMOS LOFOS EVROU	Wind Turbine	410938.15N 0255405.67E	975 / 100		No	Wind Turbine 1; Energiaki Servouniou

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with † are NOT in WGS 84.*						
31	**2**	**3**	**4**		**5**	**6**
DIDYMOS LOFOS EVROU	Wind Turbine	410930.03N 0255409.80E	1001 / 100		Yes	Wind Turbine 2; Energiaki Servouniou
DIDYMOS LOFOS EVROU	Wind Turbine	410923.27N 0255416.06E	992 / 100		No	Wind Turbine 3; Energiaki Servouniou
DIDYMOS LOFOS EVROU	Wind Turbine	410919.41N 0255424.02E	1013 / 100		No	Wind Turbine 4; Energiaki Servouniou
DIDYMOS LOFOS EVROU	Wind Turbine	410917.99N 0255432.82E	1028 / 100		Yes	Wind Turbine 5; Energiaki Servouniou
DIDYMOS LOFOS EVROU	Wind Turbine	410918.80N 0255445.12E	1012 / 100		No	Wind Turbine 6; Energiaki Servouniou
DIDYMOS LOFOS EVROU	Wind Turbine	410918.15N 0255455.11E	994 / 100		No	Wind Turbine 7; Energiaki Servouniou
DIDYMOS LOFOS EVROU	Wind Turbine	410917.30N 0255504.74E	990 / 100		Yes	Wind Turbine 8; Energiaki Servouniou
DIDYMOS LOFOS EVROU	Wind Turbine	410957.14N 0255542.02E	1099 / 100		Yes	Wind Turbine 9; Energiaki Servouniou
DIDYMOS LOFOS EVROU	Wind Turbine	410955.84N 0255557.84E	1127 / 100		No	Wind Turbine 10; Energiaki Servouniou
DIDYMOS LOFOS EVROU	Wind Turbine	411007.48N 0255618.94E	1154 / 100		Yes	Wind Turbine 11; Energiaki Servouniou
DIDYMOS LOFOS EVROU	Wind Turbine	411023.57N 0255626.68E	1064 / 100		No	Wind Turbine 12; Energiaki Servouniou
DIDYMOS LOFOS EVROU	Wind Turbine	410949.79N 0255635.71E	1019 / 100		Yes	Wind Turbine 13; Energiaki Servouniou
DRAPETSONA	Smoke stack	375638.20N 0233658.95E	135 / 130		Yes	National Bank of Greece
DRAGOUNI (BASTOUNA)	Wind Turbine	372434.79N 0223159.40E	1206 / 125		Yes	Wind Turbine 01, Aioliki Dragouniou S.A.
DRAGOUNI (BASTOUNA	Wind Turbine	372427.51N 0223200.91E	1211 / 125		Yes	Wind Turbine 02, Aioliki Dragouniou S.A.
DRAGOUNI (BASTOUNA	Wind Turbine	372420.20N 0223200.09E	1189 / 125		Yes	Wind Turbine 03, Aioliki Dragouniou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402645.38N 0220219.87E	1803 / 145		Yes	Wind Turbine 01 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402645.08N 0220232.44E	1846 / 145		Yes	Wind Turbine 02 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402642.43N 0220244.53E	1886 / 145		Yes	Wind Turbine 03 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402644.71N 0220256.91E	1853 / 145		Yes	Wind Turbine 04 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402657.55N 0220256.45E	1831 / 145		Yes	Wind Turbine 05 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402658.12N 0220312.86E	1798 / 145		Yes	Wind Turbine 06 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402647.09N 0220316.79E	1809 /145		Yes	Wind Turbine 07 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402647.31N 0220329.77E	1795 / 145		Yes	Wind Turbine 08 Energeiaki Peloponnisou S.A.

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with* ***†*** *are NOT in WGS 84.*						
1	**2**	**3**	**4**		**5**	**6**
ERESSOU IPSOMA FOURKA	Wind Turbine	402644.64N 0220342.37E	1776 / 145		Yes	Wind Turbine 09 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402659.13N 0220357.70E	1743 / 145		Yes	Wind Turbine 10 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402656.79N 0220409.81E	1760 / 145		Yes	Wind Turbine 11 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402658.74N 0220422.80E	1729 / 145		Yes	Wind Turbine 12 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402630.31N 0220458.93E	1809 / 145		Yes	Wind Turbine 13 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402640.02N 0220205.47E	1772 / 145		Yes	Wind Turbine 14 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402657.70N 0220436.67E	1696 / 145		Yes	Wind Turbine 15 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402634.39N 0220509.89E	1807 / 145		Yes	Wind Turbine 16 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402613.25N 0220641.02E	1659 / 145		Yes	Wind Turbine 17 Energeiaki Peloponnisou S.A.
ERESSOU IPSOMA FOURKA	Wind Turbine	402623.86N 0220639.28E	1650 / 145		Yes	Wind Turbine 18 Energeiaki Peloponnisou S.A.
FLAMBOURO RODOPIS	Wind Turbine	411238.93N 0253743.02E	854 / 150		Yes	Wind Turbine 01, Livadia Aiolos S.A.
FLAMBOURO RODOPIS	Wind Turbine	411242.25N 0253801.40E	872 / 150		Yes	Wind Turbine 02, Livadia Aiolos S.A..
FLAMBOURO RODOPIS	Wind Turbine	411250.08N 0253812.86E	892 / 150		Yes	Wind Turbine 03, Livadia Aiolos S.A.
FLAMBOURO RODOPIS	Wind Turbine	411300.21N 0253830.12E	923 / 150		Yes	Wind Turbine 04, Livadia Aiolos S.A.
FLAMBOURO RODOPIS	Wind Turbine	411243.68N 0253838.51E	942 / 150		Yes	Wind Turbine 05, Livadia Aiolos S.A.
FLAMBOURO RODOPIS	Wind Turbine	411256.26N 0253855.63E	914 / 150		Yes	Wind Turbine 06, Livadia Aiolos S.A.
FLAMBOURO RODOPIS	Wind Turbine	411258.05N 0253910.78E	931 / 150		Yes	Wind Turbine 07, Livadia Aiolos S.A.
FLAMBOURO RODOPIS	Wind Turbine	411304.43N 0253922.10E	944 / 150		Yes	Wind Turbine 08, Livadia Aiolos S.A.
GAVROVO	Wind Turbine	390733.48N 0212100.26E	1722 / 130		Yes	WT 01 Gavrovo S.A.
GAVROVO	Wind Turbine	390739.81N 0212052.84E	1752 / 130		No	WT 02 Gavrovo S.A.
GAVROVO	Wind Turbine	390746.96N 0212047.93E	1764 / 130		No	WT 03 Gavrovo S.A.
GAVROVO	Wind Turbine	390751.32N 0212036.80E	1778 / 150		Yes	WT 04 Gavrovo S.A.
GAVROVO	Wind Turbine	390800.38N 0212029.89E	1826 / 150		No	WT 05 Gavrovo S.A.
GAVROVO	Wind Turbine	390809.95N 0212022.10E	1856 / 150		Yes	WT 06 Gavrovo S.A.
GAVROVO	Wind Turbine	390819.78N 0212014.56E	1872 / 150		No	WT 07 Gavrovo S.A.
GAVROVO	Wind Turbine	390826.19N 0212005.29E	1901 / 150		No	WT 08 Gavrovo S.A.

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with* ***†*** *are NOT in WGS 84.*						
1	**2**	**3**	**4**		**5**	**6**
GAVROVO	Wind Turbine	390835.99N 0212000.60E	1901 / 150		Yes	WT 09 Gavrovo S.A.
GAVROVO	Wind Turbine	390854.84N 0211943.57E	1870 / 150		Yes	WT 010 Gavrovo S.A.
GKOURI - MELES	Wind Turbine	381158.77N 0232223.86E	1120 / 125		Yes	Wind Turbine 1, Aioliki Pastra
GKOURI - MELES	Wind Turbine	381155.65N 0232233.13E	1120 / 125		Yes	Wind Turbine 2, Aioliki Pastra
GKOURI - MELES	Wind Turbine	381154.93N 0232243.13E	1141 / 125		Yes	Wind Turbine 3, Aioliki Pastra
GKOURI - MELES	Wind Turbine	381148.59N 0232306.41E	1112 / 125		Yes	Wind Turbine 5, Aioliki Pastra
GKOURI - MELES	Wind Turbine	381200.99N 0232311.22E	1134 / 125		Yes	Wind Turbine 6, Aioliki Pastra
GKOURI - MELES	Wind Turbine	381155.18N 0232435.99E	1083 / 125		Yes	Wind Turbine 10, Aioliki Pastra
GKOURI - MELES	Wind Turbine	381156.51N 0232445.45E	1069 / 125		Yes	Wind Turbine 11, Aioliki Pastra
GKOURI - MELES	Wind Turbine	381158.89N 0232504.20E	1036 / 125		Yes	Wind Turbine 13, Aioliki Pastra
GKOURI - MELES	Wind Turbine	381203.45N 0232513.33E	1036 / 125		Yes	Wind Turbine 14, Aioliki Pastra
GKOURI - MELES	Wind Turbine	381212.54N 0232520.62E	1066 / 125		Yes	Wind Turbine 15, Aioliki Pastra
GKOURI - MELES	Wind Turbine	381211.27N 0232529.96E	1060 / 125		Yes	Wind Turbine 16, Aioliki Pastra
GORITSA VIOTIAS	Wind Turbine	381808.53N 0225622.45E	948 / 150		No	Wind Turbine 01 Goritsa Aiolos
GORITSA VIOTIAS	Wind Turbine	381810.22N 0225633.00E	950 / 125		No	Wind Turbine 02 Goritsa Aiolos
GORITSA VIOTIAS	Wind Turbine	381812.65N 0225642.36E	959 / 125		Yes	Wind Turbine 03 Goritsa Aiolos
GORITSA VIOTIAS	Wind Turbine	381817.77N 0225650.23E	994 / 125		No	Wind Turbine 04 Goritsa Aiolos
GORITSA VIOTIAS	Wind Turbine	381822.09N 0225657.90E	1020 / 125		No	Wind Turbine 05 Goritsa Aiolos
GORITSA VIOTIAS	Wind Turbine	381826.06N 0225705.79E	1044 / 125		No	Wind Turbine 06 Goritsa Aiolos
GORITSA VIOTIAS	Wind Turbine	381830.30N 0225715.16E	1087 / 150		Yes	Wind Turbine 07 Goritsa Aiolos
GORITSA VIOTIAS	Wind Turbine	381810.43N 0225748.02E	1093 / 150		Yes	Wind Turbine 08 Goritsa Aiolos
GORITSA VIOTIAS	Wind Turbine	381804.21N 0225740.73E	1051 / 125		No	Wind Turbine 09 Goritsa Aiolos
GORITSA VIOTIAS	Wind Turbine	381758.98N 0225732.18E	1029 / 125		No	Wind Turbine 10 Goritsa Aiolos
GORITSA VIOTIAS	Wind Turbine	381753.37N 0225722.89E	1035 / 150		Yes	Wind Turbine 11 Goritsa Aiolos
GORITSA VIOTIAS	Wind Turbine	381748.96N 0225711.80E	990 / 150		No	Wind Turbine 12 Goritsa Aiolos
GORITSA VIOTIAS	Wind Turbine	381743.71N 0225701.63E	968 / 150		Yes	Wind Turbine 13 Goritsa Aiolos
IMEROVIGLI KEFALLONIAS	Wind Turbine	381836.48N 0203111.94E	912/125		Yes	Wind Turbine 1 AIOLIKI HELLAS S.A
IMEROVIGLI KEFALLONIAS	Wind Turbine	381832.99N 0203101.48E	925/125		No	Wind Turbine 2 AIOLIKI HELLAS S.A

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with* ***†*** *are NOT in WGS 84.*						
1	**2**	**3**	**4**		**5**	**6**
IMEROVIGLI KEFALLONIAS	Wind Turbine	381825.15N 0203057.37E	965/125		Yes	Wind Turbine 3 AIOLIKI HELLAS S.A
IMEROVIGLI KEFALLONIAS	Wind Turbine	381820.32N 0203048.71E	962/125		No	Wind Turbine 4 AIOLIKI HELLAS S.A
IMEROVIGLI KEFALLONIAS	Wind Turbine	381758.86N 0203024.80E	981/125		Yes	Wind Turbine 5 AIOLIKI HELLAS S.A
IMEROVIGLI KEFALLONIAS	Wind Turbine	381750.70N 0203018.86E	1020/125		No	Wind Turbine 6 AIOLIKI HELLAS S.A
IMEROVIGLI KEFALLONIAS	Wind Turbine	381743.72N 0203014.17E	1040/125		No	Wind Turbine 7 AIOLIKI HELLAS S.A
IMEROVIGLI KEFALLONIAS	Wind Turbine	381733.21N 0203007.52E	1056/125		Yes	Wind Turbine 8 AIOLIKI HELLAS S.A
IMEROVIGLI KEFALLONIAS	Wind Turbine	381719.51N 0202957.35E	1074/125		No	Wind Turbine 9 AIOLIKI HELLAS S.A
IMEROVIGLI KEFALLONIAS	Wind Turbine	381715.09N 0202947.20E	1089/125		Yes	Wind Turbine 10 AIOLIKI HELLAS S.A
KALDERIMI VIOTIAS	Wind Turbine	381732.94N 0225606.99E	867 / 125		Yes	Wind Turbine 01 VENTO KEFALLONIA
KALDERIMI VIOTIAS	Wind Turbine	381731.06N 0225557.88E	923 / 125		Yes	Wind Turbine 02 VENTO KEFALLONIA
KALDERIMI VIOTIAS	Wind Turbine	381725.57N 0225549.99E	1056 / 150		Yes	Wind Turbine 03 VENTO KEFALLONIA
KALDERIMI VIOTIAS	Wind Turbine	381719.38N 0225532.74E	1246 / 150		Yes	Wind Turbine 04 VENTO KEFALLONIA
KALIVA VIOTIAS	Wind Turbine	382010.76N 0225224.02E	1397 / 125		No	Wind Turbine 1; Aioliki Energiaki Peloponissou S.A
KALIVA VIOTIAS	Wind Turbine	382006.01N 0225229.66E	1377 / 125		No	Wind Turbine 2; Aioliki Energiaki Peloponissou S.A
KALIVA VIOTIAS	Wind Turbine	382001.92N 0225235.32E	1349 / 125		No	Wind Turbine 3; Aioliki Energiaki Peloponissou S.A
KALIVA VIOTIAS	Wind Turbine	382000.63N 0225209.15E	1398 / 125		No	Wind Turbine 4; Aioliki Energiaki Peloponissou S.A
KAPSALA VIOTIAS	Wind Turbine	382345.54N 0224016.52E	742 / 125		No	Wind Turbine 01 WIND STORAGE
KAPSALA VIOTIAS	Wind Turbine	382343.70N 0224031.84E	768 / 125		Yes	Wind Turbine 02 WIND STORAGE
KAPSALA VIOTIAS	Wind Turbine	382337.70N 0224037.40E	759 / 125		No	Wind Turbine 03 WIND STORAGE
KAPSALA VIOTIAS	Wind Turbine	382333.57N 0224045.28E	751 / 125		No	Wind Turbine 04 WIND STORAGE
KAPSALA VIOTIAS	Wind Turbine	382328.06N 0224051.59E	753 / 125		No	Wind Turbine 05 WIND STORAGE
KAPSALA VIOTIAS	Wind Turbine	382320.82N 0224053.78E	753 / 125		Yes	Wind Turbine 06 WIND STORAGE
KAPSALA VIOTIAS	Wind Turbine	382314.65N 0224059.25E	750 / 125		No	Wind Turbine 07 WIND STORAGE

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with* ***†*** *are NOT in WGS 84.*						
1	**2**	**3**	**4**		**5**	**6**
KARDIA (KOZANI)	Chimney (I)	402441.09N 0214708.08E	876/ 202		Yes	Public Power Corp. (DEI)
KARDIA (KOZANI)	Chimney (II)	402438.84N 0214709.30E	876/ 202		Yes	Public Power Corp. (DEI)
KARDIA (KOZANI)	Chimney (III)	402436.58N 0214710.52E	876/ 202		Yes	Public Power Corp. (DEI)
KARDIA (KOZANI)	Chimney (IV)	402434.32N 0214711.75E	876/ 202		Yes	Public Power Corp. (DEI)
KATO SOULI	Antenna Tower 1	380842.67N 0240111.02E	260 / 256		Yes	Hellenic Navy
KATO SOULI	Antenna Tower 2	380858.43N 0240123.67E	131 / 129		Yes	Hellenic Navy
KERATSINION	Chimney	375714.21N 0233637.48E	158/ 149		Yes	Public Power Corp. (DEI)
KERKIRA ISLAND	Radio Mast 1	393627.05N 0195402.27E	NIL / 149		Yes	ERT
KERKIRA ISLAND	Radio Mast 2	393625.08N 0195403.99E	NIL / 149		Yes	ERT
KOMOTINI	Radio Mast	410554.00N 0252425.00E	172.8/113		Yes	ERT
KOMOTINI	Cooling Tower	410352.74N 0252928.68E	142 / 115		Yes	Public Power Corp. (DEI)
KORYFI SERRON	Wind Turbine	411818.14N 0232250.67E	866 / 125		Yes	Wind Turbine 01 AIOLIKI SIDIROKASTROU
KORYFI SERRON	Wind Turbine	411818.24N 0232300.35E	891 / 125		No	Wind Turbine 02 AIOLIKI SIDIROKASTROU
KORYFI SERRON	Wind Turbine	411822.37N 0232308.33E	926 / 125		No	Wind Turbine 03 AIOLIKI SIDIROKASTROU
KORYFI SERRON	Wind Turbine	411827.53N 0232315.17E	938 / 125		No	Wind Turbine 04 AIOLIKI SIDIROKASTROU
KORYFI SERRON	Wind Turbine	411832.93N 0232321.74E	948 / 125		Yes	Wind Turbine 05 AIOLIKI SIDIROKASTROU
KOUKKOS VIOTIAS	Wind Turbine	382452.93N 0224030.98E	725 / 125		Yes	Wind Turbine 01 WIND STORAGE
KOUKKOS VIOTIAS	Wind Turbine	382448.33N 0224038.29E	715 / 125		Yes	Wind Turbine 02 WIND STORAGE
KOUKKOS VIOTIAS	Wind Turbine	382441.90N 0224043.11E	709 / 125		Yes	Wind Turbine 03 WIND STORAGE
KOUROMANTRI NAFPAKTIAS	Wind Turbine	382342.79N 0214153.60E	781 / 125		Yes	Wind Turbine 1 VOLTERRA
KOUROMANTRI NAFPAKTIAS	Wind Turbine	382338.98N 0214145.62E	783 / 125		Yes	Wind Turbine 2 VOLTERRA
KOUROMANTRI NAFPAKTIAS	Wind Turbine	382332.84N 0214140.39E	772 / 125		Yes	Wind Turbine 3 VOLTERRA
KOUROMANTRI NAFPAKTIAS	Wind Turbine	382327.60N 0214133.82E	768 / 125		Yes	Wind Turbine 4 VOLTERRA
KREKEZA VIOTIAS	Wind Turbine	380944.20N 0233431.12E	909/125		Yes	Wind Turbine 1 TERNA
KREKEZA VIOTIAS	Wind Turbine	380943.25N 0233440.29E	889/125		Yes	Wind Turbine 2 TERNA
KREKEZA VIOTIAS	Wind Turbine	380937.49N 0233449.26E	937/125		Yes	Wind Turbine 3 TERNA
KREKEZA VIOTIAS	Wind Turbine	380932.48N 0233455.82E	953/125		Yes	Wind Turbine 4 TERNA
KREKEZA VIOTIAS	Wind Turbine	380928.14N 0233504.59E	996/125		Yes	Wind Turbine 5 TERNA
KREKEZA VIOTIAS	Wind Turbine	380928.62N 0233513.80E	1001/125		Yes	Wind Turbine 6 TERNA

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with* ***†*** *are NOT in WGS 84.*						
1	**2**	**3**	**4**		**5**	**6**
KREKEZA VIOTIAS	Wind Turbine	380930.19N 0233523.42E	977/125		Yes	Wind Turbine 7 TERNA
KREKEZA VIOTIAS	Wind Turbine	380933.51N 0233532.27E	964/125		Yes	Wind Turbine 8 TERNA
KREKEZA VIOTIAS	Wind Turbine	380936.86N 0233540.64E	949/125		Yes	Wind Turbine 9 TERNA
KREKEZA VIOTIAS	Wind Turbine	380940.10N 0233549.46E	935/125		Yes	Wind Turbine 10 TERNA
KREKEZA VIOTIAS	Wind Turbine	380944.31N 0233557.67E	929/125		Yes	Wind Turbine 11 TERNA
KREKEZA VIOTIAS	Wind Turbine	380946.39N 0233606.98E	923/125		Yes	Wind Turbine 12 TERNA
LARYMNA	Chimney	383350.72N 0231735.41E	164 / 157		Yes	LARCO
LAVRION	Chimney (I)	374445.31N 0240359.00E	154 / 150		Yes	Public Power Corp. (DEI)
LAVRION	Chimney (II)	374444.89N 0240402.40E	154 / 150		Yes	Public Power Corp. (DEI)
LAVRION	Guyed mast	374604.00N 0240344.00E	198 / 100		Yes	The Centre for Renewable Energy Sources and Saving (CRES)
LEFKES	Wind Turbine	370253.95N 0225007.56E	1010 / 125		Yes	Wind Turbine 1; AIOLIKI MPELECHERI
LEFKES	Wind Turbine	370248.01N 0225013.08E	987 / 125		No	Wind Turbine 2; AIOLIKI MPELECHERI
LEFKES	Wind Turbine	370242.14N 0225018.51E	966 / 125		No	Wind Turbine 3; AIOLIKI MPELECHERI
LEFKES	Wind Turbine	370229.21N 225022.68E	978 / 125		Yes	Wind Turbine 4; AIOLIKI MPELECHERI
LEFKES	Wind Turbine	370227.57N 0225038.88E	1017 / 125		No	Wind Turbine 5; AIOLIKI MPELECHERI
LEFKES	Wind Turbine	370219.59N 0225048.30E	1011 / 125		Yes	Wind Turbine 6; AIOLIKI MPELECHERI
LEFKES	Wind Turbine	370213.23N 0225052.89E	1001 / 125		No	Wind Turbine 7; AIOLIKI MPELECHERI
LEFKES	Wind Turbine	370155.96N 0225102.40E	1048 / 125		Yes	Wind Turbine 8; AIOLIKI MPELECHERI
LEFKES KERASIA KOZANIS	Wind Turbine	402609.34N 0220246.97E	1760 / 150		Yes	Wind Turbine 01 Energeiaki Neapoleos
LEFKES KERASIA KOZANIS	Wind Turbine	402608.79N 0220300.27E	1746 / 150		Yes	Wind Turbine 02 Energeiaki Neapoleos
LEFKES KERASIA KOZANIS	Wind Turbine	402610.05N 0220314.16E	1754 / 150		Yes	Wind Turbine 03 Energeiaki Neapoleos
LEFKES KERASIA KOZANIS	Wind Turbine	402610.68N 0220326.92E	1765 / 150		Yes	Wind Turbine 04 Energeiaki Neapoleos
LOGGARAKIA	Wind Turbine	372915.79N 0231658.81E	704 / 125		Yes	Wind Turbine 1; AIOLIKI ILIOKASTROU
LOGGARAKIA	Wind Turbine	372855.89N 0231657.38E	702 / 125		Yes	Wind Turbine 2; AIOLIKI ILIOKASTROU
LOGGARAKIA	Wind Turbine	372858.76N 0231705.90E	736 / 125		Yes	Wind Turbine 3; AIOLIKI ILIOKASTROU
LOGGARAKIA	Wind Turbine	372852.19N 0231713.86E	704 / 125		Yes	Wind Turbine 4; AIOLIKI ILIOKASTROU
LOGGARAKIA	Wind Turbine	372847.86N 0231721.60E	726 / 125		Yes	Wind Turbine 5; AIOLIKI ILIOKASTROU

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with* ***†*** *are NOT in WGS 84.*						
1	**2**	**3**	**4**		**5**	**6**
LOGGARAKIA	Wind Turbine	372845.31N 231730.13E	744 / 125		Yes	Wind Turbine 6; AIOLIKI ILIOKASTROU
LOGGARAKIA	Wind Turbine	372841.53N 0231738.47E	720 / 125		Yes	Wind Turbine 7; AIOLIKI ILIOKASTROU
LOGGARAKIA	Wind Turbine	372835.70N 0231745.12E	686 / 125		Yes	Wind Turbine 8; AIOLIKI ILIOKASTROU
LOUPOUNARIA LAKONIAS	Wind Turbine	370034.28N 0224837.20E	1040 / 150		Yes	Wind Turbine 1, Anemopetra S.A.
LOUPOUNARIA LAKONIAS	Wind Turbine	370028.64N 0224848.01E	996 / 150		Yes	Wind Turbine 2, Anemopetra S.A.
LOUZES NAFPAKTOU	Wind Turbine	382705.74N 0214655.65E	1437 / 107		Yes	Wind Turbine 1; TERNA
LOUZES NAFPAKTOU	Wind Turbine	382702.86N 0214703.04E	1390 / 107		No	Wind Turbine 2; TERNA
LOUZES NAFPAKTOU	Wind Turbine	382658.93N 0214709.27E	1368 / 107		No	Wind Turbine 3; TERNA
LOUZES NAFPAKTOU	WindTurbine	382654.93N 0214716.40E	1378 / 107		Yes	Wind Turbine 4; TERNA
LOUZES NAFPAKTOU	Wind Turbine	382649.36N 0214721 .56E	1379 / 107		No	Wind Turbine 5; TERNA
LOUZES NAFPAKTOU	Wind Turbine	382643.91N 0214725.62E	1372 / 107		No	Wind Turbine 6; TERNA
LOUZES NAFPAKTOU	Wind Turbine	382637.43N 0214728.82E	1350 / 107		Yes	Wind Turbine 7; TERNA
LOUZES NAFPAKTOU	Wind Turbine	382632.29N 0214730.92E	1327 / 107		No	Wind Turbine 8; TERNA
LOUZES NAFPAKTOU	Wind Turbine	382612.55N 0214734.07E	1157 / 107		Yes	Wind Turbine 9; TERNA
LOUZES NAFPAKTOU	Wind Turbine	382607.61N 0214738.63E	1124 / 107		No	Wind Turbine 10; TERNA
LOUZES NAFPAKTOU	Wind Turbine	382605.35N 0214801.80E	1108 / 107		Yes	Wind Turbine 11; TERNA
LOUZES NAFPAKTOU	Wind Turbine	382600.72N 0214805.39E	1079 / 107		No	Wind Turbine 12; TERNA
MALAVRIA ARGOLIDAS	Wind Turbine	372926.10N 0231018.30E	755 /125		Yes	Wind Turbine 1; AIOLIKI DIDIMON S.A.
MALAVRIA ARGOLIDAS	Wind Turbine	372927.26N 0231007.99E	807 / 125		No	Wind Turbine 2; AIOLIKI DIDIMON S.A.
MALAVRIA ARGOLIDAS	Wind Turbine	372930.46N 0231001.03E	843 / 125		No	Wind Turbine 3; AIOLIKI DIDIMON S.A
MALAVRIA ARGOLIDAS	Wind Turbine	372933.95N 0230949.55E	905 / 125		Yes	Wind Turbine 4; AIOLIKI DIDIMON S.A.
MALAVRIA ARGOLIDAS	Wind Turbine	372935.36N 0230938.21E	881 / 125		Yes	Wind Turbine 5; AIOLIKI DIDIMON S.A.
MALAVRIA ARGOLIDAS	Wind Turbine	372905.18N 0230923.97E	881 / 125		Yes	Wind Turbine 6; AIOLIKI DIDIMON S.A.
MALAVRIA ARGOLIDAS	Wind Turbine	372843.60N 0230758.38E	839 / 125		Yes	Wind Turbine 7; AIOLIKI DIDIMON S.A.

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with* ***†*** *are NOT in WGS 84.*						
1	**2**	**3**	**4**		**5**	**6**
MARISTI-MAVROVOUNI	WindTurbine	381442.99N 0230827.34E	670 / 110		No	Wind Turbine 20; ENERGIAKI MARISTI S.A.
MARISTI-MAVROVOUNI	WindTurbine	381445.92N 230836.94E	629 / 110		No	Wind Turbine 21; ENERGIAKI MARISTI S.A.
MAVROPAIDI XANTHIS	WindTurbine	411121.60N 0245834.03E	1045 / 135		Yes	Wind Turbine 1 PAVLIDIS SA
MAVROPAIDI XANTHIS	WindTurbine	411112.64N 0245840.56E	1054 / 135		Yes	Wind Turbine 2 PAVLIDIS SA
MAVROPAIDI XANTHIS	WindTurbine	411107.47N 0245850.84E	1053 / 135		Yes	Wind Turbine 3 PAVLIDIS SA
MAVROVOUNI-MAVROPLAGIA-PANORAMA	WindTurbine	381230.75N 0232543.48E	1002 / 125		Yes	Wind Turbine 24; AIOLIKI PANORAMATOS S.A..
MAVROVOUNI-MAVROPLAGIA-PANORAMA	WindTurbine	381230.71N 0232602.16E	1014 / 125		Yes	Wind Turbine 26; AIOLIKI PANORAMATOS S.A.
MAVROVOUNI-MAVROPLAGIA-PANORAMA	WindTurbine	381232.45N 0232620.32E	1006 / 125		Yes	Wind Turbine 28; AIOLIKI PANORAMATOS S.A..
MAVROVOUNI-MAVROPLAGIA-PANORAMA	WindTurbine	381236.84N 0232638.67E	999 / 125		Yes	Wind Turbine 30; AIOLIKI PANORAMATOS S.A.
MAVROVOUNI-MAVROPLAGIA-PANORAMA	WindTurbine	381232.00N 0232650.24E	1011 / 125		Yes	Wind Turbine 25; ILIAKI PANORAMATOS S.A.
MAVROPLAGIA - KASTRO	WindTurbine	381410.56N 0232428.24E	729 / 125		Yes	Wind Turbine 2; ILIAKI PANORAMATOS S.A.
MAVROPLAGIA - KASTRO	WindTurbine	381400.89N 0232442.09E	795 / 125		Yes	Wind Turbine 3; ILIAKI PANORAMATOS S.A.
MAVROPLAGIA - KASTRO	WindTurbine	381333.69N 0232426.59E	897 / 130		Yes	Wind Turbine 4; ILIAKI PANORAMATOS S.A.
MAVROPLAGIA - KASTRO	WindTurbine	381331.97N 0232445.32E	966 / 130		Yes	Wind Turbine 5; ILIAKI PANORAMATOS S.A.
MAVROPLAGIA - KASTRO	WindTurbine	381328.35N 0232500.77E	963 / 130		Yes	Wind Turbine 6; ILIAKI PANORAMATOS S.A.
MAVROPLAGIA - KASTRO	WindTurbine	381308.51N 0232426.68E	919 / 130		Yes	Wind Turbine 8; ILIAKI PANORAMATOS S.A..
MAVROPLAGIA - KASTRO	WindTurbine	381304.38N 0232443.65E	952 / 130		Yes	Wind Turbine 9; ILIAKI PANORAMATOS S.A.
MAVROPLAGIA - KASTRO	WindTurbine	381300.44N 0232459.35E	969 / 130		Yes	Wind Turbine 10; ILIAKI PANORAMATOS S.A.
MEGALI PETRA - KOYDOYNI	WindTurbine	411104.29N 0245718.97E	963 / 135		Yes	Wind Turbine 1 PAVLIDIS SA
MEGALI PETRA - KOYDOYNI	WindTurbine	411056.68N 0245726.69E	973 / 135		Yes	Wind Turbine 2 PAVLIDIS SA
MEGALI PETRA - KOYDOYNI	WindTurbine	411048.60N 0245801.17E	999 / 135		Yes	Wind Turbine 3 PAVLIDIS SA

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with* ***†*** *are NOT in WGS 84.*						
1	2	3	4		5	6
MEGALO VOUNO – ANEMOMYLOS	WindTurbine	382802.42N 0231323.21E	656 / 130		Yes	Wind Turbine 01 PROTERGIA
MEGALO VOUNO – ANEMOMYLOS	WindTurbine	382804.79N 0231333.13E	678 / 130		Yes	Wind Turbine 02 PROTERGIA
MEGALO VOUNO – ANEMOMYLOS	WindTurbine	382805.63N 0231343.62E	682 / 130		Yes	Wind Turbine 03 PROTERGIA
MEGALO VOUNO – ANEMOMYLOS	WindTurbine	382808.74N 0231354.13E	646 / 130		Yes	Wind Turbine 04 PROTERGIA
MEGALO VOUNO – ANEMOMYLOS	WindTurbine	382809.04N 0231406.17E	624 / 130		Yes	Wind Turbine 05 PROTERGIA
MEGALO VOUNO – ANEMOMYLOS	WindTurbine	382806.69N 0231419.99E	634 / 130		Yes	Wind Turbine 06 PROTERGIA
MEGALOPOLIS - A	Chimney (I-II)	372504.69N 0220628.75E	496 / 110		Yes	Public Power Corp. (DEI)
MEGALOPOLIS - A	Chimney (III)	372502.24N 0220628.45E	565 / 179		Yes	Public Power Corp. (DEI)
MEGALOPOLIS -A	Cooling Tower (III)	372459.00N 0220629.66E	486 / 100		No	Public Power Corp. (DEI)
MEGALOPOLIS -A	Boiler House	372502.89N 0220632.25E	487 / 101		No	Public Power Corp. (DEI)
MEGALOPOLIS - B	Chimney (IV)	372455.42N 0220357.64E	568/200		Yes	Public Power Corp. (DEI)
MEGALOPOLIS - B	Cooling Tower IV	372456.89N 0220353.42E	473/105		No	Public Power Corp. (DEI)
MEGARA	Radio mast	375815.72N 0232510.37E	207 / 180		Yes	ERT
MELITI	Boiler House	404841.08N 0213602.53E	833 / 115		No	Public Power Corp. (DEI)
MELITI	Cooling Tower	404844.06N 0213609.82E	853 / 135		Yes	Public Power Corp. (DEI)
MIKRI TOUMBA	Wind Turbine	411759.13N 0232224.28E	797 / 125		Yes	Wind Turbine 1; PAVLIDIS MARMARA
MIKRI TOUMBA	Wind Turbine	411753.42N 0232230.31	780 / 125		Yes	Wind Turbine 2; PAVLIDIS MARMARA
MOUGGOULIOS	Wind Turbine	381007.08N 0233654.72E	1027 / 125		Yes	Wind Turbine 1; TERNA ILIAKI PELOPONNISOU S.A.
MOUGGOULIOS	Wind Turbine	381010.19N 0233704.61E	1014 / 125		Yes	Wind Turbine 2; TERNA ILIAKI PELOPONNISOU S.A.
MOUGGOULIOS	Wind Turbine	381014.54N 0233713.75E	1035 / 125		Yes	Wind Turbine 3; TERNA ILIAKI PELOPONNISOU S.A.
MOUGGOULIOS	Wind Turbine	381015.29N 0233724.14E	1068 / 125		Yes	Wind Turbine 4; TERNA ILIAKI PELOPONNISOU S.A.
MOUGGOULIOS	Wind Turbine	381018.69N 0233733.62E	1076 / 125		Yes	Wind Turbine 5; TERNA ILIAKI PELOPONNISOU S.A.
MPELECHERI	Wind Turbine	365718.24N 0225131.41E	1017 / 125		Yes	Wind Turbine 1; AIOLIKI MPELECHERI
MPELECHERI	Wind Turbine	365659.04N 0225142.45E	1084 / 125		No	Wind Turbine 2; AIOLIKI MPELECHERI
MPELECHERI	Wind Turbine	365653.67N 0225149.14E	1086 / 125		Yes	Wind Turbine 3; AIOLIKI MPELECHERI
MPELECHERI	Wind Turbine	365649.34N 0225156.54E	1085 / 125		No	Wind Turbine 4; AIOLIKI MPELECHERI
MPELECHERI	Wind Turbine	365645.03N 0225203.97E	1085 / 125		No	Wind Turbine 5; AIOLIKI MPELECHERI

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with* ***†*** *are NOT in WGS 84.*						
1	**2**	**3**	**4**		**5**	**6**
MPELECHERI	Wind Turbine	365639.93N 0225210.87E	1056 / 125		No	Wind Turbine 6; AIOLIKI MPELECHERI
MPELECHERI	Wind Turbine	365635.53N 0225218.26E	1024 / 125		Yes	Wind Turbine 7; AIOLIKI MPELECHERI
MYTOULA - KEFALI EVROU	Wind Turbine	410536.56N 0255417.75E	941 / 100		Yes	Wind Turbine 1; TERNA
MYTOULA - KEFALI EVROU	Wind Turbine	410533.75N 0255426.09E	941 / 100		No	Wind Turbine 2; TERNA
MYTOULA - KEFALI EVROU	Wind Turbine	410537.51N 0255439.34E	935 / 100		No	Wind Turbine 3; TERNA
MYTOULA - KEFALI EVROU	Wind Turbine	410535.20N 0255449.28E	938 / 100		Yes	Wind Turbine 4; TERNA
MYTOULA - KEFALI EVROU	Wind Turbine	410529.67N 0255501.91E	938 / 100		No	Wind Turbine 5; TERNA
MYTOULA - KEFALI EVROU	Wind Turbine	410537.35N 0255514.60E	970 / 100		No	Wind Turbine 6; TERNA
MYTOULA - KEFALI EVROU	Wind Turbine	410541.54N 0255525.73E	1024 / 100		Yes	Wind Turbine 7; TERNA
MYTOULA - KEFALI EVROU	Wind Turbine	410539.65N 0255531.11E	1006 / 100		No	Wind Turbine 8; TERNA
MYTOULA - KEFALI EVROU	Wind Turbine	410536.90N 0255539.67E	992 / 100		No	Wind Turbine 9; TERNA
MYTOULA - KEFALI EVROU	Wind Turbine	410535.33N 0255545.68E	989 / 100		Yes	Wind Turbine 10; TERNA
MYTOULA - KEFALI EVROU	Wind Turbine	410533.69N 0255553.51E	979 / 100		No	Wind Turbine 11; TERNA
MYTOULA - KEFALI EVROU	Wind Turbine	410533.17N 0255621.45E	999 / 100		No	Wind Turbine 12; TERNA
MYTOULA - KEFALI EVROU	Wind Turbine	410534.10N 0255630.29E	1009 / 100		Yes	Wind Turbine 13; TERNA
MYTOULA - KEFALI EVROU	Wind Turbine	410554.51N 0255649.16E	1049 / 100		No	Wind Turbine 14; TERNA
MYTOULA - KEFALI EVROU	Wind Turbine	410601.90N 0255659.33E	1054 / 100		Yes	Wind Turbine 15; TERNA
MYTOULA - KEFALI EVROU	Wind Turbine	410615.47N 0255715.24E	1046 / 100		Yes	Wind Turbine 16; TERNA
PANAGIA SOUMELA	Wind Turbine	402546.51N 0220638.39E	1682 / 110		Yes	Wind Turbine 1; ENEL
PANAGIA SOUMELA	Wind Turbine	402532.87N 0220637.85E	1701 / 110		No	Wind Turbine 2; ENEL
PANAGIA SOUMELA	Wind Turbine	402522.41N 0220630.63E	1723 / 110		Yes	Wind Turbine 3; ENEL
PANAGIA SOUMELA	Wind Turbine	402513.60N 0220629.44E	1726 / 110		No	Wind Turbine 4; ENEL
PANAGIA SOUMELA	Wind Turbine	402501.10N 0220628.04E	1699 / 110		Yes	Wind Turbine 5; ENEL
PANAGIA SOUMELA	Wind Turbine	402453.23N 0220624.85E	1665 / 110		No	Wind Turbine 6; ENEL
PANAGIA SOUMELA	Wind Turbine	402444.01N 0220616.67E	1667 / 110		Yes	Wind Turbine 7; ENEL
PARNITHA	Telecommunication Tower	381021.00N 0234342.00E†	1452 / 108		Yes	OTE S.A. – ERT.

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with † are NOT in WGS 84.*						
1	2	3	4		5	6
PERDIKOVOUNI VIOTIAS	Wind Turbine	382037.14N 0225628.23E	1176 / 125		No	Wind Turbine 1; Aioliki Energiaki Peloponissou S.A.
PERDIKOVOUNI VIOTIAS	WindTurbine	382033.79N 0225647.05E	1153 / 125		No	Wind Turbine 2; Aioliki Energiaki Peloponissou S.A.
PERDIKOVOUNI VIOTIAS	WindTurbine	381919.94N 0225452.15E	977 / 125		No	Wind Turbine 3; Aioliki Energiaki Peloponissou S.A.
PERDIKOVOUNI VIOTIAS	WindTurbine	381913.47N 0225510.25E	1003 / 125		No	Wind Turbine 4; Aioliki Energiaki Peloponissou S.A.
PERDIKOVOUNI VIOTIAS	WindTurbine	381911.78N 0225520.12E	1019 / 125		No	Wind Turbine 5; Aioliki Energiaki Peloponissou S.A.
PERDIKOVOUNI VIOTIAS	WindTurbine	381901.15N 0225549.19E	1041 / 125		No	Wind Turbine 6; Aioliki Energiaki Peloponissou S.A.
PERDIKOVOUNI VIOTIAS	WindTurbine	381859.28N 0225601.94E	1033 / 125		No	Wind Turbine 7; Aioliki Energiaki Peloponissou S.A.
PERDIKOVOUNI VIOTIAS	WindTurbine	381854.88N 0225613.95E	1041 / 125		No	Wind Turbine 8; Aioliki Energiaki Peloponissou S.A.
PLAGIA PSILOMA	WindTurbine	380945.34N 0233257.80E	960 / 125		Yes	Wind Turbine 1; TERNA Aioliki Viotias S.A.
PLAGIA PSILOMA	WindTurbine	380930.55N 0233341.53E	910 / 125		Yes	Wind Turbine 2; TERNA Aioliki Viotias S.A.
PLAGIA PSILOMA	WindTurbine	380931.18N 0233352.75E	889 / 125		Yes	Wind Turbine 3; TERNA Aioliki Viotias S.A.
PLAGIA PSILOMA	WindTurbine	380933.38N 0233400.66E	861 / 125		Yes	Wind Turbine 4; TERNA Aioliki Viotias S.A.
PLAGIA PSILOMA	WindTurbine	380929.06N 0233409.36E	847 / 125		Yes	Wind Turbine 5; TERNA Aioliki Viotias S.A.
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373228.14N 0223542.39E	1264/125		No	Wind Turbine 1-AIOLIKI KARYSTOU
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373219.76N 0223542.26E	1280/125		No	Wind Turbine 2-AIOLIKI KARYSTOU
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373213.95N 0223547.13E	1293/125		Yes	Wind Turbine 3-AIOLIKI KARYSTOU
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373205.64N 0223547.17E	1269/125		No	Wind Turbine 4-AIOLIKI KARYSTOU
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373200.67N 0223552.23E	1286/125		Yes	Wind Turbine 5-AIOLIKI KARYSTOU
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373155.60N 0223559.62E	1246/125		No	Wind Turbine 6-AIOLIKI KARYSTOU
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373150.76N 0223606.96E	1222/125		No	Wind Turbine 7-AIOLIKI KARYSTOU
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373144.86N 0223612.65E	1177/125		Yes	Wind Turbine 8-AIOLIKI KARYSTOU
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373137.62N 0223615.19E	1134/125		No	Wind Turbine 9-AIOLIKI KARYSTOU
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373132.77N 0223622.37E	1147/125		No	Wind Turbine 10-AIOLIKI KARYSTOU
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373242.70N 0223458.84E	1228/125		Yes	Wind Turbine E1-AIOLIKI KARYSTOU

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also **ENR 1.1.9.6**)* ***Note 2:*** *Coordinates marked with † are NOT in WGS 84.*						
1	**2**	**3**	**4**		**5**	**6**
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373240.24N 0223509.72E	1203/125		No	Wind Turbine E2-AIOLIKI KARYSTOU
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373234.91N 0223522.90E	1226/125		Yes	Wind Turbine E3-AIOLIKI KARYSTOU
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373124.70N 0223640.28E	1087/125		No	Wind Turbine E4-AIOLIKI KARYSTOU
PSILI RACHI - LAMPOUSSA TROIZINIAS	Wind Turbine	372756.15N 0232250.41E	787 / 119		Yes	Wind Turbine 01 EL.TECH.ANEMOS S.A.
PSILI RACHI - LAMPOUSSA TROIZINIAS	Wind Turbine	372802.01N 0232258.03E	792 / 119		Yes	Wind Turbine 02 EL.TECH.ANEMOS S.A.
PSILI RACHI - LAMPOUSSA TROIZINIAS	Wind Turbine	372804.43N 0232307.30E	779 / 119		Yes	Wind Turbine 03 EL.TECH.ANEMOS S.A.
PSILI RACHI - LAMPOUSSA TROIZINIAS	Wind Turbine	372808.12N 0232314.24E	793 / 119		Yes	Wind Turbine 04 EL.TECH.ANEMOS S.A.
PSILI RACHI - LAMPOUSSA TROIZINIAS	Wind Turbine	372809.44N 0232322.21E	780 / 119		Yes	Wind Turbine 05 EL.TECH.ANEMOS S.A.
PSILI RACHI - LAMPOUSSA TROIZINIAS	Wind Turbine	372814.26N 0232328.09E	795 / 119		Yes	Wind Turbine 06 EL.TECH.ANEMOS S.A.
PSILI RACHI - LAMPOUSSA TROIZINIAS	Wind Turbine	372815.56N 0232336.49E	800 / 119		Yes	Wind Turbine 07 EL.TECH.ANEMOS S.A.
PTOLEMAIS	Chimney (I-II)	402847.92N 0214339.82E	730 / 105		Yes	Public Power Corp. (DEI)
PTOLEMAIS	Chimney (III)	402850.20N 0214337.33E	730 / 105		Yes	Public Power Corp. (DEI)
PTOLEMAIS	Chimney (IV)	402851.07N 0214336.35E	775 / 150		Yes	Public Power Corp. (DEI)
PTOLEMAIS	Cooling Tower (IV)	402853.40N 0214327.71E	741 / 105		No	Public Power Corp. (DEI)
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382833.09N 0231741.57E	809 / 126		Yes	Wind Turbine P1, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382834.39N 0231751.50E	786 / 126		Yes	Wind Turbine P2, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382834.12N 0231801.61E	775 / 126		Yes	Wind Turbine P4, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382833.99N 0231811.73E	776 / 126		Yes	Wind Turbine P5, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382838.10N 0231821.63E	801 / 126		Yes	Wind Turbine P6, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382837.35N 0231831.63E	794 / 126		Yes	Wind Turbine P7, ENERGIAKI PTOON

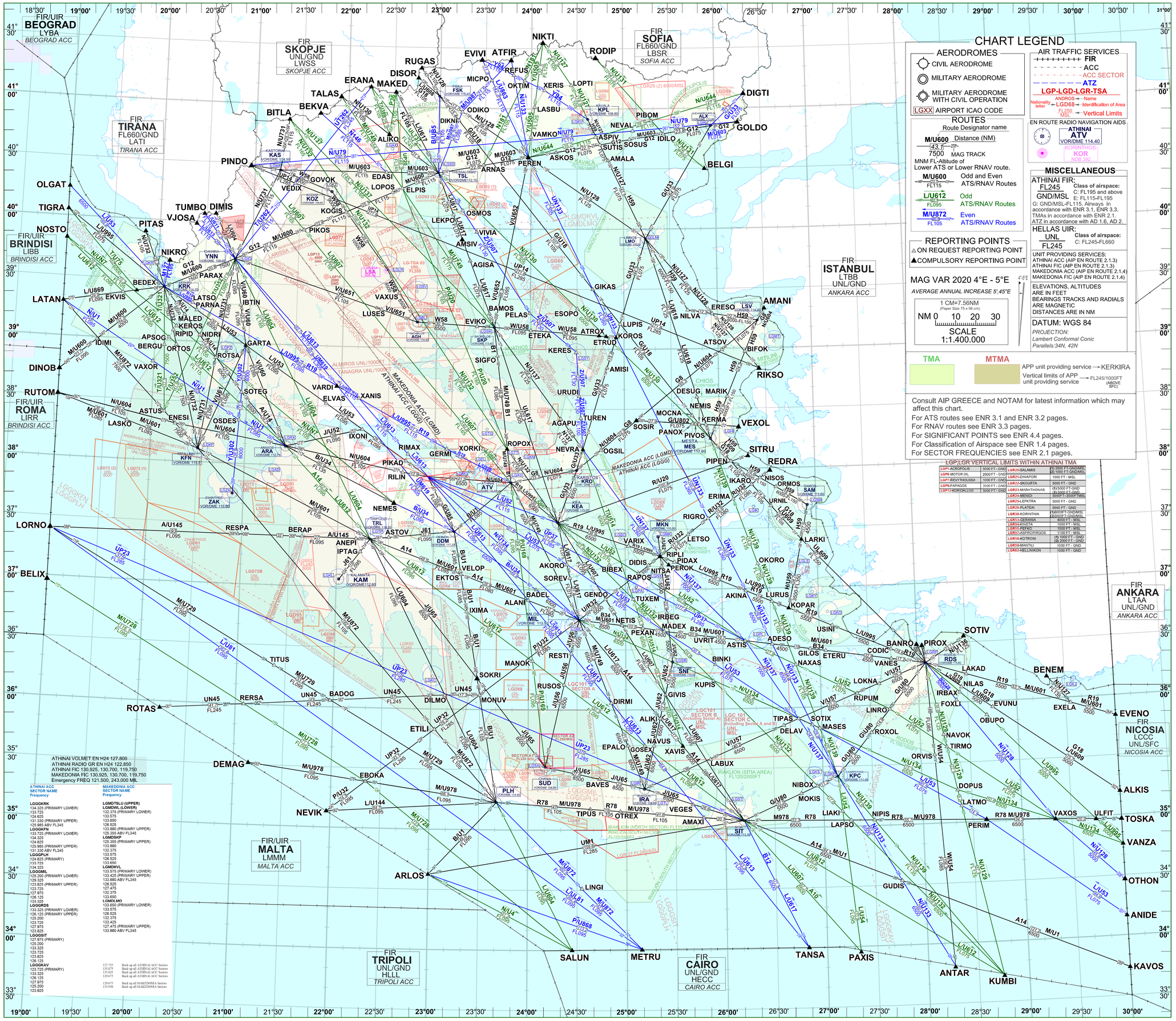
Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with* ***†*** *are NOT in WGS 84.*						
1	**2**	**3**	**4**		**5**	**6**
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382835.40N 0231841.35E	807 / 126		Yes	Wind Turbine P8, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382833.51N 0231851.23E	821 / 126		Yes	Wind Turbine P9, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382827.98N 0231859.16E	819 / 126		Yes	Wind Turbine P10, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382822.73N 0231822.44E	804 / 126		Yes	Wind Turbine P11, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382842.82N 0231846.02E	811 / 126		Yes	Wind Turbine P12, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382843.56N 0231855.96E	813 / 110		Yes	Wind Turbine A1, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382844.20N 0231905.36E	819 / 110		Yes	Wind Turbine A2, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382844.21N 0231917.87E	835 / 110		Yes	Wind Turbine A3, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382845.59N 0231926.73E	804 / 110		Yes	Wind Turbine A4, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382846.61N 0231935.68E	774 / 110		Yes	Wind Turbine A5, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382847.41N 0231944.63E	751 / 110		Yes	Wind Turbine A6, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382850.35N 0231953.47E	785 / 110		Yes	Wind Turbine A7, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382854.23N 0232001.98E	773 / 110		Yes	Wind Turbine A8, ENERGIAKI PTOON
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382900.52N 0232007.87E	763 / 110		Yes	Wind Turbine A9, ENERGIAKI PTOON
RACHOULA - PASCHALIES	Wind Turbine	381423.79N 0233036.53E	745 / 125		Yes	Wind Turbine 1-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381405.72N 0233043.00E	749 / 125		Yes	Wind Turbine 2-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381420.38N 0232952.75E	769 / 125		Yes	Wind Turbine 3-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381414.01N 0233005.85E	818 / 125		Yes	Wind Turbine 4-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381410.67N 0233019.43E	794 / 125		Yes	Wind Turbine 5-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381352.62N 0233034.52E	765 /125		Yes	Wind Turbine 7-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381416.72N 0232900.12E	723 / 125		Yes	Wind Turbine 8-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381410.26N 0232921.31E	752 / 125		Yes	Wind Turbine 10-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381400.55N 0232943.01E	804 / 125		Yes	Wind Turbine 12-AIOLIKI RACHOULAS

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with* ***†*** *are NOT in WGS 84.*						
1	2	3	4		5	6
RACHOULA-PASCHALIES	Wind Turbine	381350.22N 0233008.99E	785 / 125		Yes	Wind Turbine 14-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381353.79N 0232917.24E	770 / 125		Yes	Wind Turbine 15-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381347.66N 0232930.01E	774 / 125		Yes	Wind Turbine 16-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381358.14N 0233026.27E	767 / 125		Yes	Wind Turbine 6-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381412.74N 0232910.43E	736 / 125		Yes	Wind Turbine 9-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381406.93N 0232931.81E	791 / 125		Yes	Wind Turbine 11-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381357.98N 0232953.84E	789 / 125		Yes	Wind Turbine 13-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381428.55N 0233004.99E	781 / 150		Yes	Wind Turbine 17-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381350.00N 0233049.19E	734 / 150		Yes	Wind Turbine 18-AIOLIKI RACHOULAS
RACHOULA-PASCHALIES	Wind Turbine	381345.37N 0233021.78E	753 / 150		Yes	Wind Turbine 19-AIOLIKI RACHOULAS
RIGANOLAKKA NAFPAKTIAS	Wind Turbine	382236.44N 0214319.06E	582/ 125		Yes	Wind Turbine 1 VOLTERRA
RIGANOLAKKA NAFPAKTIAS	Wind Turbine	382245.08N 0214314.59E	634 / 125		Yes	Wind Turbine 2 VOLTERRA
RIGANOLAKKA NAFPAKTIAS	Wind Turbine	382309.95N 0214310.59E	626 / 125		Yes	Wind Turbine 3 VOLTERRA
RIGANOLAKKA NAFPAKTIAS	Wind Turbine	382318.46N 0214224.54E	729 / 125		Yes	Wind Turbine 4 VOLTERRA
RIO ANTIRIO	Bridge pylon	381848.45N 0214637.55E	143 / 143		Yes	Bridge pylon M1, GEFYRA S.A.
RIO ANTIRIO	Bridge pylon	381905.12N 0214628.41E	165 / 165		Yes	Bridge pylon M2, GEFYRA S.A.
RIO ANTIRIO	Bridge pylon	381921.80N 0214619.28E	165 / 165		Yes	Bridge pylon M3, GEFYRA S.A.
RIO ANTIRIO	Bridge pylon	381938.48N 0214610.14E	143 / 143		Yes	Bridge pylon M4, GEFYRA S.A.
RIVER MEGDHOVAS	Aerial cable	385300.00N 0213530.00E†	0 / 200		Yes	Public Power Corp. (DEI)
RODOS / SORONI	Chimney (D3-5)	362244.22N 0280106.54E	109 / 105		Yes	Public Power Corp. (DEI)
SKOPIA NAFPAKTOU	Wind Turbine	382748.88N 0214919.06E	1155 / 125		Yes	Wind Turbine 1 TERNA
SKOPIA NAFPAKTOU	Wind Turbine	382740.71N 0214929.45E	1187 / 125		Yes	Wind Turbine 2 TERNA
SKOPIA NAFPAKTOU	Wind Turbine	382734.08N 0214936.84E	1198 / 125		Yes	Wind Turbine 3 TERNA
SKOPIA NAFPAKTOU	Wind Turbine	382725.45N 0214950.20E	1213 / 125		Yes	Wind Turbine 4 TERNA
SKOPIA NAFPAKTOU	Wind Turbine	382716.52N 0215001.88E	1214 / 125		Yes	Wind Turbine 5 TERNA
SKOPIA NAFPAKTOU	Wind Turbine	382710.55N 0215055.07E	1136 / 125		Yes	Wind Turbine 6 TERNA
SKOPIA NAFPAKTOU	Wind Turbine	382701.54N 0215056.44E	1135 / 125		Yes	Wind Turbine 7 TERNA
SKOPIA NAFPAKTOU	Wind Turbine	382655.34N 0215101.01E	1110 / 125		Yes	Wind Turbine 8 TERNA

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with* ***†*** *are NOT in WGS 84.*						
1	**2**	**3**	**4**		**5**	**6**
SKOPIES VIOTIAS	Wind Turbine	382656.23N 0224355.75E	955/125		No	Wind Turbine 1 KTISTOR AIOLIKI SA
SKOPIES VIOTIAS	Wind Turbine	382650.06N 0224358.09E	988/125		Yes	Wind Turbine2 KTISTOR AIOLIKI SA
SKOPIES VIOTIAS	Wind Turbine	382640.43N 0224359.12E	1015/125		No	Wind Turbine 3 KTISTOR AIOLIKI SA
SKOPIES VIOTIAS	Wind Turbine	382625.26N 0224354.44E	1035/125		Yes	Wind Turbine 4 KTISTOR AIOLIKI SA
SKOPIES VIOTIAS	Wind Turbine	382629.56E 0224434.66E	1117/125		No	Wind Turbine 5 KTISTOR AIOLIKI SA
SKOPIES VIOTIAS	Wind Turbine	382635.54N 0224427.05E	1132/125		Yes	Wind Turbine 6 KTISTOR AIOLIKI SA
SPARTA KAKOREMA VIOTIAS	Wind Turbine	381710.68N 0225643.74E	840 / 150		Yes	Wind Turbine 01 ANEMOPETRA S.A.
SPARTA KAKOREMA VIOTIAS	Wind Turbine	381709.69N 0225655.86E	802 / 150		Yes	Wind Turbine 02 ANEMOPETRA S.A.
STAVROTI VIGLA	Wind Turbine	355506.11N 0274415.69E	251 / 125		Yes	Wind Turbine 1 EUROWIND
STAVROTI VIGLA	Wind Turbine	355506.87N 0274422.92E	273 / 125		Yes	Wind Turbine 2 EUROWIND
STAVROTI VIGLA	Wind Turbine	355509.13N 0274429.44E	273 / 125		Yes	Wind Turbine 3 EUROWIND
STAVROTI VIGLA	Wind Turbine	355509.88N 0274436.88E	300 / 125		Yes	Wind Turbine 4 EUROWIND
STAVROTI VIGLA	Wind Turbine	355510.62N 0274443.83E	303 / 125		Yes	Wind Turbine 5 EUROWIND
STAVROTI VIGLA	Wind Turbine	355508.07N 0274457.17E	308 / 125		Yes	Wind Turbine 6 EUROWIND
STAVROTI VIGLA	Wind Turbine	355503.42N 0274512.65E	282 / 125		Yes	Wind Turbine 7 EUROWIND
STAVROTI VIGLA	Wind Turbine	355534.46N 0274415.17E	257 / 125		Yes	Wind Turbine 8 EUROWIND
STAVROTI VIGLA	Wind Turbine	355537.48N 0274422.88E	261 / 125		Yes	Wind Turbine 9 EUROWIND
STENOLAKKOS	Wind Turbine	411957.19N 0232519.55E	1163 / 140		Yes	Wind Turbine 1 AIOLIKI ANDROU TSIROVLIDI S.A.
STENOLAKKOS	Wind Turbine	412003.16N 0232529.77E	1172 / 140		Yes	Wind Turbine 2 AIOLIKI ANDROU TSIROVLIDI S.A.
STENOLAKKOS	Wind Turbine	412004.84N 0232542.10E	1210 / 140		Yes	Wind Turbine 3 AIOLIKI ANDROU TSIROVLIDI S.A.
STENOLAKKOS	Wind Turbine	412008.47N 0232553.68E	1209 / 140		Yes	Wind Turbine 4 AIOLIKI ANDROU TSIROVLIDI S.A.
STENOLAKKOS	Wind Turbine	412012.20N 0232607.55E	1249 / 140		Yes	Wind Turbine 5 AIOLIKI ANDROU TSIROVLIDI S.A.
STENOLAKKOS	Wind Turbine	412018.63N 0232616.05E	1270 / 140		Yes	Wind Turbine 6 AIOLIKI ANDROU TSIROVLIDI S.A.
STENOLAKKOS	Wind Turbine	412023.45N 0232626.30E	1297 / 140		Yes	Wind Turbine 7 AIOLIKI ANDROU TSIROVLIDI S.A.
THESSALONIKI	Smoke stack	404200.00N 0225705.00E†	240 / 125		Yes	TITAN
TRIGONOMETRIKO KILKIS	Wind Turbine	410517.85N 0223418.05E	339 / 140		Yes	Wind Turbine 01 TAFF PRIME DEVELOP
TRIGONOMETRIKO KILKIS	Wind Turbine	410514.50N 0223406.81	324 / 140		Yes	Wind Turbine 02 TAFF PRIME DEVELOP

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with* ***†*** *are NOT in WGS 84.*						
1	**2**	**3**	**4**		**5**	**6**
TRIKORFA EFPALIOU	Wind Turbine	382735.39N 0220344.82E	1606 / 130		Yes	Wind Turbine 1 AIOLIKI TRIKORFON S.A.
TRIKORFA EFPALIOU	Wind Turbine	382733.17N 0220357.55E	1625 / 130		Yes	Wind Turbine 2 AIOLIKI TRIKORFON S.A.
TRIKORFA EFPALIOU	Wind Turbine	382729.02N 0220417.71E	1648 / 130		Yes	Wind Turbine 3 AIOLIKI TRIKORFON S.A.
TRIKORFA EFPALIOU	Wind Turbine	382727.51N 0220428.52E	1670 / 130		Yes	Wind Turbine 4 AIOLIKI TRIKORFON S.A.
TRIKORFA EFPALIOU	Wind Turbine	382725.51N 0220440.78E	1635 / 130		Yes	Wind Turbine 5 AIOLIKI TRIKORFON S.A.
TRIKORFA EFPALIOU	Wind Turbine	382721.69N 0220450.87E	1576 / 130		Yes	Wind Turbine 6 AIOLIKI TRIKORFON S.A.
TRIKORFA EFPALIOU	Wind Turbine	382714.90N 0220502.56E	1535 / 130		Yes	Wind Turbine 7 AIOLIKI TRIKORFON S.A.
TRIKORFO FOKIDAS	Wind Turbine	382602.34N 0220239.47E	1269/125		No	Wind Turbine 1 AIOLIKI KARYSTOU S.A
TRIKORFO FOKIDAS	Wind Turbine	382555.00N 0220237.19E	1297/125		Yes	Wind Turbine 2 AIOLIKI KARYSTOU S.A
TRIKORFO FOKIDAS	Wind Turbine	382545.82N 0220237.07E	1257/125		No	Wind Turbine 3 AIOLIKI KARYSTOU S.A
TRIKORFO FOKIDAS	Wind Turbine	382539.12N 0220232.09E	1239/125		No	Wind Turbine 4 AIOLIKI KARYSTOU S.A
TRIKORFO FOKIDAS	Wind Turbine	382533.27N 0220225.82E	1175/125		Yes	Wind Turbine 5 AIOLIKI KARYSTOU S.A
TRIKORFO FOKIDAS	Wind Turbine	382526.46N 0220222.13E	1157/125		No	Wind Turbine 6 AIOLIKI KARYSTOU S.A
TRIKORFO FOKIDAS	Wind Turbine	382518.99N 0220221.67E	1142/125		No	Wind Turbine 7AIOLIKI KARYSTOU S.A
TRIKORFO FOKIDAS	Wind Turbine	382511.57N 0220223.77E	1145/125		Yes	Wind Turbine 8 AIOLIKI KARYSTOU S.A
TRIKORFO FOKIDAS	Wind Turbine	382504.16N 0220223.22E	1101/125		No	Wind Turbine 9 AIOLIKI KARYSTOU S.A
TRIKORFO FOKIDAS	Wind Turbine	382456.85N 0220222.43E	1045/125		No	Wind Turbine 10 AIOLIKI KARYSTOU S.A
XIROVOUNI EVROU	Wind Turbine	405742.92N 0255647.60E	544 / 125		Yes	Wind Turbine 1 Energiaki Xirovouniou S.A.
XIROVOUNI EVROU	Wind Turbine	405738.31N 0255656.45E	520 / 125		Yes	Wind Turbine 2 Energiaki Xirovouniou S.A.
XIROVOUNI EVROU	Wind Turbine	405735.36N 0255709.15E	511 / 125		Yes	Wind Turbine 3 Energiaki Xirovouniou S.A.
YPSOMA PAPATHANASSIOU	Wind Turbine	403624.52N 0210635.96E	1771 / 150		No	Wind Turbine 01 Enallaktiki Energia
YPSOMA PAPATHANASSIOU	Wind Turbine	403635.31N 0210636.84E	1804 / 150		Yes	Wind Turbine 02 Enallaktiki Energia
YPSOMA PAPATHANASSIOU	Wind Turbine	403645.92N 0210639.43E	1772 / 150		No	Wind Turbine 03 Enallaktiki Energia
YPSOMA PAPATHANASSIOU	Wind Turbine	403640.01N 0210659.74E	1764 / 150		Yes	Wind Turbine 04 Enallaktiki Energia

Designation	OBST Type	OBST Coordinates	ELEV/ HGT		OBST LGT Type/ Colour	Remarks
			(M) AMSL	(M) AGL		
HCAA does not guarantee that the details are correct, or that list of obstructions is complete. ***Note 1:*** *Details of unserviceability of lights on obstacles, when notified to the Civil Aviation Authority, will be promulgated by NOTAM. (see also* ***ENR 1.1.9.6****)* ***Note 2:*** *Coordinates marked with † are NOT in WGS 84.*						
1	**2**	**3**	**4**		**5**	**6**
ZAKINTHOS ISLAND	Radio mast 1	374510.34N 0205140.87E	130 / 125		Yes	ERT
ZAKINTHOS ISLAND	Radio mast 2	374509.15N 0205143.79E	130 / 125		Yes	ERT
ZOODOCHOS PIGI	Wind Turbine	402603.86N 0220456.97E	1732 / 110		No	Wind Turbine 1; ENEL
ZOODOCHOS PIGI	Wind Turbine	402556.59N 0220459.33E	1736 / 110		Yes	Wind Turbine 2; ENEL
ZOODOCHOS PIGI	Wind Turbine	402549.91N 0220506.62E	1701 / 110		No	Wind Turbine 3; ENEL
ZOODOCHOS PIGI	Wind Turbine	402543.51N 0220517.03E	1698 / 110		No	Wind Turbine 4; ENEL
ZOODOCHOS PIGI	Wind Turbine	402533.90N 0220534.65E	1717 / 110		Yes	Wind Turbine 5; ENEL
ZOODOCHOS PIGI	Wind Turbine	402521.63N 0220530.67E	1701 / 110		No	Wind Turbine 6; ENEL
ZOODOCHOS PIGI	Wind Turbine	402514.12N 0220523.59E	1709 / 110		Yes	Wind Turbine 7; ENEL
ZOODOCHOS PIGI	Wind Turbine	402502.25N 0220523.88E	1683 / 110		No	Wind Turbine 8; ENEL
ZOODOCHOS PIGI	Wind Turbine	402450.47N 0220518.08E	1699 / 110		Yes	Wind Turbine 9; ENEL
ZOODOCHOS PIGI	Wind Turbine	402436.33N 0220512.11E	1694 / 110		No	Wind Turbine 10; ENEL
ZOODOCHOS PIGI	Wind Turbine	402425.87N 0220500.41E	1681 / 110		Yes	Wind Turbine 11; ENEL
ZOODOCHOS PIGI	Wind Turbine	402416.23N 0220455.30E	1685 / 110		No	Wind Turbine 12; ENEL



NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

A	ETILI	**N**	RIPLI
ADESO 363200N 0263040E	354954N 0230231E	NAVOK 354415N 0281422E	371633N 0252146E
AGAPU 382521N 0241935E	ETRUD 390628N 0244840E	NAVUS 354157N 0251707E	RODIP 412515N 0244204E
AGISA 394400N 0232054E	EVENO 355000N 0300000E	NAXAS 382127N 0284456E	ROPOX 381012N 0234550E
AKORO 412410N 0232720E	EVIKO 391120N 0232615E	NEMES 374223N 0223451E	ROTAS 355850N 0201346E
AKINA 365849N 0261455E	EVIVI 412410N 0232720E	NEMIS 382223N 0254716E	ROTSA 365228N 0203914E
AKORO 371236N 0242336E	EVUNU 355857N 0284505E	NETIS 364210N 0245749E	ROXOL 354622N 0273016E
ALANI 365440N 0235930E	EXELA 355720N 0293252E	NEVAL 404856N 0250631E	RUGAS 411946N 0224729E
ALIKI 355530N 0252056E		NEVIK 364150N 0215740E	RUSOS 361230N 0242159E
ALIKO 404619N 0222658E	**F**	NEVRA 381006N 0272210E	RUPUM 360610N 0272210E
ALKIS 351200N 0300000E	FOXLI 360106N 0282311E	NIBOX 352038N 0285623E	RUTOM 383106N 0190000E
AMALA 403407N 0244958E		NIDRI 380321N 0202823E	
AMANI 391956N 0262958E	**G**	NIKTI 413247N 0240718E	**S**
AMAXI 385048N 0244906E	GARTA 385906N 0205806E	NIKRO 393957N 0200712E	SALUN 340000N 0242700E
AMBAS 350552N 0254658E	GENDO 365517N 0244741E	NILAS 360759N 0244001E	SIGFO 385635N 0233904E
AMISI 385048N 0244906E	GERMI 380956N 0230728E	NIPIS 360721N 0282618E	SITRU 382959N 0261758E
AMSIV 395437N 0231542E	GIKAS 392559N 0244001E	NISOS 375509N 0262508E	SOKNO 364035N 0251305E
ANIDE 340949N 0300000E	GILOS 362915N 0265401E	NITSA 354220N 0251035E	SOKRI 361528N 0232819E
ANEPI 372423N 0221142E	GIVIS 391926N 0254058E	NIVLA 360746N 0273027E	SOREV 370549N 0242528E
ANTAR 334800N 0281600E	GOLDO 405256N 0261458E	NOSTO 402148N 0213433E	SOSIR 382425N 0250735E
APSOG 390132N 0200851E	GOSEX 354201N 0251129E	NUMAN 364847N 0252541E	SOSUS 404439N 0250424E
ARLOS 343731N 0230000E	GOVOK 371127N 0252240E	NUMO 355128N 0263451E	SOTEG 383539N 0205629E
ARNAS 403141N 0232850E	GUDIS 394900N 0190000E	NUMU 375034N 0263451E	SOTIV 363300N 0282900E
ASKOS 403817N 0241613E	343208N 0274558E		SOTIX 355112N 0265412E
ASPIV 404606N 0244223E		**O**	SUTIS 404207N 0244455E
ASTIS 363355N 0261358E	**H**	OBUPO 355307N 0284113E	
ASTOV 372515N 0223204E	IBTIN 391913N 0205359E	ODAKA 381300N 0241700E	**T**
ASTUS 382438N 0200756E	IDILO 404726N 0252622E	ODIKO 405817N 0231431E	TALAS 410436N 0215500E
ATFIR 412406N 0234629E	IDIMI 385901N 0192257E	OGSIL 380946N 0244505E	TANSA 340000N 0264900E
ATROX 390642N 0244409E	IKARO 375159N 0261952E	OKORO 411359N 0233353E	TIGRA 400324N 0190000E
ATSOV 385926N 0260226E	IRBAX 380513N 0282513E	OLGAT 371216N 0262239E	TIPAS 355428N 0264546E
	IRBEG 364837N 0252541E	OMOSO 401441N 0190000E	TIPUS 351025N 0243808E
B	IXINI 381854N 0221356E	ORMOS 375033N 0263451E	TIRAMO 353802N 0281558E
BADEL 370002N 0240426E		ORTOS 385805N 0201345E	TITUS 361953N 0212305E
BADOG 360306N 0215853E	**K**	ORVIS 353420N 0280821E	TOSKA 345800N 0300000E
BAMOS 391741N 0233340E	KAVOS 324400N 0300000E	OSDES 382142N 0205534E	TUMBO 400402N 0202822E
BANRO 362941N 0275943E	KERES 385838N 0242932E	OSMOS 400852N0231545E	TUXEM 365513N 0250454E
BAVES 352529N 0244337E	KERMA 382207N 0255136E	OTHON 342724N 0300000E	TUREN 362545N 0243219E
BEDEX 392350N 0194400E	KEROS 390718N 0201326E	OTREX 350916N 0245620E	
BEKVA 405604N0214142E	KOGIS 400713N 0215948E		**U**
BELGI 360000N 0255300E	KOPAR 384949N 0264119E	**P**	ULFIT 345838N 0294439E
BELIX 365800N 0190000E	KOROS 390559N 0245457E	PANOX 382236N 0254302E	URNIL 374106N 0263143E
BENEM 361100N 0291900E	KUMBI 334250N 0284500E	PARAX 393336N 0202435E	URUDI 383637N0243121E
BERAP 372440N 0213750E	KUPIS 361419N 0255355E	PARNA 391544N 0200549E	USINI 364037N 0270754E
BERGU 385758N 0200602E		PAXIS 335706N 0272000E	UVRIT 363631N0254945E
BIBEX 371229N 0245004E	**L**	PELAS 391800N 0235930E	
BIFOK 385819N 0261711E	LABUX 361402N 0282944E	PEREN 403548N 0235804E	**V**
BINKI 362224N 0255502E	LAPSO 350306N 0271620E	PERIM 350101N 0283818E	VAMKO 404553N 0235939E
BITLA 405232N 0212129E	LARKI 372356N 0265018E	PEROK 371216N 0252706E	VANES 384049N 0251047E
	LASBU 410051N0240201E	PEXAN 384049N 0251047E	VANZA 344528N 0300000E
C	LASKO 381916N 0194437E	PIDAX 371341N 0253041E	VARDI 405415N 0251828E
CODIC 362756N 0274352E	LATAN 391736N 0190000E	PIKAD 380341N 0224152E	VARIX 384912N 0195915E
	LATMO 385742N 0213300E	PIKOS 380341N 0224152E	VAXOS 345935N 0292004E
D	LATSO 391912N 0202255E	PINDO 402851N 0205721E	VEDIX 402053N 0212625E
DELAV 355117N 0263642E	LEKPO 400646N 0230943E	PIPEN 380341N 0260700E	VEGES 352132N 0254032E
DEMAG 353105N 0210912E	LETSO 354044N 0271105E	PIROX 362900N 0280300E	VELOP 370857N 0231712E
DESUG 383600N 0254608E	LIAKI 350744N 0271105E	PITAS 395400N 0195040E	VEXOL 382056N 0261218E
DIDIS 371210N 0251434E	LINGI 343043N 0243244E	PIVOS 382229N 0254501E	VIVIA 395818N 0232458E
DIGTI 410731N 0261917E	LINRO 355756N 0274158E		VJOSA 395855N 0202329E
DIKNI 405357N 0231223E	LOKNA 361046N 0273554E	**R**	
DILMO 360659N 0230836E	LOPOS 401727N 0223001E	RAPOS 370805N 0250808E	**X**
DIMIS 400421N 0203541E	LOPTI 411143N 0242603E	REDRA 375856N 0263128E	XANIS 363420N 0221109E
DINOB 384327N 0190000E	LORNO 372400N 0190000E	REFUS 411635N 0234818E	XAVIS 354141N 0253437E
DIRMI 360322N 0245059E	LUPIS 391238N 0245732E	RERSA 360006N 0210507E	XERIS 410914N 0240825E
DISOR 411450N 0224550E	LURUS 365321N 0263101E	RESPA 372449N 0205728E	XORKI 381011N 0233033E
DOPUS 351619N 0282133E	LUSES 391853N 0222425E	RESTI 362804N 0242623E	
	LUTIG 353146N 0300000E	RIGRO 373526N 0255227E	
E		RIKSO 385000N 0262600E	
EBOKA 352315N 0222053E	**M**	RILIN 375754N 0224000E	
EDASI 402727N 0222539E	MADEX 383911N 0252354E	RIMAX 380507N 0215704E	
EKTOS 370725N 0231731E	MAKED 410745N 0223100E	RIPID 390515N 0201124E	
EKVIS 392301N 0193801E	MALED 391315N 0201812E		
ELPIS 401934N 0223611E	MANOK 362418N 0240222E		
ELVAS 383129N 0215031E	MARIK 383559N 0260519E		
ENESI 381850N 0201513E	MASES 354926N 0265842E		
EPALO 354256N 0250037E	METRU 410946N 0221422E		
ERANA 410946N 0221422E	MICPO 340000N 0250900E		
ERESO 391731N 0255637E	MOCNA 411359N 0233353E		
ERIMA 374453N 0260804E	MOKIS 382647N 0254258E		
ESOPO 392022N 0243008E			
ETEKA 390928N 0240023E			
ETERU 362805N 0270336E			

ENROUTE RADIO NAVIGATION AIDS

Name of station	ID	FREQ (CH)	Coordinates
ALEXANDROUPOLIS VOR/DME	ALX	113.80 MHz CH 85X	405114.17N 0255724.24E
ANCHIALOS VOR/DME	AGH	110.40 MHz CH 41X	391258.40N 0224730.93E
ARAXOS VOR/DME	ARA	112.70 MHz CH 74X	380932.34N 0212540.49E
ATHINAI VOR/DME	ATV	114.40 MHz CH 91X	375319.24N 0234615.19E
CHANIA VOR/DME	SUD	108.60 MHz CH 23X	353123.90N 0241029.83E
CHIOS VOR/DME	KPC	111.40 MHz CH 51X	382058.16N 0260633.75E
DIDIMON VOR/DME	DDM	117.20 MHz CH 119X	372839.61 N 0231301.61E
FISKA VOR/DME	FSK	116.40 MHz CH 111X	410555.37N 0225629.39E
IOANNINA VOR/DME	YNN	108.60 MHz CH 23X	394200.12N 0204916.74E
IRAKLION VOR/DME	IRA	108.80 MHz CH 25X	352006.68N 0251106.92E
KALAMATA VOR/DME	KAM	112.60 MHz CH 73X	370359.N 0221012E
KARISTOS VOR/DME	KRO	112.20 MHz CH 58X	375938.90N 0242941.67E
KARPATHOS VOR/DME	KPC	111.40 MHz CH 51X	352518.56N 0270648.68E
KASTORIA VOR/DME	KAS	114.50 MHz CH 92X	402703.68N 0211631.15E
KAVALA VOR/DME	KPL	108.80 MHz CH 25X	405445.59N 0243653.14E
KEA VOR/DME	KEA	115.00 MHz CH 97X	373325.79N 0241705.32E
KEFALLINIA VOR/DME	KFN	115.50 MHz CH 102X	380648.63N 0200016.66E
KERKIRA VOR/DME	KRK	114.70 MHz CH 94X	392837.89N 0200421.99E
KORINTHOS NDB	KOR	392 kHz	375549.48N 0225609.24E
KOZANI VOR/DME	KOZ	109.60 MHz CH 33X	401706.46N 0215029.60E

Name of station	ID	FREQ (CH)	Coordinates
LARISSA NDB	LSA	362 kHz	390541.82N 0222744.57E
LESVOS VOR/DME	LSV	114.20 MHz CH 89X	391352.66N 0262531.16E
LIMNOS VOR/DME	LMO	109.20 MHz CH 29X	395510.34N 0251413.56E
MESTA VOR/DME	MES	117.60 MHz CH 123X	391506.25N 0255420.60E
MIKONOS VOR/DME	MKN	110.00 MHz CH 37X	372824.83N 0252040.26E
MILOS VOR/DME	MIL	113.50 MHz CH 82X	364451.03N 0243110.04E
PALEOCHORA VOR/DME	PLH	114.60 MHz CH 93X	351339.49N 0234051.04E
RODOS VOR/DME	RDS	115.80 MHz CH 105X	382023.48N 0260455.51E
SAMOS VOR/DME	SAM	111.60 MHz CH 53X	374111.85N 0265425.48E
SANTORINI VOR/DME	SNI	110.40 MHz CH 41X	362341.57N 0252857.36E
SITIA VOR/DME	SIT	113.30 MHz CH 80X	350406.32N 0261120.60E
SKOPELOS VOR/DME	SKP	113.40 MHz CH 81X	391050.31 N 0233657.35E
THESSALONIKI VOR/DME	TSL	112.10 MHz CH 56X	402724.91 N 0225827.81E
TRIPOLIS VOR/DME	TRL	116.20 MHz CH 109X	372413.55N 0222025.01E
ZAKINTHOS VOR/DME	ZAK	110.80 MHz CH 45X	374445.09N 0210305.35E

AD 1. AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY

1.1.1 General conditions under which aerodromes/heliports and associated facilities are available for use

1.1.1.1 General

1.1.1.1.1 In addition to the category A aerodromes, (see **AD 1.4**) available for public use, listed in **AD 2** section of this AIP, a number of category B aerodromes/airfields and water aerodromes are located throughout the country. These aerodromes/airfields, listed in **AD 1.6** section, are subject to prior permission for use by the owner or aerodrome administrator (see details about Grouping of Aerodromes in **AD 1.4**).

1.1.1.1.2 Commercial flights are not permitted to take off from or land at any aerodrome not listed in section **AD 2** of this AIP except in cases of declared emergency or when special permission has been obtained from the Hellenic Civil Aviation Authority.

1.1.1.1.3 Only national heliports of both categories A and B, listed in **AD 3** section, are available in Greece. Therefore, except in cases of declared emergency, it **is obligatory** the first landing and the last take-off of any incoming/outgoing international helicopter flight to be made at one of the **international** Greek **aerodromes** listed in **AD 2** (see **GEN 1.2.1**, **GEN 1.2.4**, **and GEN 1.2.5**).

1.1.1.1.4 Details about the availability and facilitation of aerodromes/heliports can be obtained at the following sections of AIP Greece:

a) **AD 1.3:** INDEX to aerodromes/heliports (list of state/civil-military, municipal and private aerodromes/heliports/water aerodromes of both categories A and B).
b) **AD 1.6:** DIRECTORY of Category B aerodromes/airfields, (brief description of National aerodromes/airfields, as well as of National water aerodromes, **not** available for public use).
c) **AD 2:** AERODROMES - Category A aerodromes, (detailed information data of International and National aerodromes **available for public use**)
d) **AD 3:** HELIPORTS - Directory of National heliports, (brief description of state/civil-military, municipal and private heliports of both Categories A and B, not located at the aerodromes).

1.1.1.1.5 The Index to aerodromes/heliports in **AD 1.3** section, listed in alphabetical order by aerodrome/heliport name, must be used when searching information for a certain aerodrome/heliport in Greek AIP. The Index provides users with information about where in the AIP, the relevant aerodrome/heliport data can be obtained, as well as the grouping indicator (as defined in **AD 1.4.3**) and the type of accepted traffic of each aerodrome.

1.1.1.1.5.1 The grouping indicator is also given in subsection 1.3 of **AD 1.6**. and **AD 3** sections, while restrictions (if any) in acceptance of traffic are given in subsection 2.8 of **AD 1.6**, **AD 2**. and **AD 3** sections respectively.

Note: *As HCAA does not assign ICAO Location Indicators to every aerodrome/heliport/water aerodrome, the following referencing system has been established to identify and associate the category of the aerodrome with the relevant AIP section, where data can be obtained. This ''aerodrome reference indicator''contains part of the text and chart page referencing system, applied to aerodromes (see also* **GEN 0. 4, GEN 3.1, GEN 3.2, AD 0.6** and **AD 1.3***):*

- *The "**AD 1.6.xx.yy**" indicator is the integral part of the referencing system applicable to all subsections in **AD 1.6** section, where **xx** represents the record number of each aerodrome and **yy** the number of each subsection. The entry of any new category B aerodrome will be recorded with the next subsequent **xx** number.*
- *The "**LGxx AD 2.yy**" indicator is the integral part of the referencing system applicable to all subsections in **AD 2** section, where **xx** represents the 3rd and 4th letter of ICAO Location Indicator of each aerodrome and **yy** the number of each subsection. The entry of any new category A aerodrome will be shorted according to the assigned ICAO Location Indicator.*
- *The "**AD 3.xx.yy**" indicator is the integral part of the referencing system applicable to all subsections in **AD 3** section, where **xx** represents the record number of each heliport and **yy** the number of each subsection. The entry of any new category A or B heliport will be recorded with the subsequent **xx** number.*

1.1.1.1.6 **Responsibility** for the registered data **lies** with the relevant **administrative authority** (see **AD 1.4**) of each aerodrome/heliport. In any case, this information should reach the appropriate divisions in HCAA/ Headquarters for processing and evaluation before incorporation to the AIP.

Note 1: *Changes of the data in the AD part of this AIP are promulgated either by NOTAM or by AIP Amendments (see **GEN 3.1.3**).*
Note 2: *Further information relating Category A and B MIL aerodromes can be obtained in Hellenic MAIP publications.*

ATTENTION is required when using AD Charts, if available (listed in subsection **24** of **AD 1.6**.and **AD 2** or subsection **23** of **AD 3** Charts and maps are gradually being reviewed and updated. However, as the Hellenic AIS system is not yet fully automated and the production of charts requires time, some significant data in the existing charts (e.g. coordinates, MAG VAR, freq., etc.) may have been changed since the publication date of chart. Therefore, hand amendments in **GEN 0.5,** NOTAMs, AIP SUP, AIP AMDT etc., as well as, texted data in various **AD 1.6**,**AD 2** and **ad 3** subsections should be consulted (see also **GEN 3.2**)**.**

1.1.1.2 Landings made other than at an international aerodrome/heliport or a designated alternate aerodrome/ heliport

1.1.1.2.1 International aerodromes must be used for the first landing in Greece on incoming flights and for the last take-off on outgoing flights. Regulations on entry, transit and departure of aircraft are set out in **GEN 1.2** section.

1.1.1.2.2 If an aircraft, entering or leaving the territory of Greece, is required under or by virtue of any emergency relating to air navigation or is compelled by accident, stress of weather or other unavoidable cause to land elsewhere than at an international aerodrome/ heliport the pilot-in-command, as soon as practical, shall report the landing:

- to the appropriate authorities (HCAA, ATS, health, customs and immigration) of the international aerodrome which the landing was scheduled to take place, or
- to the nearest category A aerodrome, police or military authority when landing has been made elsewhere than an aerodrome.

1.1.1.2.3 This notification may be made through any available communication link (RTF communications, AFTN, FAX, telex, telephone or telegram).

1.1.1.2.4 After the above notification, flight may be continued (out of Greece) provided that the appropriate authorities will certify that passengers, cargo, stores, etc. were not taken on or discharged.

1.1.1.2.5 If the above flight is not possible, the pilot-in-command is required to fly to one of the international aerodromes, as soon as possible. If flight is not possible, the pilot-in-command shall be responsible for ensuring that:

a) if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided,
b) cargo, baggage and mail are not removed from the aircraft except as provided below,
c) any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. Al food refuse including peelings, cores, stones of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons, in which case they must be destroyed by burning or deep burial.

1.1.1.3 Supervision of aerodromes/heliports

1.1.1.3.1 HCAA is responsible for the licensing, supervision and oversight of all civil aerodromes/heliports (including municipal and private), of both categories A and B.

1.1.1.3.2 HCAA is also responsible for the general supervision of the civil aerodrome operators, services and facilities provided in all aerodromes/heliports (including the ones available in military aerodromes), as well as for the civil aircraft operations in Greek territory.

1.1.1.4 Use of aerodromes

1.1.1.4.1 General

1.1.1.4.1.1 Civil aircraft operating in Greece are permitted to land only at aerodromes mentioned in AIP Greece, in accordance with the procedures prescribed hereunder and the regulations set out in **GEN 1.2**.

1.1.1.4.1.2 All international aerodromes in Greece are available to international aircraft operations and for the types of traffic given in **AD 1.3**.

1.1.1.4.1.3 National aerodromes of category A (Domestic, Military and Municipal) and category B (Military and Private) are available to domestic aircraft operations in accordance with the provisions in **AD 1.4**.and for the types of traffic given in **AD 1.3**.

1.1.1.4.1.4 Some military aerodromes (category A), which are normally reserved for exclusive use of state aircraft, may be used by civil aircraft operating international or national commercial flights on a permanent or temporary base after previous authorisation given under special circumstances. Only those military aerodromes designated for regular or alternate use are listed in **AD 2** (see also **AD 1.4.1.1.1**).

1.1.1.4.1.5 Private flights from and to Greek international or national aerodromes are permitted in accordance with the procedures referred in **GEN 1.2.4**.

1.1.1.4.1.6 Private flights from and to Greek military aerodromes **are not permitted** unless a special permission has been obtained in accordance with the procedures referred in **GEN 1.2.4**.

1.1.1.4.1.7 For flights to category B private aerodromes/airfields prior permission, in writing, from the aerodrome operator is required (GEN 1.2.4).

1.1.1.4.2 Hours of operation

1.1.1.4.2.1 Aerodromes are operated according to the published hours (see subsection 1.3 of **AD 1.6** and **AD 2 and AD 3** sections).

1.1.1.4.2.2 In those category A aerodromes (see **AD 2**), where CAA services and facilities are provided and which are not **H24** operational, HCAA determines the operating hours of service according to the local (staffing) conditions and the relevant airline operators' scheduled requirements during the winter and summer period. The operating hours of service available to meet the operational requirements (**HO**) for these aerodromes are promulgated by NOTAM twice a year.

1.1.1.4.2.2.1 Furthermore, as all category A aerodromes are operating according to the published hours, provided that the respective ATS unit is also in operation, before filing a flight plan, both valid NOTAMs and AIP Greece, should be consulted, to ensure that the ATS unit will be in operation at the time of arrival at destination.

1.1.1.4.2.2.2 Notification of departure of an aircraft received during operation of an ATS unit will not be taken into consideration if the landing of the aircraft is expected to be performed after the published hours of operation of the ATS unit, except in case of emergency.

1.1.1.4.2.2.3 Where it is clear before departure that an aircraft cannot, in normal circumstances, arrive at aerodrome of destination or alternate within the published hours, it is the responsibility of the pilot-in-command to ensure that the extension of hours of operation of the aerodrome adequate to the occasion has been granted before he takes-off (see **AD 1.1.6.3**).

1.1.1.4.2.3 Usually, in category B aerodromes (**AD 1.6**), operating hours (**HX**) are notified after contact with AD administration.

1.1.1.4.3 Availability of ground services

1.1.1.4.3.1 Details of the various ground services available at category A aerodromes can be found in **AD 2**.

1.1.1.4.3.2 However, it should be noted that as some of the ground services are not the direct responsibility of Civil Aviation Authority, the hours during which such services are available do not necessarily coincide with the operational hours of the aerodrome.

1.1.1.4.3.3 It is the responsibility of the aircraft operator to ensure, before departure, that such services are available at the aerodrome of destination.

1.1.1.4.3.4 Attention is drawn to the fact that in those aerodromes where the HCAA is responsible for the airport management (see AD 1.4), no reduction will be allowed in landing fees by reason that any ground service was not available at the time of the landing.

1.1.1.4.3.5 Fuel and lubricants are exempted from import duties and taxes if uplifted by the following categories of aircraft operating international flights:

a) Aircraft belonging to ICAO member states.

b) Aircraft belonging to non-ICAO members states with which Greece has conducted bilateral agreements.

c) Military aircraft belonging to United Nations member states, with the exception of Arab Republic of Egypt owing to lack of reciprocity.

1.1.1.4.4 Provision of ground handling services at Greek aerodromes

1.1.1.4.4.1 The provision of Ground Handling Services at the Greek Airports is regulated by the Presidential Decree 285/98, the Basic Ground Handling Regulation, Local Airport's Regulation and the article 23 of Law 3913/2011(G.G 18/A/2011) (see **GEN 1.6.4**)

1.1.1.4.4.2 The Ground Handling Services provided at Greek Airports are listed according to the Annex to Community Directive 96/67 as follows:

Ground Handling Services	
CATEGORY	SERVICE
1	Ground Administration and Supervision
2	Passenger handling
3	Baggage handling
4	Freight and Mail handling
5	Ramp handling
6	Aircraft Services
7	Fuel and Oil handling
8	Aircraft Maintenance
9	Flight Operations and Crew Administration
10	Surface Transport
11	Catering Services

1.1.1.4.4.3 Access to Suppliers (Service Providers) on the categories 3, 5 and 7 is limited.

1.1.1.4.4.4 The suppliers of categories 3 and 5 (Baggage and Ramp Handling), are: Skyserv SA, Swissport Hellas/ SUD and Goldair Handling agencies, which provide their services at the airports, as follows:

AIRPORT		HANDLING AGENCY		
Location Indicator	Name	Olympic Air-Services SA	Swissport Hellas/ Swissport Hellas SUD	Goldair Handling
LGAD	ANDRAVIDA	-	-	-
LGAL	ALEXANDROUPOLIS / DIMOKRITOS	X	-	X
LGAV	ATHINAI / ELEFTHERIOS VENIZELOS	X	X	X
LGBL	ALMIROS / NEA ANCHIALOS	X	X	X
LGEL	ELEFSIS	-	-	-
LGHI	CHIOS / OMIROS	X	X	X
LGIK	IKARIA / IKAROS	X	-	-
LGIO	IOANNINA / KING PYRROS	X	-	X
LGIR	IRAKLION / NIKOS KAZANTZAKIS	X	X	X
LGKA	KASTORIA / ARISTOTELIS	X	-	-
LGKC	KITHIRA/ ALEXANDROS ARISTOTELOUS ONASSIS	X	-	-
LGKF	KEFALLINIA/ANNA POLLATOU	X	X	X
LGKJ	KASTELORIZO	X	-	-
LGKL	KALAMATA	X	X	X
LGKO	KOS / IPPOKRATIS	X	X	X
LGKP	KARPATHOS	X	X	X
LGKR	KERKIRA / IOANNIS KAPODISTRIAS	X	X	X
LGKS	KASSOS	X	-	-
LGKV	KAVALA / MEGAS ALEXANDROS	X	X	X
LGKY	KALYMNOS	X	-	-
LGKZ	KOZANI / FILIPPOS	X	-	-
LGLE	LEROS	X	-	-
LGLM	LIMNOS / IFAISTOS	X	X	X
LGMK	MIKONOS	X	X	X
LGML	MILOS	X	-	X
LGMT	MITILINI / ODYSSEAS ELYTIS	X	X	X
LGNX	NAXOS	X	-	-
LGPA	PAROS	-	-	X
LGPL	ASTYPALAIA	X	-	-
LGPZ	PREVEZA / AKTION	X	X	X
LGRP	RODOS / DIAGORAS	X	X	X
LGRX	ARAXOS	X	X	X
LGSA	CHANIA / IOANNIS DASKALOGIANNIS	X	X	X
LGSK	SKIATHOS / ALEXANDROS PAPADIAMANDIS	X	X	X
LGSM	SAMOS / ARISTARCHOS OF SAMOS	X	X	X
LGSO	SYROS / DIMITRIOS VIKELAS	X	-	-
LGSR	SANTORINI	X	X	X
LGST	SITIA / VITSENTZOS KORNAROS	X	-	-
LGSY	SKIROS	-	-	X
LGTS	THESSALONIKI / MAKEDONIA	X	X	X
LGZA	ZAKINTHOS / DIONISIOS SOLOMOS	X	X	X

1.1.1.4.4.5 Furthermore, provision of services of all other ground handling categories at the above mentioned Airports is performed by many other Suppliers with whom the interested Carrier must communicate before arrival.

1.1.1.4.4.6 All suppliers are obliged to provide ground handling services during the operational hours of the aerodrome where they are established.

1.1.1.4.4.7 When handling services are required without previous agreement (ad hoc occasion) and especially for General Aviation (Business, Private flights etc.) there must be a 24 hour prior notification to the Handling Agent for categories 3 and 5, as well as to the Fuel-Oil and Catering Providers.

1.1.1.4.4.8 A Self-Handling permit can be granted to Air carriers who wish to provide Handling Services to their own Aircraft and Passengers according to the provision of Ground Handling Legislation.

1.1.6.1.4.3 Cancellation of IFR Plan, priority in the circuit

a) It is solely the pilot's prerogative to cancel his IFR flight plan.
b) However, a pilot's retention of an IFR flight plan does not afford priority over VFR flights. For example, this does not preclude the requirement for the pilot of an arriving IFR flight to adjust his flight path, as necessary, to enter a traffic circuit in sequence with arriving VFR flights.

1.1.6.1.4.4 No priority will be afforded to IFR aircraft , however when it is necessary to indicate to a pilot on a IFR flight plan that he may be required to enter traffic circuit in a sequence behind VFR Traffic, an instruction shall be issued as: VFR TRAFFIC IN CIRCUIT, PLAN TO (description of traffic circuit or maneuver).

Examples:

a) VFR TRAFFIC IN CIRCUIT, PLAN TO ENTER DOWNWIND LEG.
b) VFR TRAFFIC IN CIRCUIT PLAN TO PROCEED OVER THE AIRPORT FOR LEFT CIRCUIT
c) VFR TRAFFIC IN CIRCUIT, LANDING, SEQUENCE LATER (only to be used when the IFR aircraft will land straight-in from the approach).

Note: *The instruction of the example c) above shall be issued by the approach controller at the time of issuance of the approach clearance, or by the aerodrome controller on initial contact. In addition, to enable a pilot executing an instrument approach to properly adjust his flight path, the aerodrome controller should issue a landing sequence as soon as traffic conditions permit.*

1.1.6.1.5 AERODROME OPERATING MINIMA (AOM)

1.1.6.1.5.1 The elements of minima for landing are:

a) The obstacle clearance limit (OCL) and
b) The visibility (in meters).

Note: *The OCL published in IAC charts under Aerodrome minima is in all cases referred to Aerodrome elevation, except in precision approaches where it will be referred to threshold elevation of specific runways.*

1.1.6.1.6 CLOSURE OF AERODROMES

1.1.6.1.6.1 Pilots will not be refused permission to land or take off on "pilot's discretion" at aerodromes operated by Civil Aviation Administration solely because of bad weather conditions.

1.1.6.1.6.2 The only circumstances in which a civil aerodrome will be closed to normal air traffic are:

a) when the surface of the landing area is unfit (e.g. soft surface, excessive accumulation of snow, dangerous obstruction on the maneuvering area).
b) at times and conditions specified in NOTAMs.
c) if essential aerodrome facilities are unserviceable.

1.1.6.1.6.3 In case of declared emergency, aircraft will be allowed to land regardless of the condition of the aerodrome facilities.

1.1.6.1.7 CONTROL OF TRAFFIC IN THE MANOEUVRING AREA

1.1.6.1.7.1 With the exception of the apron, all aerodrome traffic in the maneuvering area is under control of the Aerodrome Control Tower.

1.1.6.1.7.2 Control of traffic on the apron (marshalling area) is carried out by the appropriate aerodrome authority (HCAA or aerodrome operator).

1.1.6.1.8 LIGHTS TO BE DISPLAYED BY AIRCRAFT

1.1.6.1.8.1 For lights to be displayed by aircraft in controlled aerodromes see **ENR 1.1.1.8**

1.1.6.2 Provision of ATS services at non-controlled aerodromes

1.1.6.2.1 Instrument approach and departure procedures at non-controlled aerodromes

1.1.6.2.1.1 Instrument Approach Procedures:

a) Descent clearance will be given by ATHINAI ACC or MAKEDONIA ACC. Aircraft destined to a non-controlled aerodrome will proceed according to the clearance received from one of the above relevant ACC units.
b) When VMC are established aircraft should contact local ATS unit for AFIS.
c) If contact with ATHINAI or MAKEDONIA ACC is not possible, aircraft should call local AFIS unit on appropriate frequency for relay of communications via the AFS.

Note: *Instrument approach or departure procedures for the above aerodromes, if any, are contained in the relevant AD chart section (**AD 2.24**) of the AIP Greece.*

1.1.6.2.1.2 Instrument Departure Procedures:

a) Aircraft departing from one of the AFIS aerodromes should climb according to the clearance received from ATHINAI ACC or MAKEDONIA ACC (relayed via AFIS unit).

1.4.2.2 National aerodrome/heliport

1.4.2.2.1 The aerodrome/heliport where formalities concerning customs, immigration, health, animal and plant quarantine and similar procedures are not carried out is considered as National.

1.4.2.2.2 National aerodromes/heliports may only be used after the necessary clearances (customs, immigration and health) have been carried out at one of the international aerodromes.

1.4.2.2.3 National aerodromes/heliports in Greece, are subdivided in: Domestic (state/civil), Military and Municipal aerodromes/heliports, available for domestic air traffic (commercial and GA flights) and Military, municipal or Private category B aerodromes/heliports, restricted for public use (see **AD 1.4.3** below).

1.4.3 Aerodrome Grouping Indicator

1.4.3.1 The combination of the status of ownership/administration, the type and the grouping of the aerodrome/heliport, forms an Aerodrome Grouping Indicator as it is shown in the table below, where the relevant aerodrome category is also recorded. The Aerodrome Grouping Indicator is also appeared in **AD 1.3** section and **AD 1.6.xx.1** and **AD 3.xx.1** subsections (Aerodrome/Heliport Name and Indicators).

AERODROMES			**AERODROME CATEGORY**	**AERODROME GROUPING INDICATOR**
OWNER/ Administrator	**TYPE OF AERODROME**	*GROUPING*		
State	Civil aerodromes	International	A	I
		Domestic	A	D
	Civil water aerodromes	International	A	I/W*
		Domestic	A	D/W*
	Civil heliports	International	A	I//HEL*
		Domestic	A	D/HEL*
	Military aerodromes	International (restricted private flights)	A	I/MIL
		Military (available for Domestic commercial flights, restricted private flights)	A	MIL
		Military (not available for public use)	B	MIL
	Military heliports	International (restricted private flights)	A	I/MIL/HEL*
		Military (not available for public use)	B	MIL/HEL
Municipality	Municipal aerodromes	International	A	I/M
		Municipal	A or B	M~~Ŧ~~
	Municipal Water aerodromes	International	A	I/M/W*
		Municipal	A or B	M/W~~Ŧ~~
	Municipal heliports	International	A	I/M/HEL*
		Municipal	A or B	M/HEL~~Ŧ~~
Private	Private aerodromes/airfields	International	A	I/P
		Private	A or B	P~~Ŧ~~
	Private Water aerodromes	International	A	I/PW*
		Private	A or B	P/W*~~Ŧ~~
	Private heliports	International	A	I/P/HEL*
		Private	A or B	P/HEL~~Ŧ~~

Note: ** = This type of aerodrome/heliport has not established yet in Greece.*
~~Ŧ~~= Pending on the permitted air traffic, the conditions and the services and facilities provided,aerodromes may operate either as category A or B. However, ***no National Private*** *aerodrome/heliport operates as category A yet*

AD 1.6.5 DEKELIA / TATOI

AD 1.6.5.1 AERODROME NAME AND INDICATORS

1. Location Indicator	2. Name	3. Grouping Indicator
LGTT	DEKELIA / TATOI	MIL

AD 1.6.5.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	380626N 0234558E*
2	Direction and distance from (city)	BRG 010°, 10 NM from city.
3	Elevation/Reference temperature	239.33 M (785 FT)/ 30°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	NIL / NIL
6	AD Administration, address, telephone, telefax, telex, AFS	Hellenic Air Force (HAF) Dekelia Tatoi Aerodrome TEL: +30 210 8195656 - 5654 FAX: +30 210 8195655 AFTN: LGTTYXYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	- PPR for civil aircraft. CAA services not provided. - Daily, flights of General Aviation ACFT (airplanes, helicopters gliders, etc.) registered in aeroclubs of Dekelia AD are permitted only after AD working hours, otherwise a prior permission request (PPR) is required. - See also ***AD 1.6.5.20.1.7*** and ***AD 1.6.5.20.1.8*** * = *Coordinates are NOT in WGS 84*

AD 1.6.5.3 OPERATIONAL HOURS

1	AD Administration	HJ (HAF)
8	ATS	HJ (HAF)
12	Remarks	On Dec 31st and on Jan 1st Dekelia AD shall serve only State ACFT (SAR, fire fighting, hospital etc). See also ***AD 1.6.5.20.1.7*** and ***AD 1.6.5.20.1.8***

AD 1.6.5.4 HANDLING SERVICES AND FACILITIES

NIL

AD 1.6.5.5 PASSENGER FACILITIES

NIL

AD 1.6.5.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CIV CAT 5 MIL CAT 4
4	Remarks	In case of an emergency of General Aviation ACFT, any assistance by the fire fighting department is subsidiary.

AD 1.6.5.7 SEASONAL AVAILABILITY - CLEARING

NIL

• Apron K is used only by General Aviation ACFT (registered or not in aeroclubs of Dekelia AD).

• Aprons H and I is used only by State ACFT.

1.6.5.20.1.7 Flights of General Aviation ACFT, (airplanes, helicopters, gliders etc), registered in Aeroclubs of Dekelia AD, are permitted as follows:

a) TUE, WED, FRI from 15:30 till SS (winter time)

b) TUE, WED, FRI from 14:30 till SS (summer time)

c) SAT-SUN and Public Holidays from 06:30-1300 and 15:30 till SS (winter time)

d) SAT-SUN and Public Holidays from 05:30-12:00 and 14:30 till SS (summer time)

1.6.5.20.1.8 Flights of General Aviation ACFT not allowed simultaneously with gliders.

AD 1.6.5.21 NOISE ABATEMENT PROCEDURES

1.6.5.21.1 NIL

AD 1.6.5.22 FLIGHT PROCEDURES

1.6.5.22.1 General

1.6.5.22.1.1 Aerodrome is located within ATHINAI TMA. For IFR and VFR flights within ATHINAI TMA see **ENR 2.1.5.2** and **ENR 1.2.12.1.c) note 2**, as well as **LGAV AD 2.22.3, LGAV AD 2.22.4**, **LGAV AD 2.22.5** and relevant charts in **LGAV AD 2.24**.

1.6.5.22.1.2 The use of video or photographic cameras is prohibited within DEKELIA TATOI MIL ATZ (see **GEN 1.2.8.1**).

1.6.5.22.1.3 General Aviation, only up to three flights will be served simultaneously at the traffic circuit.

1.6.5.22.1.4 General Aviation (aeroclub VFR local flights, inclunding helicopters) shall contact local ATC (on tel. +30210-8195656) prior to the flight for coordination, so as to provide the specifics on their flight (route, ETO, reporting points, ETA, etc), in order to obtain the final approval.

1.6.5.22.1.5 General Aviation helicopters, can use the helicopter landing area only for landing and take-off, during daytime and under VMC.

1.6.5.22.1.6 During fire fighting or fire survey flights, General Aviation ACFT registered in aeroclubs of Dekelia AD, are not allowed to use Dekelia AD.

1.6.5.22.1.7 Acrobatic flights are not permitted within Dekelia ATZ.

1.6.5.22.1.8 Successive landings, touch and go and take-offs of an ACFT used for training, require prior permission by local ATC Services.

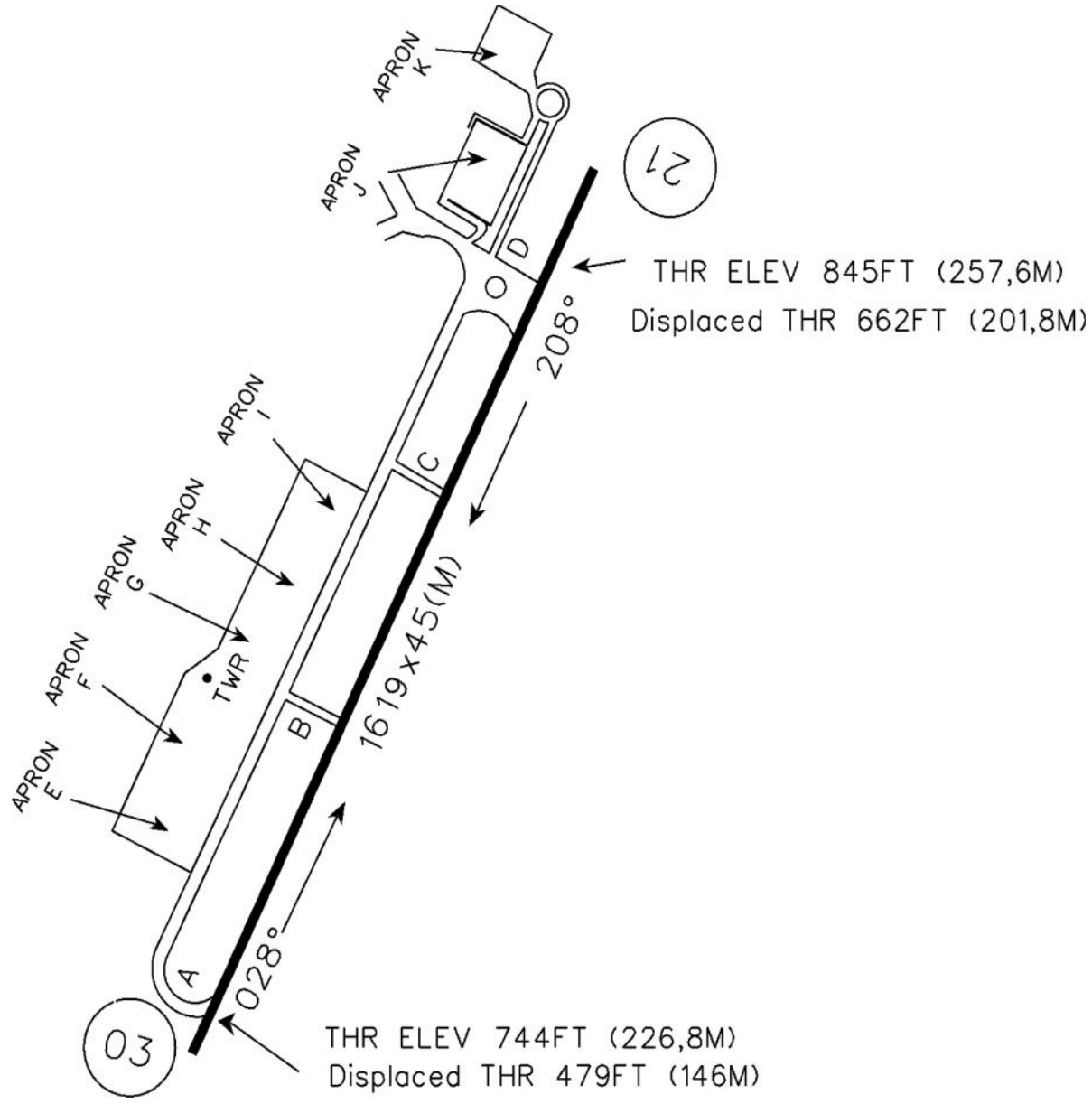
AD 1.6.5.23 ADDITIONAL INFORMATION

1.6.5.23.1 Gliders and any other non powered ACFT must describe in detail their intended flight in FPL ITEM 18.

AD 1.6.5.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - AD 1.6.5 – DEKELIA AIRPORT DIAGRAM	03 DEC 20	See next page & MAIP GREECE
Aircraft Parking/ Docking Chart – ICAO: -	NIL	NIL
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: -	NIL	NIL
Aerodrome Obstacle Chart (AOC) – ICAO, Type B:	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: -	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: -	NIL	NIL
Standard Arrival Chart - Instrument (STAR) – ICAO: -	NIL	NIL
Terminal Area Chart - ICAO - VFR routes: -	NIL	NIL
TAR System Coverage Chart – VEC area: -	NIL	NIL

AD 1.6.5 – DEKELIA AIRPORT DIAGRAM



		2. All requests should be submitted during working hours from Monday to Friday 04:30 – 11:30. Special requests (VIP, HOSP, etc) are exempted. 3. For 112CW contact: a. Telephone: +30 210 550 5550, +30 210 550 5575 b. Email: coc.112cw@haf.gr c. FAX: +30 210 554 6506

LGEL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Fuel : Available on request Oil : Available on request L
3	Fuelling facilities/capacity	Special arrangement with LGAV AD fuel companies in Athens and Ministry of Infrastructure and Transport.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Hangar A: 40x50x7 M DOOR: 30x6.45 M heated. Hangar B: 36x72x12.5 M DOOR: 70x12.5 M not heated. Hangar C: 23x38x7 M DOOR: 30x6.10 M heated.
6	Repair facilities for visiting aircraft	Minor repairs only.
7	Remarks	NIL

LGEL AD 2.5 PASSENGER FACILITIES

1	Hotels	Available at AD vicinity and Athens city.
2	Restaurants	Available at AD vicinity and Athens city.
3	Transportation	Public coaches, taxis.
4	Medical facilities	First aid treatment, rest rooms, Motor ambulances. Hospitals in Athens city.
5	Bank and Post Office	At the nearest city
6	Tourist Office	At the nearest city
7	Remarks	NIL

LGEL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CIV CAT: 7 MIL CAT: 6
2	Rescue equipment	Equivalent for CAT 7 and MIL CAT 6 requirements.
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

LGEL AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: APRON M,N,V,R,P,U: Concrete Strength: LCN 45
2	Taxiway width, surface and strength	Width: Taxiway B: 17.98 M Surface: asphalt Strength: LCN 45
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	VOR: ELEV 70 FT
5	INS checkpoints	INS: Terminal Apron (BRG 120° from TWR).
6	Remarks	NIL

LGEL 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	Taxiing guidance system: "FOLLOW ME" car Sign boards.
2	RWY and TWY markings and LGT	LGT: RWY: Threshold, edge, end, LIM. TWY: All TWYs Markings: RWY: Thresholds, designations, centre line. TWY: NIL
3	Stop bars	Where appropriate.
4	Remarks	NIL

LGEL 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**	
18	NIL	NIL	Hills, highest ELEV 674 M / 2210 FT Markings, LGT: yes	NIL	NIL
36	NIL	NIL	Chimney, ELEV 53 M / 173 FT Markings, LGT: yes	NIL	

LGKF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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 ICAO Annex 14 requirements.
2	RWY and TWY markings and LGT	LGT: RWY 14/32: Threshold, edge, end. TWY: Edge lights Markings: RWY: THR, designations, TDZ, CL, side stripes. TWY: CL.
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**		**3**
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	P_{70}, P_{50}, P_{40}, P_{30} 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	KEFALLINIA TWR, ANDRAVIDA 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 26714 40070

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	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	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	NIL	2556 x 150	NIL	See also relevant LGKF AD and AOC charts-ICAO.
32	NIL	NIL	NIL	NIL	2556 x 150	NIL	

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) Minimum ground time allowed is 20 min for all GA/BA aircrafts, excluding helicopters.

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 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 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.

2.20.1.7 During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured. The responsibility lies within the aircraft operator and/or the ground service provider.

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.

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

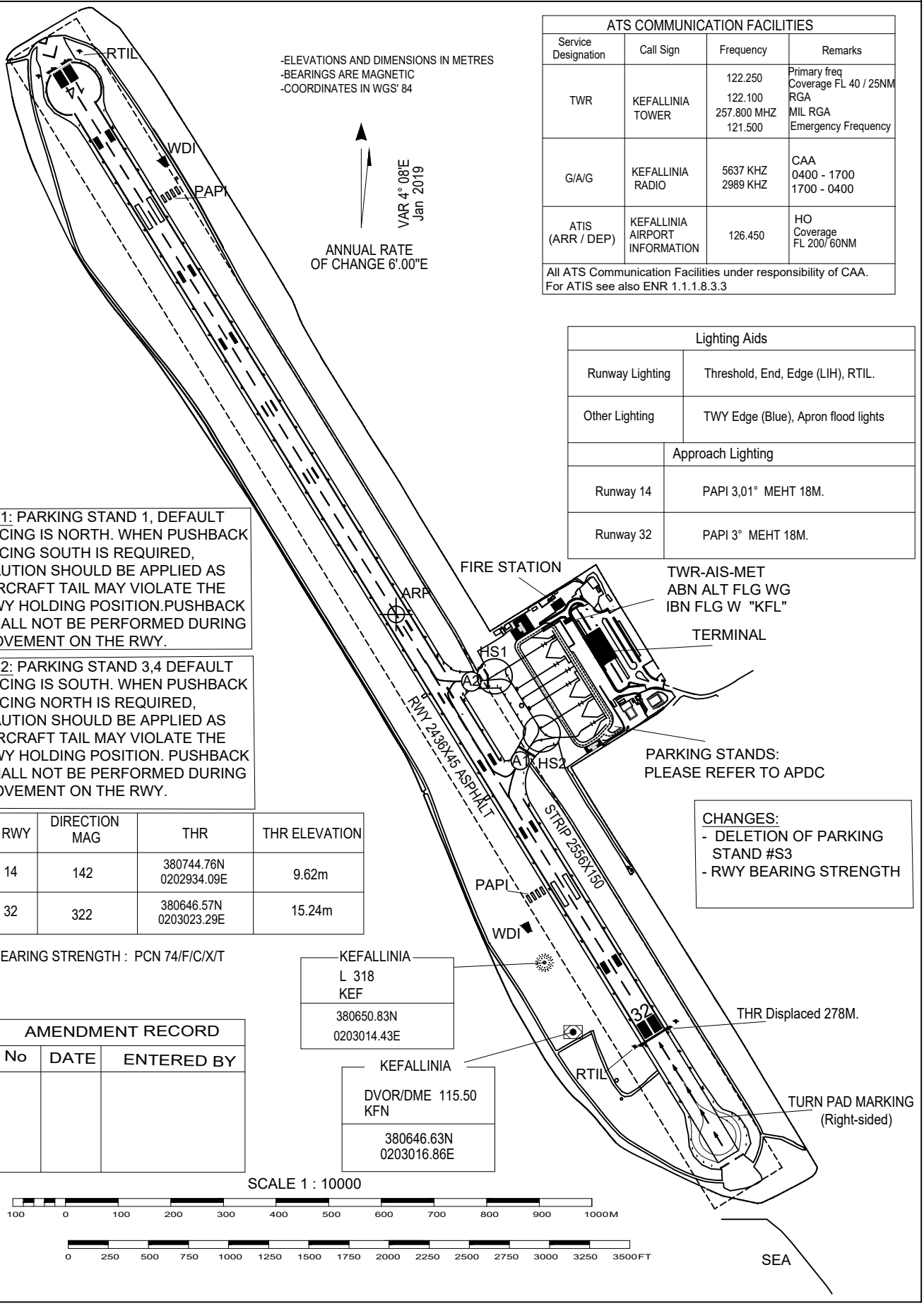
Chart name	Date	Page
Aerodrome Chart – ICAO: - KEFALLINIA / ANNA POLLATOU	20 MAY 21	AD 2-LGKF-ADC
Aircraft Parking/ Docking Chart – ICAO: KEFALLINIA/ ANNA POLLATOU	25 MAR 21	AD 2-LGKF-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 14/32 / LGKF AOC 1	14 APR 05	AD 2-LGKF-AOC A-1
Aerodrome Obstacle 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	12 DEC 13	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
TAR System Coverage Chart – VEC area: -	NIL	NIL
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:	NIL	NIL

AERODROME CHART-ICAO

380712N
0203002E

ELEV 17.97m
59.00ft

KEFALLINIA / ANNA POLLATOU Airport



ATS COMMUNICATION FACILITIES			
Service Designation	Call Sign	Frequency	Remarks
TWR	KEFALLINIA TOWER	122.250 122.100 257.800 MHZ 121.500	Primary freq Coverage FL 40 / 25NM RGA MIL RGA Emergency Frequency
G/A/G	KEFALLINIA RADIO	5637 KHZ 2989 KHZ	CAA 0400 - 1700 1700 - 0400
ATIS (ARR / DEP)	KEFALLINIA AIRPORT INFORMATION	126.450	HO Coverage FL 200/ 60NM
All ATS Communication Facilities under responsibility of CAA. For ATIS see also ENR 1.1.1.8.3.3			

Lighting Aids	
Runway Lighting	Threshold, End, Edge (LIH), RTIL.
Other Lighting	TWY Edge (Blue), Apron flood lights
	Approach Lighting
Runway 14	PAPI 3,01° MEHT 18M.
Runway 32	PAPI 3° MEHT 18M.

HS1: PARKING STAND 1, DEFAULT FACING IS NORTH. WHEN PUSHBACK FACING SOUTH IS REQUIRED, CAUTION SHOULD BE APPLIED AS AIRCRAFT TAIL MAY VIOLATE THE RWY HOLDING POSITION.PUSHBACK SHALL NOT BE PERFORMED DURING MOVEMENT ON THE RWY.

HS2: PARKING STAND 3,4 DEFAULT FACING IS SOUTH. WHEN PUSHBACK FACING NORTH IS REQUIRED, CAUTION SHOULD BE APPLIED AS AIRCRAFT TAIL MAY VIOLATE THE RWY HOLDING POSITION. PUSHBACK SHALL NOT BE PERFORMED DURING MOVEMENT ON THE RWY.

RWY	DIRECTION MAG	THR	THR ELEVATION
14	142	380744.76N 0202934.09E	9.62m
32	322	380646.57N 0203023.29E	15.24m

BEARING STRENGTH : PCN 74/F/C/X/T

CHANGES:
- DELETION OF PARKING STAND #S3
- RWY BEARING STRENGTH

KEFALLINIA
L 318 KEF
380650.83N 0203014.43E

KEFALLINIA
DVOR/DME 115.50 KFN
380646.63N 0203016.86E

AMENDMENT RECORD		
No	DATE	ENTERED BY

LGKO AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	1 motor sweep
2	Clearance priorities	RWY 14/32 and associated TWY to Apron
3	Remarks	All seasons.

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

1	Apron surface and strength	Surface: asphalt Strength: PCN 78/F/C/X/T
2	Taxiway width, surface and strength	Width: TWY A1: 23m, TWY A2: 26m, TWY A: 23m TWY B1: 21m, TWY B2: 21m, TWY B: 22m Surface: asphalt Strength: TWY A1 PCN 100/F/C/X/T TWY A2 PCN 84/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

LGKO 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	Taxiing guidance, when available, by "FOLLOW ME" car.
2	RWY and TWY markings and LGT	LGT: RWY 14: Threshold, edge, end. RWY 32: Threshold, edge, end, THR identification lights. TWY: Edge Markings: RWY: THR, designations, centre line, side stripes, touch down zones, aiming points. TWY: Centre line
3	Stop bars	NIL
4	Remarks	See also LGKO AD chart -ICAO

LGKO 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	147.96°	2390 x 45	PCN 79/F/C/X/T asphalt	364813.38N 0270502.47E 364707.65N 0270553.61E 32.43M	THR 125.66 M / 412.16 FT TDZ: NIL
32	327.96°	2390 x 45	PCN 79/F/C/X/T asphalt	364707.65N 0270553.61E 364813.38N 0270502.47E 32.24M	THR 113.67 M / 372.83 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	-0.51%	NIL	NIL	NIL	2510 x 150 M	NIL	See relevant LGKO AD and AOC charts-ICAO Strip surface: Dirt
32	+0.51%	NIL	NIL	NIL	2510 x 150 M	NIL	

LGKO AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	2390	2390	2390	2390	NIL
32	2390	2390	2390	2390	NIL

LGKO 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	SALS 420m LIH	Green LIH -	PAPI LEFT/3.05° 375.5M (MEHT 18M)	NIL	NIL	White LIH	Red LIH -	NIL	See also LGKO AD chart-ICAO.
32	NIL	Green LIH - RTIL	PAPI LEFT/3° 326.9M (MEHT 18M)	NIL	NIL	White LIH	Red LIH -	NIL	PAPI Horizontal Covering +/- 10°

LGKO 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
KOS VOR/DME 4°(E)	KOS	109.00 MHz CH 27X	H24	364726.22N 0270528.63E	416 FT / 126.95 M	Coverage FL 250 / 40 NM
KOS L 4°(JAN 2013)	KOS	311 kHz	H24	364743.59N 0270510.80E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of CAA. See also **GEN 2.5**						

LGKO 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) Suitable tow head and towbar for pushback is mandatory for all aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs

d) Minimum ground time allowed is 20 min for al GA/BA aircrafts excluding helicopters

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGKO Airport (Aerodrome reference code 4D, RFF category 8), 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 of 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 vehicle 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 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.

2.20.2.1.4 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 push-back, shall indicate the parking position.

2.20.2.2.4 Push-back and engine start-up procedure

a) Crew shall request start-up and engine start clearance by ATC. Following pilot request for push-back clearance, ATC will provide permission and instructions regarding the direction (facing) of the aircraft. Default facings:
    i. south when RWY 32 in use
    ii. north when RWY 14 in use
b) Start-up of engines shall be performed either during push-back after the service road has been cleared or when the aircraft is aligned on the aircraft stand Taxilane:
    i. A from stands 1, 1A,1B, S1-S3, 2-9, 10 & 10A
    ii. B from stands S4-S9
c) Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the aircraft stands taxilanes A and/or B 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 parking positions 1, 1A, 1B, S1-S3, 2 - 9, 10 & 10A is aligned on the aircraft stand taxilane A and positioned with the nose gear abeam the lead-in line of the position it is vacating.
e) During push-back procedure, aircraft from parking positions S4-S9 is aligned on the aircraft stand taxilane B and positioned with the nose gear abeam the lead-in line of the position it is vacating.
f) 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 any adjacent parking position.
g) For parking position 9, 10,10A when push back facing north is required, caution should be applied as aircraft tail may violate the RWY Holding Position. Push back should not be performed during movement on the RWY.
h) For parking position S4, default facing is south. When north winds of more than 15kt prevail at the airport, pilot may request engine start-up on the parking position. 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 to pass behind running engines.
j) For parking position S9, default facing is north. When south winds of more than 15kt prevail at the airport, pilot may request engine start-up on the parking position. 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 to pass behind running engines.
k) Push-back procedure cannot take place simultaneously in any adjacent positions.

2.20.2.3 Towing of Aircraft

2.20.2.3.1 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 Arriving aircraft may be guided by Follow-Me vehicle and shall adhere to marshaller's instructions. After receiving an ATC clearance, departing aircraft shall adhere to marshaller's instructions.

2.20.3.2 During adverse weather conditions with strong prevailing winds, all GA aircraft shall be properly secured, under the responsibility of the aircraft operator and/or the ground handler.

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 according to traffic and available apron space. The allocation of the parking area is the responsibility of the Airport Operator and will be communicated to arriving helicopters through ATC. Parking is permitted only under the instructions of a marshaller.

2.20.5 Apron - taxiing during winter conditions

NIL

2.20.6 Taxiing – limitations

2.20.6.1 Unless otherwise instructed by ATC, aircraft vacating RWY via TWY A2 shall hold at the intermediate holding position.

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 KGSdm@fraport-greece.com

2.20.8 Helicopter traffic – limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

LGKO 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

LGKO AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 Flying restrictions:

2.22.1.1.1 The traffic circuits shall be entered at an altitude of 1500 FT by propeller aircraft and an altitude of 2000 FT by jet aircraft.

2.22.1.1.2 The traffic circuits to be used for each runway have as follows:

- RWY 14 take-offs and landings, all turns RIGHT.
- RWY 32 take-offs and landings, all turns LEFT.

Note: *Caution is advised to pilots using the airport, due to bird (seagulls) concentration on the RWY and in AD vicinity.*

2.22.2 Runway in use

2.22.2.1 RWY 14/32

2.22.3 Procedures for IFR flights within KOS TMA

2.22.3.1 See relevant LGKO charts – ICAO (LGKO AD 2.24)

2.22.4 Radar procedures within KOS TMA

NIL

2.22.5 Procedures for VFR flights within KOS TMA

2.22.5.1 See relevant LGKO VFR routes chart (LGKO AD 2.24).

2.22.6 Procedures for VFR flights within KOS IPPOKRATIS CTR

2.22.6.1 See relevant LGKO VFR routes chart (LGKO AD 2.24).

2.22.7 Standard instrument departure procedure (SID)

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

LGKO AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

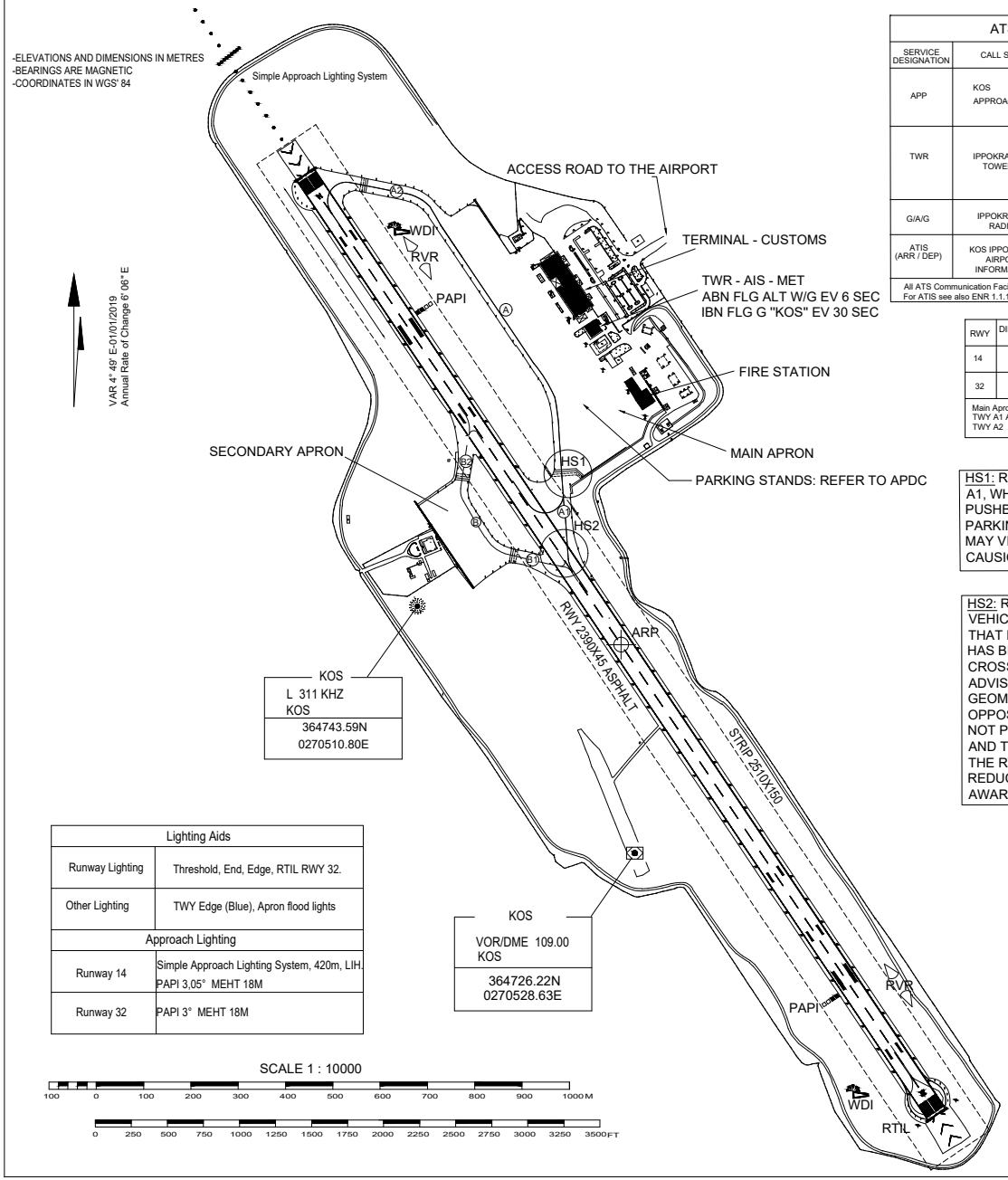
2.23.1.1 Bird concentration in AD vicinity, caution advised. See also **ENR 5.6**.

LGKO AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - KOS/ IPPOKRATIS Airport	20 MAY 21	AD 2-LGKO-ADC
Aircraft Parking/ Docking Chart – ICAO: - KOS/ IPPOKRATIS Airport	25 MAR 21	AD 2-LGKO-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - KOS/ IPPOKRATIS Airport	14 APR 05	AD 2-LGKO-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR/DME RWY 14	02 JAN 20	AD 2-LGKO-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VOR/DME RWY 32	02 JAN 20	AD 2-LGKO-IAC-2
Instrument Approach Chart (IAC) – ICAO: - (L)	02 JAN 20	AD 2-LGKO-IAC-3
Instrument Approach Chart (IAC) – ICAO: - RNP RWY 14	07 NOV 19	AD 2-LGKO-IAC-4
Instrument Approach Chart (IAC) – ICAO: - RNP RWY 32	07 NOV 19	AD 2-LGKO-IAC-5
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 14	02 JAN 20	AD 2-LGKO-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 32	02 JAN 20	AD 2-LGKO-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - RNP1 DEPARTURE RWY 14	07 NOV 19	AD 2-LGKO-SID-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 14	26 MAR 20	AD 2-LGKO-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 32	02 JAN 20	AD 2-LGKO-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - RNP1 ARRIVAL RWY 14	02 JAN 20	AD 2-LGKO-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - RNP1 ARRIVAL RWY 32	02 JAN 20	AD 2-LGKO-STAR-4
Terminal Area Chart - ICAO - VFR routes: - KOS TMA VFR	02 JAN 20	AD 2- LGKO -VFR
TAR System Coverage Chart – VEC area: -	NIL	NIL
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:	NIL	NIL

AERODROME CHART-ICAO

ARP 364741N 0270528E | AD ELEV 125.66 M / 412.3 FT | KOS / IPPOKRATIS Airport



ATS COMMUNICATIONS FACILITIES				
SERVICE DESIGNATION	CALL SIGN	FREQUENCY/ VHF CH	OPERATIONAL HOURS	REMARKS
APP	KOS APPROACH	119.950 122.100 121.500 243.000 MHZ	H24 H24 H24 H24	Primary freq cover. FL 100/ 25NM RGA Emergency MIL Emergency
TWR	IPPOKRATIS TOWER	121.050 122.100 257.800 MHZ 121.500 243.000 MHZ	H24 H24 H24 H24 H24	Primary freq cover. FL 40/ 25NM RGA MIL RGA Emergency MIL Emergency
G/A/G	IPPOKRATIS RADIO	5637 kHz 2989 kHz	H24: 0400-1700 H24: 1700-0400	Primary freq Primary freq
ATIS (ARR / DEP)	KOS IPPOKRATIS AIRPORT INFORMATION	126.950	From 1st APR to 31st OCT: Daily 0600-2000	Coverage FL 200/ 60NM
All ATS Communication Facilities under responsibility of CAA. For ATIS see also ENR 1.1.1.8.3.3				

RWY	DIRECTION MAG	THRESHOLD	THR Elevation (AMSL) GUND Elevation	BEARING STRENGTH
14	143	364813.38N 0270502.47E	125.66 32.43	PCN 79/F/C/X/T Asphalt
32	323	364707.65N 0270553.61E	113.67 32.24	
Main Apron, type of surface - Bearing strength: Asphalt- 78/F/C/X/T TWY A1 Asphalt - PCN 100/F/C/X/T TWY A2 Asphalt - PCN 84/F/C/X/T				

Lighting Aids	
Runway Lighting	Threshold, End, Edge, RTIL RWY 32.
Other Lighting	TWY Edge (Blue), Apron flood lights
Approach Lighting	
Runway 14	Simple Approach Lighting System, 420m, LIH. PAPI 3,05° MEHT 18M
Runway 32	PAPI 3° MEHT 18M

HS1: RWY HOLDING POSITION-TWY A1, WHEN AIRCRAFT IS PERFORMING PUSHBACK FACING NORTH FROM PARKING STAND #10, AIRCRAFT TAIL MAY VIOLATE HOLDING POINT. CAUSION ADVISED.

HS2: RWY CROSSING: PILOTS AND VEHICLE DRIVERS SHALL ENSURE THAT RELEVANT ATC CLEARANCE HAS BEEN RECEIVED BEFORE CROSSING THE RWY. CAUTION ADVISED SINCE THE TAXIWAY GEOMETRY (TWYs A1 & B1 ARE NOT OPPOSITE TO EACH OTHER AND NOT PERPENDICULAR TO THE RWY) AND THE TRANSVERSE SLOPE OF THE RWY MAY CONTRIBUTE TO REDUCED SITUATIONAL AWARENESS.

CHANGE:

- ADDITION OF HOT SPOTS
- NEW APRON TWY B ON SECONDARY APRON
- RWY BEARING STRENGTH
- TWYS & APRON STRENGTH
- FIRE STATION RELOCATION

LGKR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: asphalt Strength: PCN 78/F/A/X/T
2	Taxiway width, surface and strength	Width: A1: 24M, A2: 37M, A3: 34M, G 15M Surface: asphalt Strength: TWY A1 PCN 83/F/A/X/T TWY A2 PCN 70/F/C/X/T TWY A3 PCN 87/F/B/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	TWY G can be used by aircraft with ICAO category up to C

LGKR 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	Taxiing guidance by "FOLLOW ME" car. Signing according to ICAO Annex 14 requirements.
2	RWY and TWY markings and LGT	LGT: RWY/ TWY, see LGKR AD chart -ICAO Markings: RWY 16/34: Designations, centre line, side stripes, touchdown zones, fixed distance. TWY Centre line, taxi holding positions.
3	Stop bars	NIL
4	Remarks	NIL

LGKR 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
16	169°	2373X45	PCN 100/F/C/X/T Asphalt	393632.02N 0195437.20E 393529.58N 0195453.23E	THR 1.75 M/ 5.74 FT TDZ: NIL
34	349°	2373X45	PCN 100/F/C/X/T asphalt	393531.44N 0195452.75E 393645.04N 0195433.84E	THR 1.64 M/ 5.38 FT TDZ: NIL

Slope of RWY-SWY		SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7		8	9	10	11	12
16	See relevant LGKR AD and AOC charts-ICAO					NIL
34	See relevant LGKR AD and AOC charts-ICAO					

LGKR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	2373	2373	2373	1963	Threshold RWY 16 displaced 410 M.
34	2373	2373	2373	2314	Threshold RWY 34 displaced 59 M.

LGKR 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
16	NIL	LIM	PAPI LEFT / 3°/MEHT 14.19 M PAPI RIGHT / 3.015°/MEHT 13.7 M 315M from THR	NIL	NIL	LIM	LIM	NIL	See also LGKR AD chart-ICAO. PAPI system serviceable in azimuth coverage not more than 8 degrees either side of the extended runway centre line.
34	Simple approach lighting system 420 M with cross-bar at 300 M from THR, LIM.	LIM	PAPI LEFT / 3°/MEHT 21 M PAPI RIGHT / 2.98°/MEHT 20.7 M 415M from THR	Simple TDZ lights, 620m from THR	NIL	LIM	LIM	NIL	

LGKR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: at the Tower building, ALTN FLG WG, every 6 SEC, H24: HN and IMC. IBN: at the Tower building, FLG white, coding “K”, every 10 SEC, H24: 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 TWYs.
4	Secondary power supply/switch-over time	Available/ 0sec. (UPS available)
5	Remarks	Apron: Flood lights. Flares in extraordinary cases

LGKR 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 **LGKR AD 2.20.4**

LGKR 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
KERKIRA VOR/DME (3°E)	KRK	114.70 MHz CH 94X	H24	392637.89N 0200421.99E	33 FT / 10.1 M	Coverage FL 500 / 150 NM
GARITSA VOR/DME (3°E)	GAR	108.80 MHz CH 25X	H24	393623.08N 0195433.90E	33 FT / 10.0 M	Coverage FL 250 / 40 NM
KERKIRA L (3°E / 2005)	KEK	403 kHz	H24	393516.49N 0195441.66E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of CAA. See also **GEN 2.5** and **ENR 4.1**						

LGKR 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 30m wingspan and 31.2m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar may be mandatory for certain aircraft types, depending on parking stand availability. Towbar is not mandatory for light aircraft up to 2000Kgs
d) Minimum ground time allowed is 20 min for all GA/BA aircraft excluding helicopters

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGKR 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 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 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.

2.20.1.7 During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured. The responsibility lies within the aircraft operator and/or the ground service provider.

2.20.1.8 Aircraft types greater than ICAO cat A should backtrack on either end of runway.

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.

a) 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. Start-up of engines shall be performed either during pushback after the service road has been cleared or when the aircraft is aligned on TWY A.
b) Cross-bleeding start-up is not permitted on the nose-in parking stands 3-11 and may only be performed on the TWY and/or RWY according to ATC instructions. Exceptionally cross-bleeding start-up is permitted on the nose-in parking stands 1-2 and 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. 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.
c) During pushback procedure, aircraft from any parking position is aligned on TWY A and positioned with the nose gear abeam the lead-in line of the parking position it is vacating, unless otherwise instructed by ATC, except pushback from stands 1-3 which is positioned abeam the lead in line of stand 4.
d) In order to facilitate and/or 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.
e) Upon completion of the procedure, entrance of other aircraft to the adjacent position in front of the aircraft can be performed.
f) Push-back procedure cannot take place simultaneously in any adjacent positions.
g) Pushback from stands 1-3 always will be performed facing south.

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)

2.20.3.1 All aircraft allocated to General Aviation stands shall be guided by Follow Me car.

2.20.4 Parking area for helicopters

2.20.4.1 Helicopters will be instructed to proceed to a specific point on RWY and then hover or taxi to allocated parking area. The allocation of the parking area is the responsibility of the Airport Operator and will be communicated to arriving helicopters through ATC. Follow me guidance will be provided.

2.20.5 Apron - taxiing during winter conditions

NIL

2.20.6 Taxiing – limitations

2.20.6.1 Taxiing to/ from RWY 16 via A1 is only allowed for aircraft types up to ICAO cat C.

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 and the ATC is required prior departure from the airport of origin.

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 CFUdm@fraport-greece.com

2.20.8 Helicopter traffic – limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

LGKR 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

LGKR AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - KERKIRA/ IOANNIS KAPODISTRIAS Airport	20 MAY 21	AD 2-LGKR-ADC
Aircraft Parking/ Docking Chart – ICAO: - KERKIRA/ IOANNIS KAPODISTRIAS Airport	25 MAR 21	AD 2-LGKR-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - LGKR AOC 1	13 MAR 08	AD 2-LGKR-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VORa (CIRCLING)	25 APR 19	AD 2-LGKR-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VORb (CIRCLING)	25 APR 19	AD 2-LGKR-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VORt RWY 34	25 APR 19	AD 2-LGKR-IAC-3
Instrument Approach Chart (IAC) – ICAO: - VORu RWY 34	25 APR 19	AD 2-LGKR-IAC-4
Instrument Approach Chart (IAC) – ICAO: - VORv RWY 34	25 APR 19	AD 2-LGKR-IAC-5
Instrument Approach Chart (IAC) – ICAO: - VORw RWY 34	25 APR 19	AD 2-LGKR-IAC-6
Instrument Approach Chart (IAC) – ICAO: - VORx RWY 34	25 APR 19	AD 2-LGKR-IAC-7
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 34	25 APR 19	AD 2-LGKR-IAC-8
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 34	25 APR 19	AD 2-LGKR-IAC-9
Instrument Approach Chart (IAC) – ICAO: - La (CIRCLING)	25 APR 19	AD 2-LGKR-IAC-10
Instrument Approach Chart (IAC) - ICAO:- RNAV (GNSS) RWY 34	26 MAR 20	AD 2-LGKR-IAC-11
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - GAR VOR/DME KRK VOR/DME KEK (L) RWY 16	25 APR 19	AD 2-LGKR-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - GAR RWY 16	25 APR 19	AD 2-LGKR-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - GAR-KRK RWY 16	25 APR 19	AD 2-LGKR-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - GAR-KRK RWY 16	25 APR 19	AD 2-LGKR-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - GAR-KRK-KEK RWY 34	25 APR 19	AD 2-LGKR-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: - GAR-KRK-KEK RWY 34	25 APR 19	AD 2-LGKR-SID-6
Standard Departure Chart - Instrument (SID) – ICAO: - GAR VOR/DME KRK VOR/DME RWY 34	25 APR 19	AD 2-LGKR-SID-7
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK RWY 16/34	25 APR 19	AD 2-LGKR-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK (no hold) RWY 34	25 APR 19	AD 2-LGKR-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK (Hold) RWY 34	25 APR 19	AD 2-LGKR-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK (no hold) RWY 34	25 APR 19	AD 2-LGKR-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK RWY 34	25 APR 19	AD 2-LGKR-STAR-5
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR VOR/DME RWY 34	25 APR 19	AD 2-LGKR-STAR-6
Terminal Area Chart - ICAO - VFR routes: - KERKIRA TMA VFR	25 APR 19	AD 2-LGKR-VFR
TAR System Coverage Chart – VEC area: - KERKIRA TMA VEC AREA	08 NOV 18	AD 2-LGKR-VEC
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:	NIL	NIL

AERODROME CHART-ICAO

393607N
0195444E

ELEV 1.41m
4.63 FT

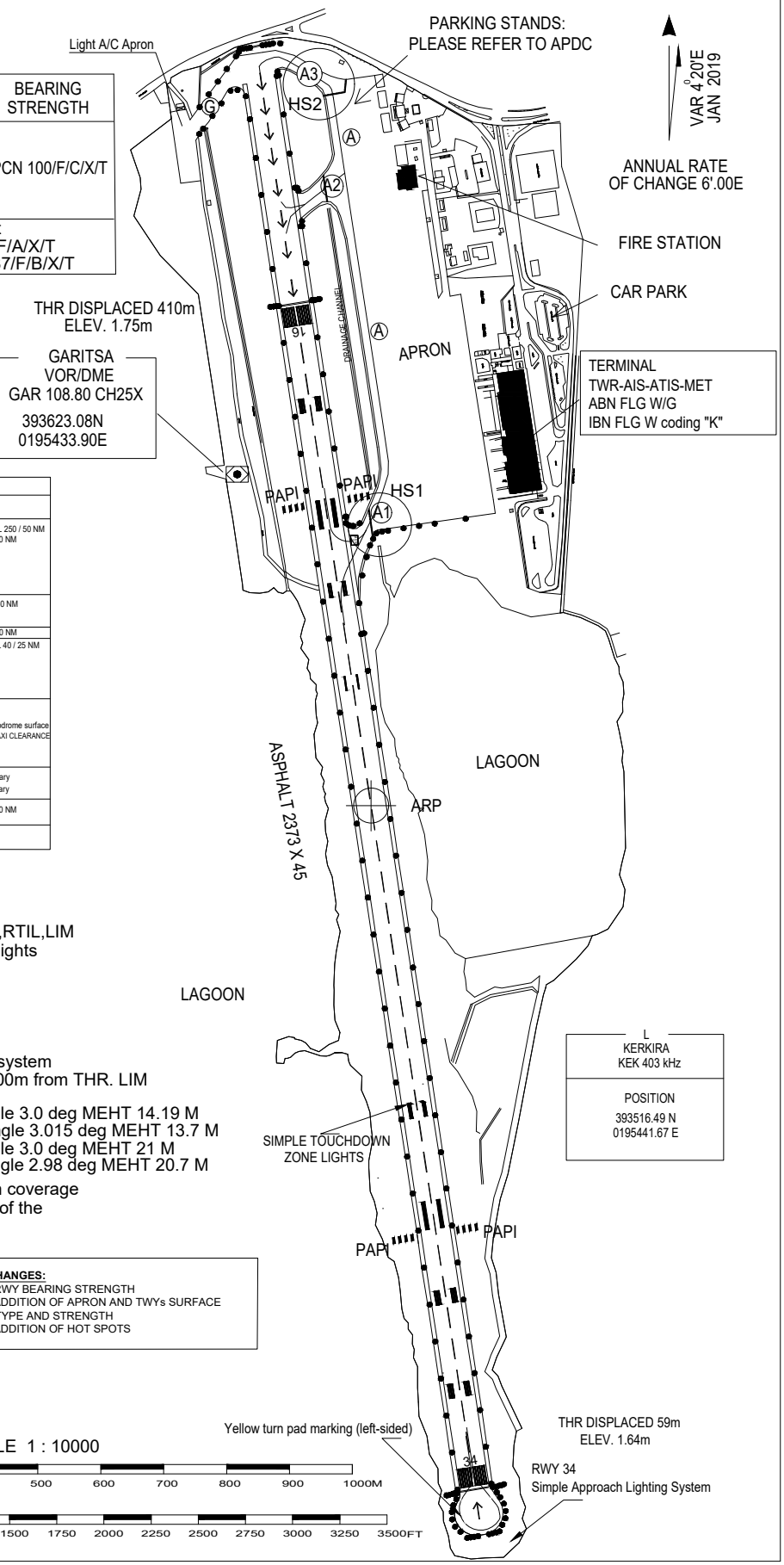
KERKIRA / IOANNIS KAPODISTRIAS Airport

ELEVATIONS AND DIMENSIONS
IN METRES,BEARINGS ARE MAGNETIC
GEOGR.COORDINATES IN WGS-84

RWY	DIRECTION MAG	THR	BEARING STRENGTH
16	164	393632.02N 0195437.20E	PCN 100/F/C/X/T
34	344	393531.44N 0195452.75E	

Type of surface of Apron & TWYs: Asphalt
Apron PCN 78/F/A/X/T, TWY A1 PCN 83/F/A/X/T
TWY A2 PCN 70/F/C/X/T, TWY A3 PCN 87/F/B/X/T

Hot Spots- HS1 & HS2: CAUTION AGAINST VIOLATION! ENSURE BEFORE COMING TO A STOP AT THE RWY HOLDING POSITION, THAT THE HOLDING POSITION MARKING IS NOT VIOLATED



ATS COMMUNICATION FACILITIES			
Service Designation	Call Sign	Frequency	Remarks
APP	KERKIRA APPROACH	122.350 MHZ 118.075 MHZ 278.250 MHZ 122.100 MHZ 121.500 MHZ 243.000 MHZ	Primary Coverage FL 250 / 50 NM Coverage FL 250 / 50 NM MIL RGA Emergency MIL Emergency
TAR	KERKIRA RADAR	122.350 MHZ 278.250 MHZ	Coverage FL 250 / 50 NM MIL
	KERKIRA DIRECTOR	118.075 MHZ	Coverage FL 250 / 50 NM
TWR	KERKIRA TOWER	120.850 MHZ 122.100 MHZ 257.800 MHZ 121.500 MHZ 243.000 MHZ	Primary Coverage FL 40 / 25 NM RGA Mil RGA Emergency MIL Emergency
	KERKIRA GROUND	121.700 MHZ	Coverage 5 NM / Aerodrome surface ACFT START UP and TAXI CLEARANCE
G/A/G	KERKIRA RADIO	5637 KHZ 2989 KHZ	0400 - 1700 Primary 1700 - 0400 Primary
ATIS	KERKIRA IOANNIS KAPODISTRIAS AIRPORT IFORMATION	126.350 MHZ	Coverage FL 200 / 60 NM

All ATS Communication Facilities under responsibility of CAA.
For TAR services see ENR 1.6 & LGKR 2.22.4, for ATIS see also ENR 1.1.1.8.3.3

LIGHTING AIDS

Runway lighting:
RWY 16 & 34 : Threshold,edge,end,RTIL,LIM
RWY 34 : Simple Touchdown zone lights

Other lighting:
TWY : Edge lights
Apron : Flood lights

Approach lighting:
RWY 34 : Simple approach lighting system
420m with cross-bar at 300m from THR. LIM

RWY 16 : PAPI LEFT Approach angle 3.0 deg MEHT 14.19 M
PAPI RIGHT Approach angle 3.015 deg MEHT 13.7 M
RWY 34 : PAPI LEFT Approach angle 3.0 deg MEHT 21 M
PAPI RIGHT Approach angle 2.98 deg MEHT 20.7 M

"PAPI system serviceable in azimuth coverage not more than 8 degrees either side of the extended runway centre line"

AMENDMENT RECORD		
No	DATE	ENTERED BY

CHANGES:
- RWY BEARING STRENGTH
- ADDITION OF APRON AND TWYs SURFACE TYPE AND STRENGTH
- ADDITION OF HOT SPOTS

SCALE 1 : 10000

100 0 100 200 300 400 500 600 700 800 900 1000M

0 250 500 750 1000 1250 1500 1750 2000 2250 2500 2750 3000 3250 3500FT

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

1	Apron surface and strength	Surface: concrete Strength: PCN 100/R/A/W/T
2	Taxiway width, surface and strength	Width: TWYs F1 & F5: 26M, TWYs F2, F3, F4: 23 M, TWY A1: 36M, TWY A2:38M, TWY A3: 35m Surface: TWYs F2, F3, F4, A1, A2, A3: asphalt , TWYs F1 & F5: concrete, TWY F: the first 210m of the northern part and the first 260m of the southern part: concrete, TWY F rest part: asphalt Strength: TWYs F1 & F5: PCN 100R/B/W/T, TWYs F2, F3, F4, A1, A2, A3: PCN 100/F/A/X/T, TWY F: 210m of the northern part and 260m of the southern part: PCN 100/R/B/W/T, the rest PCN 100/F/A/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	Apron area 500mx180m

LGKV 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	All markings and signage according to EASA requirements.
2	RWY and TWY markings and LGT	LGT: RWY 05: Threshold, edge, end. RWY 23: Threshold, Threshold Identification, edge, end TWY: Blue edge markers Markings: RWY: Thresholds, centre line,edge lines, aiming point, touchdown zone, holding positions. TWY: Centerline, edge lines. TWYs F2, F3, F4: aircraft category restriction markings (MAX SPAN 52M).
3	Stop bars	NIL
4	Remarks	See also LGKV AD chart ICAO Parallel TWY F width: 30m TWLs A1: 36m, A2: 38m, A3: 36m

LGKV 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**	
05	See relevant LGKV AOC chart-ICAO				NIL
23	See relevant LGKV AOC chart-ICAO				

LGKV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KAVALA/ MEGAS ALEXANDROS / 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
7	Charts and other information available for briefing or consultation	P_{70}, P_{50}, P_{40}, P_{30} 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	MEGAS ALEXANDROS TWR, KAVALA 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 25910 53415

LGKV 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
05	055°	3000 x 45	Rigid part of RWY: 91/R/B/W/T The first 310m of RWY: concrete Flexible part of RWY: 100/F/A/X/T Asphalt	405422.69N 0243617.93E	THR 3.25 M/ 10.66 FT TDZ: NIL
23	235°	3000 x 45	Rigid part of RWY: 100/R/A/W/T The first 200m of RWY: concrete Flexible part of RWY: 100/F/A/X/T Asphalt	405517.19N 0243803.42E	THR 5.40 M/ 17.71 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
05	NIL	NIL	NIL	NIL	NIL	NIL	See also relevant LGKV AD and AOC charts-ICAO
23	NIL	NIL	NIL	NIL	NIL	NIL	

LGKV AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	3000	3000	3000	3000	NIL
23	3000	3000	3000	3000	NIL

LGKV 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
05	Simple approach lighting system 420 M LIH	Yes	PAPI LEFT/ 2.97° 300M from THR MEHT 13 M	NIL	NIL	Yes	Yes	NIL	See also LGKV AD chart-ICAO.
23	NIL	Yes	PAPI LEFT/ 3° 319M from THR MEHT 13 M	NIL	NIL	Yes	Yes	NIL	

LGKV 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 6 SEC, HO:HN and IMC IBN: At the Tower building ,FLG W, coding: KHR 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	TWYL blue See also remarks bellow
4	Secondary power supply/switch-over time	Available
5	Remarks	Apron: Flood lights Follow me guidance available upon request.

LGKV 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 **LGKV AD 2 .20.4**

LGKV 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
KAVALA VOR/DME (4°E)	KPL	108.80 MHz CH 25X	H24	405445.59N 0243653.14E	38 FT / 11.62 M	Coverage FL 250 / 40 NM
KAVALA L (4°E / 2005)	KHR	327 kHz	H24	405536.77N 0243757.35E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of CAA. See also **GEN 2.5** and **ENR 4.1**						

LGKV 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 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 13.6 m wingspan and 8.56 m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar is mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs.

d) Minimum ground time allowed is 20 min for all GA/BA aircrafts excluding helicopters.

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGKV 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 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 engine.

2.20.1.5 Engine maintenance run up tests above idle require prior approval by the Airport Operator. No designated area available, suitable area will be allocated subject to space availability.

2.20.1.6 During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured. The responsibility lies within the aircraft operator and/or the ground service provider.

2.20.1.7 During winter season (NOV-MAR), aircraft may be parked in a roll-through manner parallel to the terminal disregarding parking position markings. Follow-Me guidance is mandatory**.**

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 is communicated to crew through ATC along with taxi instructions. Follow-Me guidance may be provided.

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 the marshaller is present. Crew shall adhere to the marshaller's instructions. Marshalling is under the responsibility of the ground-handling provider.

2.20.2.1.4 Non-published and unmarked parking areas may also be assigned for parking, aircraft will be guided by Follow-Me 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 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 pilots request taxi-out or pushback they shall indicate the parking position number.

2.20.2.2.4 Pushback and engine start-up procedure.

a) 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. Default facing according to RWY in use is given to the table below:

RWY in use	Facing
05	West
23	East

b) 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 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-bleed start-up should be timely communicated to the Airport Operations Control Centre through the aircraft operator and/or the ground service provider.
d) During pushback procedure, aircraft from any parking position is aligned on the Apron TWY (A) and positioned with its nose gear abeam the lead-in line of the position it is vacating (unless otherwise instructed by ATC).
e) In order to facilitate and/or expedite 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 an adjacent position.

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. Follow-Me guidance is mandatory.

2.20.2.3 Towing of aircraft

2.20.2.3.1 Towing of an aircraft shall be executed only with the aid of a Follow-Me vehicle and requires prior coordination and permission by ATC.

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 Follow-Me vehicle guidance and marshalling signals shall be provided to all aircraft taxiing to general aviation parking area unless a nose-in parking position is assigned.

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 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

2.20.6.1 Aircraft taxiing out via TWYL A1 are requested to use minimum required power to avoid blast effect to light aircraft parked in the Egnatia - GA/BA apron.

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 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 KVAdm@fraport-greece.com and not through the PPR platform.

2.20.8 Helicopter traffic - limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

LGKV 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

LGKV AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 Within ATHINAI FIR/HELLAS UIR, the responsibility for the provision of ATS, in accordance with airspace classification, has been delegated from MAKEDONIA ACC to KAVALA APP unit and to MAKEDONIA APP unit, within specific segments of ATS routes as described in ENR 3 section (**see also note in ENR 1.1.1.8.2.4**)

2.22.2 Runway in use

NIL

2.22.3 Procedures for IFR flights within KAVALA TMA

2.22.3.1 See relevant LGKV IAC charts (LGKV AD 2.24).

2.22.4 Radar procedures within KAVALA TMA

NIL

2.22.5 Procedures for VFR flights within KAVALA TMA

NIL

2.22.6 Procedures for VFR flights within KAVALA MEGAS ALEXANDROS CTR

NIL

2.22.7 Standard instrument departure procedure (SID)

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

LGKV AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 Concentration of birds on and at the vicinity of airport during daylight hours. Caution advised to pilots due to Gull, Heron, Stork, and Birds of Prey activities.See also **ENR 5.6**

LGKV AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - KAVALA / MEGAS ALEXANDROS Airport	20 MAY 21	AD 2-LGKV-ADC
Aircraft Parking/ Docking Chart – ICAO: - KAVALA / MEGAS ALEXANDROS	28 MAR 19	AD2-LGKV-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 05/23 / LGKV AOC	10 JUN 04	AD 2-LGKV-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR/DME RWY 05	08 NOV 18	AD 2-LGKV-IAC-1
Instrument Approach Chart (IAC) – ICAO: NDB z RWY 05	08 NOV 18	AD 2-LGKV-IAC-2
Instrument Approach Chart (IAC) – ICAO: - NDB y RWY 05	08 NOV 18	AD 2-LGKV-IAC-3
Instrument Approach Chart (IAC) – ICAO: - VOR/DME RWY 23	08 NOV 18	AD 2-LGKV-IAC-4
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: VOR/DME RWY 05	08 NOV 18	AD 2-LGKV-SID-1
Standard Departure Chart –Instrument (SID)- ICAO: VOR/DME RWY 05	08 NOV 18	AD 2-LGKV-SID-2
Standard Departure Chart –Instrument (SID)- ICAO: (L) RWY 05	28 FEB 19	AD 2-LGKV-SID-3
Standard Departure Chart –Instrument (SID)- ICAO: VOR/DME RWY 23	08 NOV 18	AD 2-LGKV-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: VOR/DME RWY 23	08 NOV 18	AD 2-LGKV-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: VOR/DME L RWY 23	08 NOV 18	AD 2-LGKV-SID-6
Standard Arrival Chart - Instrument (STAR) – ICAO: RWY 05	08 NOV 18	AD 2-LGKV-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: RWY 05	08 NOV 18	AD 2-LGKV-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: RWY 23	08 NOV 18	AD 2-LGKV-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: RWY 23	08 NOV 18	AD 2-LGKV-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: RWY 05/23	08 NOV 18	AD 2-LGKV-STAR-5
Terminal Area Chart - ICAO - VFR routes: - VFR routes KAVALA TMA	26 MAR 20	AD 2-LGKV-VFR
TAR System Coverage Chart – VEC area: -	NIL	NIL
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:	NIL	NIL

AERODROME CHART-ICAO

405450N
0243711E

ELEV 5.40m
17.71ft

KAVALA / MEGAS ALEXANDROS Airport

-ELEVATIONS AND DIMENSIONS IN METRES
-BEARINGS ARE MAGNETIC
-COORDINATES IN WGS' 84

ATS COMMUNICATION FACILITIES			
Service Designation	Call Sign	Frequency	Remarks
APP	KAVALA APPROACH	124.650 MHZ 122.100 MHZ 257.800 MHZ 121.500 MHZ 243.000 MHZ	Cov. FL 250/50NM RGA MIL RGA Emergency Frequency MIL Emergency
TWR	MEGAS ALEXANDROS TOWER	118.400 MHZ 122.100 MHZ 257.800 MHZ 121.500 MHZ 243.000 MHZ	Cov. FL 80/16NM RGA MIL RGA Emergency Frequency MIL Emergency
G/A/G	MEGAS ALEXANDROS RADIO	5637 KHZ 2989 KHZ	0400 - 1700 1700 - 0400
ATIS (ARR/DEP)	KAVALA MEGAS ALEXANDROS AIRPORT INFORMATION	128.150 MHz	Cov. FL 200/ 60 NM
All ATS Communication Facilities under responsibility of CAA. For ATIS see also ENR 1.1.1.8.3.3			

VAR 4°52'E
Jan 2019

ANNUAL RATE
OF CHANGE 5'14"E

KAVALA
L 327
KHR
405536.77N
0243757.35E

PARKING STANDS:
REFER TO APDC

TERMINAL - CUSTOMS

FIRE STATION

TOWER - AIS - MET

RVR

ELEV 5.40M

WDI

RWY 3000X45 ASPHALT

STRIP 3120X150

RVR

WDI

KAVALA
VOR/DME 108.80
KPL
405445.59N
0243653.14E

ELEV 3.25 M

RWY	DIRECTION MAG	THR	BEARING STRENGTH
05	050	405422.69N 0243617.93E	91/R/B/W/T 100/F/A/X/T
23	230	405517.97N 0243803.42E	100/R/A/W/T 100/F/A/X/T
type of surface: asphalt, except the first 310m of RWY 05 and the first 200m of RWY 23 Rigid			

Lighting Aids	
Runway Lighting	Threshold, edge, end,RTIL (RWY 23)
Other Lighting	TWYLs : edge, blue APRON : Floodlights
Approach Lighting	
Runway 05/23	PAPI : 2,97° / 3° respectively
Runway 05	Simple approach lighting system, LIH, length 420m

SCALE 1 : 10000

100 0 100 200 300 400 500 600 700 800 900 1000M

0 250 500 750 1000 1250 1500 1750 2000 2250 2500 2750 3000 3250 3500FT

AMENDMENT RECORD		
No	DATE	ENTERED BY

CHANGE:

- RWY BEARING STRENGTH AND TYPE OF SURFACE
- MAX SPAN MARKINGS TO TWYs F2, F3, F4

LGMK AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Strength:	Parking stands 2, 3, 4, 5: concrete, rest Apron area: asphalt Parking stands 2, 3, 4, 5: PCN 100/R/A/W/T, rest Apron area: PCN 82/F/A/X/T
2	Taxiway width, surface and strength	Width: Surface: Strength:	TWY A1: 25m, TWY A2: 27m, Taxilane A: 17m asphalt, except Taxilane A: concrete TWY A1: PCN 74/F/A/X/T, TWY A2: PCN 58/F/A/X/T, Taxilane A: PCN 98/R/A/W/T
3	Altimeter checkpoint location and elevation	NIL	
4	VOR checkpoints	NIL	
5	INS checkpoints	NIL	
6	Remarks	NIL	

LGMK 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	Taxiing guidance by "FOLLOW ME" car. Signing according to ICAO Annex 14 requirements.
2	RWY and TWY markings and LGT	LGT: RWY 16/34: Threshold, Threshold Identification, edge, end TWY: edge Markings: RWY: NIL TWY: NIL
3	Stop bars	NIL
4	Remarks	See also LGMK AD chart -ICAO

LGMK 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
16	161°	1902 x 30	PCN 70/F/A/X/T asphalt	372635.71N 0252040.77E	THR 120.37 M/ 394.81 FT TDZ: NIL
34	341°	1902 x 30	PCN 70/F/A/X/T asphalt	372537.50N 0252106.53E	THR 118.55 M/ 388.84 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
16	NIL	NIL	NIL	NIL	2022 x 150 M	NIL	See relevant LGMK AD and AOC charts-ICAO Part of 200 M of RWY 34 and part of left safety zone between 600 M and 800 M from the beginning of RWY not visible from TWR.
34	NIL	NIL	NIL	NIL	2022 x 150 M	NIL	

LGMK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	1902	1902	1902	1902	NIL
34	1902	1902	1902	1902	NIL

LGMK 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
16	NIL	RTIL	PAPI	NIL	NIL	LIH	Yes	NIL	See also LGMK AD chart-ICAO.
34	NIL	RTIL	PAPI LEFT/3.02° 331 M MEHT 17.5 M	NIL	NIL	LIH	Yes	NIL	PAPI of RWY 16 not operational

LGMK 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
MIKONOS VOR/DME (4°E)	MKN	110.00 MHz CH 37X	H24	372624.93N 0252040.26E	422 FT / 128.71 M	Coverage FL 250 / 40 NM
MIKONOS L (4°E / 2013)	MKO	401 kHz	H24	372624.66N 0252042.01E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of CAA. See also **GEN 2.5** and **ENR 4.1**						

LGMK 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

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) Suitable tow head and towbar for pushback is mandatory for all aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs

d) Minimum ground time allowed is 20 min for all GA/BA aircrafts excluding helicopters

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGMK Airport (Aerodrome reference code 4C, 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 Landing ACFT backtrack at the end of RWYs, radius of 40m and follow ATC instructions.

2.20.1.5 Aircraft are permitted to taxi only at the indispensable minimum engine power and speed.

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 to pass behind running engines.

2.20.1.7 New TWY A 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.

2.20.1.8 Maintenance run-up tests above idle require prior approval by the airport operator. No designated area available.

2.20.1.9 During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured. The responsibility lies within the aircraft operator and/or the ground service provider.

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 is communicated to crew through ATC along with taxi-instructions. Follow-Me guidance may be provided.

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 the marshaller is present. Crew shall adhere to the marshaller's instructions. Marshalling service is under the responsibility of the ground handling provider.

2.20.2.1.4 Non-published and unmarked parking areas may also be assigned for parking, aircraft will be guided by Follow-Me and marshalling signals.

2.20.2.2 Procedures for departing aircraft

2.20.2.2.1 Aircraft may leave nose-in parking positions only by 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 Taxi-out or push-back clearance may be requested only if 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 push-back or taxi-out they shall indicate their parking position number.

2.20.2.2.4 Push-back and engine start-up procedure

a) Pilot shall request start-up and engine start clearance by ATC. Following pilot request for push-back clearance, ATC will provide permission and instructions regarding the direction (facing) of the aircraft.
b) Start-up of engines shall be performed either during push-back after the service road has been cleared or when the aircraft is aligned on the aircraft stand Taxilane A**.**
c) Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the aircraft stand Taxilane A and/or RWY according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to and approved by the Airport Operations Control Center through the aircraft operator and/or the ground handler prior requesting start-up clearance from ATC. Such approval should be timely notified to ATC.
d) During push-back procedure, aircraft from any parking position is aligned on the aircraft stand Taxilane A and positioned with the nose gear abeam the lead-in line of the position it is vacating unless otherwise instructed by ATC. Exceptionally:
   i. pushback from parking stand 1 will be positioned with the nose gear abeam the lead-in line of stand 2
   ii. pushback from parking stand 7 will be positioned with the nose gear abeam the lead-in line of stand 6.
e) 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 any adjacent parking position.
f) For parking position 1, default facing is south. When north winds of more than 15kt prevail at the airport, pilot may request engine start-up on the parking position. 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 to pass behind running engines.
g) For parking position 7, default facing is north. When south winds of more than 15kt prevail at the airport, pilot may request engine start-up on the parking position. 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 to pass behind running engines.
h) Push-back procedure cannot take place simultaneously in any adjacent positions.

2.20.2.2.5 Aircraft parked at roll-through positions or in a roll-through manner in an area of the apron, shall use own power to taxi-out and shall adhere to marshaller's instructions. Follow Me vehicle guidance mandatory.

2.20.2.3 Towing of aircraft

2.20.2.3.1 Towing of aircraft is executed only with the aid of a Follow-Me vehicle and requires prior coordination and permission by ATC.

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 Follow-Me vehicle guidance and marshalling signals shall be provided to all aircraft taxiing to general aviation parking area.

2.20.3.2 During adverse weather conditions with strong prevailing winds, all GA aircraft shall be properly 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 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

2.20.6.1 Due to lack of STOP BAR ground lights at RWY Holding Positions, pilots shall apply extreme caution during taxi-out as to avoid RWY incursion. Aircraft shall enter the RWY only after ATC clearance.

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

2.20.7.1 School, Training and Test flights are not permitted during summer season.

2.20.7.2 During winter season:

- Flights that require use of the apron, Prior Permission (PPR) by the airport operator is required prior departure from airport of origin. In addition prior approval from the ATC is required.

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

2.20.8 Helicopter traffic – limitation

NIL

2.20.9.1 Removal of disabled aircraft from runways

NIL

LGMK 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

2.21.3.2 NIL 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

LGMK AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 Part of 200 M of RWY 34 and part of left safety zone between 600 M and 800 M from the beginning of RWY not visible from TWR.

2.22.1.2 Wind shears prevail in AD area due to N, NE and W winds. Attention must be paid by all aircraft, to prevailing wind conditions, in order to avoid diversion.

2.22.1.3 No VFR Helicopter flights are permitted to land to DILOS and RINIA islands, unless prior permission has been obtained by the appropriate Authorities.

2.22.2 Runway in use

NIL

2.22.3 Procedures for IFR flights within MIKONOS TMA

2.22.3.1 See relevant LGMK IAC charts – **ICAO (LGMK AD 2.24)**

2.22.3.2 The arrival procedure (circling) to RWY 16 of LGMK aerodrome shall be allowed only during daytime, due to mountainous terrain and absence of obstacle lighting.

2.22.3.3 Attention must be paid by all aircraft, to prevailing wind conditions, in order to avoid diversion.

2.22.3.4 RNAV ARRIVALS

2.22.3.4.1 An arriving flight cleared to execute either AGAPU 1P or KEA 1P (or the last part thereof) has MKN as its clearance limit, if no other modifying instructions are issued by Mykonos ATC and acknowledged by the flight crew.
However, whenever warranted by the circumstances, such a flight may be duly cleared by Mykonos ATC for the RNAV (GNSS) RWY 34 approach to be commenced at IAF BISMO. In such cases, the associated phraseology will include the following, "(CALL SIGN) cleared for the RNAV approach RWY 34 from BISMO. Report at BISMO commencing."

2.22.4 Radar procedures within MIKONOS TMA

NIL

2.22.5 Procedures for VFR flights within MIKONOS TMA

2.22.5.1 See chart AD 2-LGMK-VFR

2.22.6 Procedures for VFR flights within MIKONOS CTR

2.22.6.1 Within MIKONOS CTR:

a) Before airborne from any heliport or provisional field, all helicopters must contact TWR and obtain ATC clearance.
b) Prior coordination and approval from MIKONOS ATC is required for all local VFR flights.

2.22.7 Standard instrument departure procedure (SID)

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

LGMK AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 Flock of pigeons and seagulls on the aerodrome area. See also **ENR 5.6**.

LGMK AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - MIKONOS Airport	20 MAY 21	AD 2-LGMK-ADC
Aircraft Parking/ Docking Chart – ICAO: - MIKONOS/ MIKONOS AIRPORT	21 MAY 20	AD 2-LGMK-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - MIKONOS Airport	04 AUG 05	AD 2-LGMK-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR/DME RWY 34	23 JUL 15	AD 2-LGMK-IAC-1
Instrument Approach Chart (IAC) – ICAO: - Lz RWY 34	20 JUN 19	AD 2-LGMK-IAC-2
Instrument Approach Chart (IAC) – ICAO: VORy RWY 34	23 JUL 15	AD 2-LGMK-IAC-3
Instrument Approach Chart (IAC) – ICAO: RNAV (GNSS) RWY 34	20 JUN 19	AD 2-LGMK-IAC-4
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 34	23 JUL 15	AD 2-LGMK-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - - RWY 34 SUPL	23 JUL 15	AD 2-LGMK-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 16	26 MAY 16	AD 2-LGMK-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: -L/DME RWY 34	20 JUN 19	AD 2-LGMK-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: -L/DME RWY 16	20 JUN 19	AD 2-LGMK-SID-5
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 34	26 MAY 16	AD 2-LGMK-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - L/DME RWY 34	20 JUN 19	AD 2-LGMK-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - L/DME RWY 34	20 JUN 19	AD 2 –LGMK-STAR-3
Standard Arrival Chart - Instrument (STAR) - ICAO: - RNAV ARRIVALS	20 JUN 19	AD 2-LGMK-STAR-4
Terminal Area Chart - ICAO - VFR routes: - VFR ROUTES	20 JUN 19	AD 2-LGMK-VFR
TAR System Coverage Chart – VEC area: -	NIL	NIL
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:	NIL	NIL

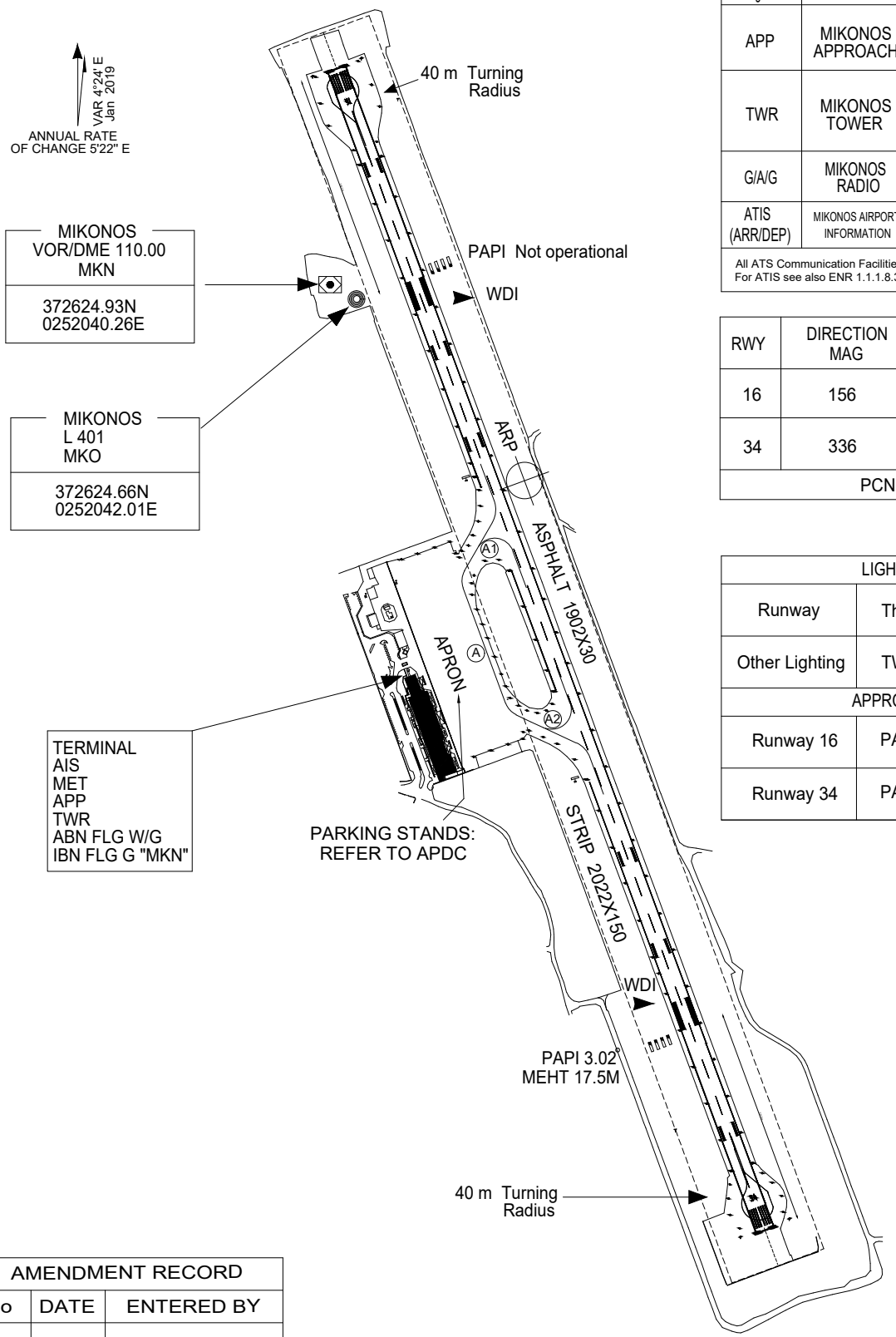
AERODROME CHART - ICAO

372614 N
0252050 E

ELEV 123.45 M
405.02 FT

MIKONOS / MIKONOS Airport

-ELEVATIONS AND DIMENSIONS IN METERS
-BEARINGS ARE MAGNETIC
-COORDINATES IN WGS' 84



ATS COMMUNICATION FACILITIES			
Service Designation	Call Sign	Frequency	Remarks
APP	MIKONOS APPROACH	118.750 122.100 121.500	Primary freq Coverage FL 150/40 NM RGA Emergency
TWR	MIKONOS TOWER	119.875 122.100 257.800 MHZ 121.500	Primary freq Coverage FL 40/25 NM RGA Mil RGA Emergency
G/A/G	MIKONOS RADIO	5637 KHZ 2989 KHZ	Primary freq Primary freq
ATIS (ARR/DEP)	MIKONOS AIRPORT INFORMATION	128.850	Coverage FL 200/60 NM
All ATS Communication Facilities under responsibility of CAA. For ATIS see also ENR 1.1.1.8.3.3			

RWY	DIRECTION MAG	THR COORDINATES	THR ELEVATION
16	156	372635.71N 0252040.77E	120.37M 394.81FT
34	336	372537.50N 0252106.53E	118.55M 388.84 FT
PCN 70 / F / A / X / T			

LIGHTING AIDS	
Runway	Threshold, End, Edge (LIH), RTIL
Other Lighting	TWY (LIM), Apron flood lights
APPROACH LIGHTING	
Runway 16	PAPI Not Operational
Runway 34	PAPI 3.02° MEHT 17.50 M

SCALE 1 : 10000

100 0 100 200 300 400 500 600 700 800 900 1000 1100 M

0 250 500 750 1000 1250 1500 1750 2000 2250 2500 2750 3000 3250 3500 FT

CHANGE:

- RWY Bearing strength

AMENDMENT RECORD		
No	DATE	ENTERED BY

LGMT AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: asphalt Strength: South Apron PCN 70/F/B/X/T North Apron PCN 62/F/A/X/T
2	Taxiway width, surface and strength	Width: TWY A1:18M, TWY A2:19M, TWY B1:36M, TWY B2: 23M, TWY B3:46M Surface: asphalt Strength: TWY A1 PCN 100/F/B/X/T, TWY A2 PCN 67/F/B/X/T, TWY B1, B3 PCN 79/F/B/X/T, TWY B2 PCN 68/F/B/X/T.
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

LGMT 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	Taxiing guidance by "FOLLOW ME" car upon request. Signing according to ICAO Annex 14 requirements.
2	RWY and TWY markings and LGT	LGT: RWY 14/32: Threshold, edge, end TWY: Edge Markings: RWY: THR, centre line, TDZ markings, side strips. TWY: Centre line
3	Stop bars	NIL
4	Remarks	See also LGMT AD chart -ICAO

LGMT 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	148°	2406 x 45	PCN 66/F/B/X/T asphalt	390359.21N 0263530.00E	THR 17.56 M/ 57.60 FT TDZ: NIL
32	328°	2406 x 45	PCN 66/F/B/X/T asphalt	390310.00N263609.00E	THR 6.40 M/ 20.99 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	NIL	NIL	NIL	See relevant LGMT AD and AOC charts-ICAO
32	NIL	NIL	NIL	NIL	NIL	NIL	

LGMT AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	2406	2406	2406	2324	Threshold RWY 14 displaced 82 M
32	2406	2406	2406	1871	Threshold RWY 32 displaced 535 M

LGMT 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	RTIL	PAPI LEFT/3.20° MEHT 18.5 M	NIL	NIL	LIM	Yes	NIL	See also LGMT AD chart-ICAO. PAPI system serviceable in azimuth coverage not more than 5 degrees either side of the extended runway centre line.
32	NIL	RTIL	PAPI LEFT/ 3.36° MEHT 18.5 M	NIL	NIL	LIM	Yes	NIL	

LGMT 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
LESVOS VOR/DME (5°E/2019) (5°E)	LSV	114.20 MHz CH 89X	H24	391352.68N 0262531.16E	729 FT / 222.37 M	Coverage FL 500/ 100 NM
MITILINI VOR/DME (5°E/2019) (5°E)	MLN	109.60 MHz CH 33X	H24	390326.67N 0263601.96E	35 FT / 10.76 M	Coverage FL 250 / 40 NM
MITILINI L (5°E / 2019)	LVO	397 kHz	H24	390258.92N 0263624.53E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of CAA. See also **GEN 2.5** and **ENR 4.1**						

LGMT 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 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 41 m wingspan and 47.32 m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar is mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs

d) Minimum ground time allowed is 20 min for all GA/BA aircrafts excluding helicopters

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGMT 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 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.

2.20.1.6 During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured. The responsibility lies within the aircraft operator and/or the ground service provider.

2.20.1.7 Backtrack on the RWY not permitted except on the RWY turn pads (yellow turning circle and blue edge lights).

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.

2.20.2.1.5 For stand 4, aircraft will enter Apron via TWY B1 and exit via TWY B2 exclusively

2.20.2.1.6 When stand 4 is occupied:

a) No taxiing is allowed at Apron TWY B between TWY B1 and B2.
b) Aircrafts using stand 4A will enter and exit via TWY B1 exclusively.

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 pilots request taxi-out or pushback they shall indicate their parking position.

2.20.2.2.4 Pushback and engine start-up procedure.

a) 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. Default facing is North. Clearance for facing south will be approved only when south winds of more than 15kt prevailing at the airport.
b) Start-up of engines shall be performed when the aircraft is positioned on the Apron TWY A.
c) Cross-bleeding start-up is not permitted on the parking stand and may 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 or the ground service provider.
d) For pushback procedure facing north, aircraft from any parking position shall be aligned on the Apron TWY A and positioned with the nose wheel abeam the lead-in line of the parking position 3, unless otherwise instructed by ATC. In that case other aircraft shall enter North apron only via TWY A1.
e) For pushback procedure facing south, aircraft from any parking position after pushback shall be pulled forward on the Apron TWY A and positioned with the nose wheel on the southern A location marking unless otherwise instructed by ATC. In that case other aircraft shall enter North apron only via TWY A1.
f) 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 should not be performed during movement on the RWY.
g) Push-back procedure cannot take place simultaneously in any adjacent positions.

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 available. Helicopters will be instructed to proceed to a specific point on RWY and then hover or taxi to allocated stand. The allocation of the parking stand is the responsibility of the Airport Operator and will be communicated to arriving helicopters through ATC. Follow me guidance available upon request.

2.20.5 Apron - taxiing during winter conditions

NIL

2.20.6 Taxiing – limitations

2.20.6.1 Due to lack of STOPBAR ground lights at RWY Holding Positions, pilots shall apply extreme caution during taxi-out as to avoid RWY incursion. Aircraft shall enter the RWY only after ATC clearance.

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 MJTdm@fraport-greece.com.

2.20.8 Helicopter traffic – limitation

2.20.8.1 Due to operational reasons, during summer season (APR-OCT), permission one hour prior to arrival is required. Additional restrictions will be issued by NOTAM.

2.20.9 Removal of disabled aircraft from runways

NIL

LGMT 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

LGMT AD 2.22 FLIGHT PROCEDURES

2.22.1 General

Pilots landing or taking off at MITILINI/ODYSSEAS ELYTIS airport should exercise extreme caution when South-West (SW) winds of more than 20 kts prevail, as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out of areas of RWY 14.

2.22.2 Runway in use

NIL

2.22.3 Procedures for IFR flights within MITILINI TMA

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

2.22.4 Radar procedures within MITILINI TMA

NIL

2.22.5 Procedures for VFR flights within MITILINI TMA

NIL

2.22.6 Procedures for VFR flights within MITILINI/ ODYSSEAS ELYTIS CTR

NIL

2.22.7 Standard instrument departure procedure (SID)

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

LGMT AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 See **ENR 5.6**.

LGMT AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - MITILINI/ ODYSSEAS ELYTIS	20 MAY 21	AD 2-LGMT-ADC
Aircraft Parking/ Docking Chart – ICAO: - MITILINI/ ODYSSEAS ELYTIS/ LGMT APDC 1	28 JAN 21	AD 2-LGMT-APDC-1
Aircraft Parking/ Docking Chart – ICAO: - MITILINI/ ODYSSEAS ELYTIS/ LGMT APDC 2	31 DEC 20	AD 2-LGMT-APDC-2
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 14/32 / LGMT AOC A	12 NOV 15	AD 2-LGMT-AOC A
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - LSV VOR/DME – LVO (L)	23 APR 20	AD 2-LGMT-IAC-2
Instrument Approach Chart (IAC) - ICAO: - RNP Z RWY 14	23 APR 20	AD 2-LGMT-IAC-3
Instrument Approach Chart (IAC) - ICAO: - RNP Y RWY 14	23 APR 20	AD 2-LGMT-IAC-4
Instrument Approach Chart (IAC) - ICAO: - RNP Z RWY 32	23 APR 20	AD 2-LGMT-IAC-5
Instrument Approach Chart (IAC) - ICAO: - VOR RWY 14	21 MAY 20	AD 2-LGMT-IAC-6
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - MLN VOR/DME – LSV VOR/DME RWY 14	23 APR 20	AD 2-LGMT-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - MLN VOR/DME – LSV VOR/DME RWY 32	23 APR 20	AD 2-LGMT-SID-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - LSV VOR/DME RWY 14/32	23 APR 20	AD 2-LGMT-STAR-2
Terminal Area Chart - ICAO - VFR routes: - VFR ROUTES MITILINI TMA	23 APR 20	AD 2-LGMT-VFR
TAR System Coverage Chart – VEC area: -	NIL	NIL
ATC Surveillance Minmum Altitude Chart (ASMAC) – ICAO:	NIL	NIL

AERODROME CHART-ICAO

ARP 390328N 0263555E

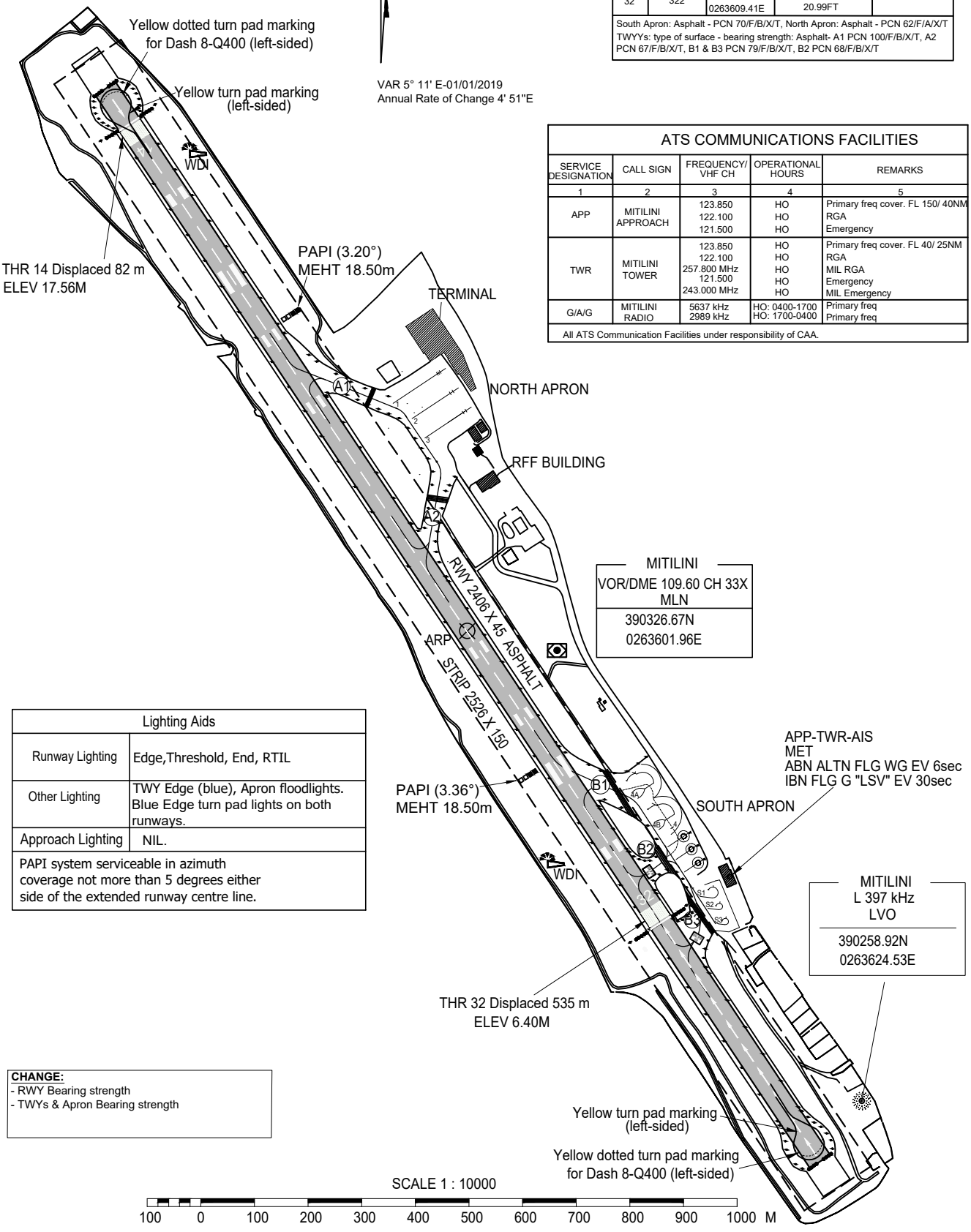
AD ELEV 18.41 M / 60.40 FT

MITILINI /ODYSSEAS ELYTIS Airport

-ELEVATIONS AND DIMENSIONS IN METRES
-BEARINGS ARE MAGNETIC
-COORDINATES IN WGS' 84

RWY	DIRECTION MAG	THRESHOLD	THR Elevation (AMSL)	BEARING STRENGTH
14	142	390359.21N 0263530.00E	17.56M 57.60FT	PCN 66/F/B/X/T Asphalt
32	322	390310.00N 0263609.41E	6.40M 20.99FT	
South Apron: Asphalt - PCN 70/F/B/X/T, North Apron: Asphalt - PCN 62/F/A/X/T TWYYs: type of surface - bearing strength: Asphalt- A1 PCN 100/F/B/X/T, A2 PCN 67/F/B/X/T, B1 & B3 PCN 79/F/B/X/T, B2 PCN 68/F/B/X/T				

VAR 5° 11' E-01/01/2019
Annual Rate of Change 4' 51"E



ATS COMMUNICATIONS FACILITIES

SERVICE DESIGNATION	CALL SIGN	FREQUENCY/ VHF CH	OPERATIONAL HOURS	REMARKS
1	2	3	4	5
APP	MITILINI APPROACH	123.850 122.100 121.500	HO HO HO	Primary freq cover. FL 150/ 40NM RGA Emergency
TWR	MITILINI TOWER	123.850 122.100 257.800 MHz 121.500 243.000 MHz	HO HO HO HO HO	Primary freq cover. FL 40/ 25NM RGA MIL RGA Emergency MIL Emergency
G/A/G	MITILINI RADIO	5637 kHz 2989 kHz	HO: 0400-1700 HO: 1700-0400	Primary freq Primary freq
All ATS Communication Facilities under responsibility of CAA.				

Lighting Aids	
Runway Lighting	Edge,Threshold, End, RTIL
Other Lighting	TWY Edge (blue), Apron floodlights. Blue Edge turn pad lights on both runways.
Approach Lighting	NIL.
PAPI system serviceable in azimuth coverage not more than 5 degrees either side of the extended runway centre line.	

CHANGE:
- RWY Bearing strength
- TWYs & Apron Bearing strength

SCALE 1 : 10000

100 0 100 200 300 400 500 600 700 800 900 1000 M

0 250 500 750 1000 1250 1500 1750 2000 2250 2500 2750 3000 3250 3500 FT

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

1	Apron surface and strength	Surface: concrete Strength: PCN 66/R/A/W/T
2	Taxiway width, surface and strength	Width: TWY D1 & D3: 30M, TWY D2: 25M Surface: asphalt Strength: PCN67/F/B/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	RWY 07R/25L used as TWY

LGPZ 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	ACFT entering apron should follow only Marshall's instructions for parking. Aircraft stand ID signs, guide lines, visual or parking guidance system not available at the apron.
2	RWY and TWY markings and LGT	LGT: RWY 07L/25R: Threshold, edge, end. TWY 07R/25L: edge. Markings: RWY: THR, designations, edge, TDZ, aiming point at RWY 07L TWY: THR, designations, CL, edge
3	Stop bars	NIL
4	Remarks	Although RWY 07R/25L is marked and lighted as RWY, it is used only as TWY. See also LGPZ AD chart ICAO

LGPZ 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**	
07L	See relevant LGPZ AOC chart-ICAO				Obstructions marked and lighted.
25R	See relevant LGPZ AOC chart-ICAO				

LGPZ 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
PREVEZA VOR/DME (4°E / 2019) (4°E)	AKT	110.00 MHz CH 37X	H24	385533.29N 0204543.84E	35 FT / 10.68 M	Coverage FL 250 / 40NM
PREVEZA NDB (4°E / 2019)	PAK	353 kHz	H24	385459.70N 0204526.20E	-	Coverage 50 NM
PREVEZA I LS/DME CAT I, RWY 07L (4°E / 2019) ILS/LLZ (4°E) GP DME	IPRV	 110.90 MHz 330.800 MHz CH 46X	HJ	 385550.67N 0204653.08E 385522.05N 0204510.87E 385522.05N 0204511.22E	 32 FT / 9.78 M	 Coverage FL 62.5 / 25 NM Coverage FL 23 / 10 NM GP angle 2.75 Coverage FL 100 / 25 NM
Radio Navigation and Landing Aids under responsibility of CAA: AKT VOR/DME and PAK NDB. HAF: IPRV ILS/DME. See also **GEN 2.5** and **ENR 4.1**						

LGPZ 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 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) Special permission is required (restrictions according to AIP GEN 1.2.5.2.3) for GA flights that do not operate under AOC. The Aircraft operator shall apply through its representative CAT 1 to D1 (HCAA) to grant the prerequisite permission
d) Suitable tow head and towbar for pushback is mandatory for all aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGPZ 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 Maintenance run up tests above idle power 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.

2.20.1.7 During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured. The responsibility lies with the aircraft operator and/or the ground service provider.

2.20.1.8 For all arriving private aircraft (without AOC), special permission is required from HMOD/HAF through HCAA. The request shall be sent from the handling agent.

2.20.2 Taxiing to and from stands

2.20.2.1 New apron layout

2.20.2.1.1 New Apron Taxilane “D” established, suitable for aircraft up to ICAO category E.

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.

2.20.2.2.4 Arriving aircraft whose allocated stands for parking are:

a) 1A, 1B, will enter apron via intersection D3, unless otherwise instructed by ATC.

b) 1, 2, 3 will enter apron via intersection D2, unless otherwise instructed by ATC.

c) 4, 5, will enter apron via intersection D1, unless otherwise instructed by ATC.

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 pushback clearance may be requested only if the pilot can perform the maneuver immediately.

2.20.2.3.3 When pilot request taxi out or pushback 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 pushback clearance from ATC.
b) Engine start-up will be performed either during pushback after the service road has been cleared or when the aircraft is aligned on the Apron Taxilane D.
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-bleed start-up should be timely communicated to the Airport Operations Control Center through the aircraft operator and/or the ground service provider.
d) All aircraft parked at stand 1A, when pushed back, will stand on intersection D3 or abeam stands instructed by ATC, facing west.
e) All aircraft parked at stands 1,1B, when pushed back, will stand abeam stands instructed by ATC, facing always west.
f) All aircraft parked at stands 2,3, when pushed back, will stand abeam stands, facing west or east, instructed by ATC.
g) All aircraft parked at stands 4,5, when pushed back, will stand abeam stands instructed by ATC, facing always east.
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 any parking position.

2.20.2.4 Towing of aircraft

2.20.2.4.1 Towing of aircraft is executed only with the aid of a Follow Me vehicle and requires prior permission by the ATC.

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 Follow Me vehicle guidance and marshalling signals shall be provided to all aircraft taxiing to general aviation parking positions.

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 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

2.20.6.1 Due to lack of STOP BAR ground lights at RWY Holding Positions, pilots shall apply extreme caution during taxi-out as to avoid RWY incursion. Aircraft shall enter the RWY only after ATC clearance.

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 PVKdm@fraport-greece.com.

2.20.8 Helicopter traffic – limitation

2.20.8.1 Due to safety reasons, during summer, only helicopters with gears are accepted.

2.20.9 Removal of disabled aircraft from runways

NIL

LGPZ 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

2.21.1.1.1 During 1500-1730 and 2300-0700 local time ACFT are requested to avoid overflying Preveza city below 2000 FT

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

2.21.1.4.1 Special permission from ATC supervisor is needed.

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

2.21.2.3.1 YES. Special permission from ATC supervisor is needed.

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

2.21.3.4.1 Yes. Special permission from ATC supervisor is needed.

LGPZ AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 VFR flights within PREVEZA AKTION MIL ATZ: North and South downwind at 1500 FT AMSL in both RWYs.

2.22.2 Runway in use

2.22.2.1 RWY 07L/25R

2.22.3 Procedures for IFR flights within PREVEZA MTMA

2.22.3.1 See relevant LGPZ IAC charts-ICAO (LGPZ AD 2.24).

2.22.4 Radar procedures within PREVEZA MTMA

NIL

2.22.5 Procedures for VFR flights within PREVEZA MTMA

2.22.5.1 All aircraft within PREVEZA MTMA should establish RTF contact with AKTION APP and proceed according to the given instructions.

2.22.6 Procedures for VFR flights within PREVEZA AKTION MIL CTR

NIL

2.22.7 Standard instrument departure procedure (SID)

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

LGPZ AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 Bird concentration in the vicinity of AD between 0300–1900, throughout the whole year.

2.23.1.2 Activity of flock of birds ducks in general, turtledoves, quail, woodcocks, shallows, seagulls, takes place daily at times between 0800 and 1900 during all year. Movement is between 5 NM NE (lake) from airport and 5 NM S-SE (lake). Also flock of birds affects the beginning of runway 07L. Finally birds about 10 NM South from station, due to garbage disposal place. Height varies from 0-2000FT (0-600M) AGL. See also **ENR 5.6**.

LGRP AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: concrete Strength: PCN 76/R/B/W/T
2	Taxiway width, surface and strength	Width: 23 M Surface: asphalt, TWY A: the first 220m (starting from the RWY): concrete Strength: TWY A : Rigid part PCN 76/R/B/X/T Flexible part PCN 100/F/A/X/T TWY B, C, E, F : PCN 100/F/A/X/T TWY D : PCN 68/F/A/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

LGRP 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	See: **LGRP AD 2.20.2** Taxiing to and from stands
2	RWY and TWY markings and LGT	LGT: RWY/ TWY, see LGRP AD chart -ICAO Markings: RWY: Thresholds, designation, centre line, side stripes, touchdown zone, aiming point. TWY: All taxiways, centre line, holding positions.
3	Stop bars	NIL
4	Remarks	NIL

LGRP 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
06	070°	3305 x 45	Rigid part of RWY: PCN 62/R/A/X/T The first 150m of RWY: concrete Flexible part of RWY: PCN 94/F/A/X/T Asphalt	362401.03N 0280407.95E 362437.56N 0280612.64E	THR 5.73 M/ 18.79 FT TDZ: NIL
24	250°	3305 x 45	Rigid part of RWY: PCN 62/R/A/X/T The first 150m of RWY: concrete Flexible part of RWY: PCN 94/F/A/X/T Asphalt	362437.56N 0280612.64E 362401.03N 0280407.95E	THR 5.48 M/ 17.97 FT TDZ: NIL

Slope of RWY-SWY		SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7		8	9	10	11	12
06	NIL	NIL	NIL	3425 x 150	NIL	See relevant LGRP AD and AOC charts-ICAO
24	NIL	NIL	NIL	3425 x 150	NIL	

LGRP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
06	3305	3305	3305	3305	NIL
24	3305	3305	3305	3305	NIL

LGRP 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
06	Simple approach lighting system 420 M with cross-bar at 300 M before THR, LIM.	Yes	PAPI LEFT/ 3° MEHT 18.5 M/ 385M from THR	NIL	NIL	White LIH	Yes	NIL	See also LGRP AD chart-ICAO. Approach lighting system in RWY 24 is CAT II, although IRDS ILS facility is CAT I
24	Precision Approach lighting system CAT II, 900 M long	Yes	PAPI LEFT/3.08° MEHT 21 M/ 443M from THR	NIL	NIL	White LIH	LIM	NIL	

LGRP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: at the Tower building, ALTN FLG WG, every 6 SEC, H24: HN and IMC. IBN: at the Tower building, FLG G, coding “R”, every 10 SEC, H24: 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: blue, LIM.
4	Secondary power supply/switch-over time	Emergency power generating system.
5	Remarks	Apron: Flood lights (White). Flares in extraordinary cases available on 1 HR PN.

I

LGRP 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 **LGRP AD 2.20.4**

LGRP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	RODOS DIAGORAS CTR Circle, 10 NM radius centred at 362419N 0280510E limited to North by ATHINAI - ISTANBUL FIR boundaries.
		RODOS DIAGORAS ATZ Circle, 5 NM radius centred at 362419N 0280510E limited to North by ATHINAI - ISTANBUL FIR boundaries.
2	Vertical limits	CTR: SFC to FL 100 MSL.
		ATZ: SFC to 2000 FT ALT
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	CTR: RODOS APPROACH Greek, English
		ATZ: DIAGORAS TOWER Greek, English
5	Transition altitude	6000 FT
6	Remarks	For RODOS TMA see **ENR 2.1.5.12**

LGRP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	RODOS APPROACH	127.250 118.250 278.250 MHz 122.100 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq Coverage FL 250/ 50 NM Coverage FL 250/ 50 NM MIL RGA Emergency MIL Emergency
TAR	RODOS RADAR	127.250 278.250 MHz	H24 H24	Coverage FL 250 / 50 NM MIL
	RODOS DIRECTOR	118.250	H24	Coverage FL 250 / 50 NM
TWR	DIAGORAS TOWER	118.200 278.250 MHz 122.100 257.800 MHz 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq Coverage FL 40 / 25 NM MIL RGA MIL RGA Emergency MIL Emergency
	DIAGORAS GROUND	121.700	H24	Cover. Aerodrome Surface / 5 NM ACFT Start up & Taxi Clearance
G/A/G	DIAGORAS RADIO	5637 kHz 2989 kHz	H24: 0400–1700 H24: 1700-0400	Primary Primary
ATIS (ARR / DEP)	RODOS DIAGORAS AIRPORT INFORMATION	126.350	H24	Coverage FL 200 / 60 NM
All ATS Communication Facilities under responsibility of CAA. For TAR services see **ENR 1.6** & **LGRP AD 2.22.4**, for ATIS see also **ENR 1.1.1.8.3.3**				

LGRP 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
RODOS VOR/DME (6°E / 2020) (6°E)	RDS	115.80 MHz CH 105X	H24	362023.48N 0280455.51E	1572 FT / 479.15M	Coverage FL 500 / 200 NM
RODOS VOR/DME (6°E / 2020) (6°E)	PAR	108.60 MHz CH 23X	H24	362358.24N 0280353.43E	41 FT / 12.39 M	Coverage FL 250 / 40 NM
RODOS L (6°E / 2020)	ROS	339 kHz	H24	362505.35N 0280705.26E	-	Coverage 25 NM
RODOS ILS CAT I, RWY 24 (6°E / 2020) ILS/LLZ (6°E) GP OM MM	IRDS	 110.30 MHz 335.00 MHz 75 MHz 75 MHz	H24	 362357.78N 0280356.90E 362436.32N 0280557.58E 362628.51N 0281232.51E 362447.52N 0280646.68E	 - - - -	 Coverage FL 62.5 / 18 NM Coverage FL 23 / 10 NM GP Angle 3°, RDR 57 FT 5.5 NM from THR RWY 24 0.5 NM from THR RWY 24
All Radio Navigation and Landing Aids under responsibility of CAA. See also **GEN 2.5** and **ENR 4.1**						

LGRP 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 35.80 m wingspan and 40.5 m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar is mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs.

d) Minimum ground time allowed is 20 min for all GA/BA aircrafts excluding helicopters.

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGRP Airport (Aerodrome reference code 4E, RFF category 8), aircraft carriers shall submit relevant request via e-mail to: anocdm@fraport-greece.com. The request shal 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 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 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.

2.20.1.7 During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured. The responsibility lies within the aircraft operator and/or the ground service provider.

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 When parking stands 17 and 18 are occupied, TWY B is closed. Follow-Me guidance is mandatory for these parking stands.

2.20.2.1.4 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.

2.20.2.1.5 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.

a) 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. Default facing according to RWY in use is given to the table below:

RWY in use	Facing
06	West
24	East

b) 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 J.
c) Cross-bleeding start-up is not permitted on the parking stand and may 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 or the ground service provider.
d) During pushback procedure, aircraft from any parking position is aligned on the apron TWY J and positioned with the nose gear abeam the lead-in line of the parking position it is vacating unless otherwise instructed by ATC.
e) In order to facilitate and/or 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 an adjacent parking position.
f) Unless otherwise specified by the Airport Operator, aircrafts parked in opposite parking positions cannot perform pushback simultaneously.
g) During winter season (NOV-MAR), aircraft may be parked in a roll-through manner parallel to the terminal disregarding parking position markings. Follow-Me guidance is mandatory.

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. Follow-Me guidance is mandatory.

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 permission by ATC.

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 GA/BA aircraft may be allocated in nose-in parking positions or may be parked in a roll-through manner depending on apron space availability. Arriving aircraft taxiing to general aviation parking positions will be guided by Follow-Me vehicle and shall adhere to marshaller's instructions.

2.20.3.2 For departing aircraft from general aviation parking positions, presence of marshaller is mandatory. Aircraft shall adhere to marshaller's instructions.

2.20.4 Parking area for helicopters

2.20.4.1 No heliport 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

2.20.6.1 Due to lack of STOPBAR ground lights at RWY Holding Positions, pilots shall apply extreme caution during taxi-out as to avoid RWY incursion. Aircraft shall enter the RWY only after ATC clearance.

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

2.20.7.1 School, Training and Test flights are not permitted from 1st of May till end of October.

2.20.7.2 From 1st of November till end of April:

- Flights that require use of the apron, Prior Permission (PPR) by the airport operator is required prior departure from airport of origin. In addition, prior approval from the ATC is required.

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

2.20.8 Helicopter traffic – limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

LGRP 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

LGRP AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 All aircraft flying under VMC, departing from or approaching to LGRP - RODOS/ DIAGORAS are not permitted to overfly Rodos town.

2.22.1.2 Departing aircraft pilots shall request start-up clearance when ready to start engines immediately and after aircraft doors are closed. When the expected delay is less than 15 MIN at the holding point, aircraft will be cleared to start engines immediately.

2.22.1.3 Pilots landing or taking off at RODOS/ DIAGORAS Airport should exercise extreme caution when South or South-East (S-SE) winds of more than 15 Kts prevail, as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 06). More specifically the following phenomena affecting seriously the flight safety are observed:

- The wind direction and speed at a given time vary along the runway (horizontal wind shear).
- The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).
- Severe turbulence on the final approach, take-off and initial climb out areas.
- When the South or South-East wind speed increases over 15 Kts, landing and/or take-off not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb out areas.
- Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from RODOS/ DIAGORAS Airport, pilots are urged to volunteer reports of wind shear to DIAGORAS TWR or RODOS APP, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:
  a) A simple warning of the presence of wind shear, even if no further information can be given.
  b) The altitude or altitude band, where the wind shear was encountered.
  c) Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc.

2.22.1.4 Instructions for the completion of the flight plan form

2.22.1.4.1 Due to use of an automated flight plan processing system and in order to avoid FPL rejections operators when filing a FPL with LGRP as ADEP or ADES are requested to start or end the route description with the first significant point to which a SID is ending or the last significant point from which a STAR is starting.

2.22.1.4.2 Alternatively the AWY that connects the scheduled route with the TMA may be used. NAVAIDS designators and indications “DCT” or “DIRECT” in the route within TMA must be avoided.

2.22.2 Runway in use

2.22.2.1 The traffic circuits shall be entered at an altitude of 1200 FT by propeller aircraft and 1500 FT by jet aircraft. The traffic circuits to be used for each runway have as follows:

a) Right hand circuit for RWY 24,
b) Left hand circuit for RWY 06.

2.22.3 Procedures for IFR flights within RODOS TMA

2.22.3.1 See relevant LGRP charts – ICAO (**LGRP AD 2.24**)

2.22.4 Radar procedures within RODOS TMA

2.22.4.1 GENERAL INFORMATION

2.22.4.1.1 A radar unit operates as an integral part of Rodos Approach Control Office, for the purpose of providing radar services according to ICAO Doc 4444-PANS/ATM and Doc 7030, within the areas listed in para **LGRP AD 2.22.4.3** below. Many factors such as radar coverage, controller workload and equipment capabilities may affect these services in any specific case.

2.22.4.1.2 When radar services are provided, the radar controller will use the call-sign "RODOS RADAR" in the R/T communications with all aircraft under approach control. A dedicated radar controller will use the call-sign "RODOS DIRECTOR" in the provision of radar services to arriving aircraft, during the intermediate and final approach segments.

2.22.4.2 SHORT DESCRIPTION OF THE TERMINAL AREA SURVEILLANCE RADAR SYSTEM

2.22.4.2.1 Rodos Approach Control Office operates one PSR/MSSR Terminal Area Surveillance Radar (TAR) station. The station comprises of the Radar Head Site located at Paradisi hill (362335.48N 0280536.92E), 0.8 NM south of the airport and the Operational Site (OPS), located at the ATS building of RODOS/ DIAGORAS airport.

2.22.4.2.2 The instrumented (end of processing) range of the PSR is 60 NM and of the MSSR is 200 NM.

2.22.4.2.3 Surveillance information updates enable the display to be updated every 3.8 sec.

2.22.4.2.4 Radar data, derived from the HERAS long-range radar network, become available as system tracks (PALLAS tracks), to the local TAR for further processing (transformation to common stereographic plane, comparison to the TAR tracks, etc) and presentation. In this way the defects in the TAR coverage (e.g. screening, cone of silence) do not hinder the provision of radar services, to the maximum extent practical.

2.22.4.3 THE APPLICATION OF RADAR CONTROL SERVICE

2.22.4.3.1 The radar control service is provided, in areas of radar coverage, to aircraft operating IFR within controlled airspace. More explicitly:

– within RODOS TMA (see **ENR 2.1.5.12**)
– within the adjacent airways segments up to 30 NM out of TMA boundary..

2.22.4.3.2 The minimum horizontal radar separations are:

– 5 NM between radar tracks derived from TAR.
– 10 NM between system tracks (PALLAS) and between system tracks and TAR tracks.

2.22.4.3.3 The Radar Control service may include:

a) Radar monitoring of arriving (including pilot interpreted approaches), departing and en route traffic, providing information and advice on any significant deviations, by aircraft, from nominal flight paths as well as from the terms of their respective ATC clearances (cleared routes and levels) , when appropriate.
b) Radar vectoring of arriving traffic on to pilot - interpreted final approach aids.
c) Radar vectoring of arriving traffic to a point from which a visual approach can be completed.
d) Radar vectoring to departing aircraft for the purpose of facilitating an expeditious and efficient departure flow and expediting climb to cruising level.
e) Information to assist in the navigation of the aircraft.
f) Information on observed areas of adverse weather.
g) Assistance to aircraft in emergency.
h) Radar separation between:
   – succeeding departing aircraft,
   – succeeding arriving aircraft, and
   – a departing aircraft and a succeeding arriving aircraft.
i) Collision hazard information: according to the relevant provisions of ICAO Doc 4444-PANS/ATM.

2.22.4.3.3.1 However, the controller’s suggestion for avoiding action does not relieve the pilot in command of his responsibility for continual vigilance to see and avoid the other aircraft.

2.22.4.3.3.2 Furthermore, the controller may not be in the position to provide traffic information on aircraft not carrying a functioning transponder, due to known deficiencies of PSR.

2.22.4.4 LIMITATIONS TO THE PROVISION OF RADAR SERVICE:

2.22.4.4.1 Radar service to aircraft not equipped or with malfunctioning transponder and with radar cross- section (RCS):

a) Less than that of aircraft types ATR, T134, B717, is limited up to 35 NM from ARP.
b) Equal or more than that of aircraft types (ATR, T134, B717) is extended up to 50 NM from ARP.

2.22.4.4.2 When TAR derived tracks are not available, RADAR monitoring based on system tracks (PALLAS), will be provided from 4000 FT and above.

2.22.4.5 EMERGENCY, HAZARDS AND EQUIPMENT FAILURE PROCEDURES

2.22.4.5.1 According to the relevant provisions of ICAO Doc 4444-PANS/ATM and Doc 7030.

2.22.4.5.2 Additionally, in the event of a complete aircraft communication failure and in absence of alternative ATC instructions, the pilot in command should,

a) If unable to execute a visual approach, continue by his own navigational means to execute the instrument approach he was vectored for.
b) In case he was vectored for a visual approach to RWY 06 or RWY 24 and still in IMC, should proceed, by his own navigational means to RDS VOR/DME maintaining the last assigned altitude, if it is higher or equal to 6000 FT (QNH) and execute the instrument approach appropriate for the runway in use.

Attention: Aircraft below 6000 FT (QNH) must proceed to RDS VOR/DME, making an initial climbing turn to 6000 FT (QNH), taking into account high terrain and obstacles in AD vicinity.

2.22.4.6 SSR TRANSPONDERS OPERATION AND PROCEDURES

2.22.4.6.1 Transponder operation during the flight:.

2.22.4.6.1.1 The use of a functioning transponder, with 4096 codes capability on Mode A and automatic altitude transmission on Mode C, within RODOS TMA, is mandatory for all IFR and General Air Traffic VFR flights.

I

2.22.4.6.1.2 Pilots shall operate the transponder and select modes and codes in accordance with ATC instructions.

2.22.4.6.1.3 Unless otherwise instructed, the pilot of an IFR flight entering RODOS TMA shall maintain the most recently assigned code.

2.22.4.6.2 Transponder operation while on ground.

2.22.4.6.2.1 While on ground, the transponder must be switched OFF in order to avoid undesirable transponder replies.

2.22.4.6.2.2 The transponder must be switched on immediately after clearance for take-off.

2.22.4.7 TAR system's Coverage

2.22.4.7.1 See also relevant LGRP VEC chart (LGRP AD 2.24)

2.22.5 Procedures for VFR flights within RODOS TMA

2.22.5.1 See relevant LGRP VFR routes chart (LGRP AD 2.24).

2.22.6 Procedures for VFR flights within RODOS DIAGORAS CTR

2.22.6.1 See relevant LGRP VFR routes chart (LGRP AD 2.24).

2.22.7 Standard instrument departure procedure (SID)

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

LGRP AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 Caution advised to pilots using the airport due to small size passerines often congregating in large flocks during migration and due to seagull concentration on the RWY and in AD vicinity. See also **ENR 5.6.**

LGRP AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - RODOS/ DIAGORAS Airport	20 MAY 21	AD 2-LGRP-ADC
Aircraft Parking/ Docking Chart – ICAO: - RODOS/ DIAGORAS Airport	31 DEC 20	AD 2-LGRP-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RODOS/ DIAGORAS	28 JUN 12	AD 2-LGRP-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - ILSy RWY 24	25 APR 2019	AD 2-LGRP-IAC-1
Instrument Approach Chart (IAC) – ICAO: - ILSz RWY 24	25 APR 2019	AD 2-LGRP-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 24	25 APR 2019	AD 2-LGRP-IAC-3
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 24	25 APR 2019	AD 2-LGRP-IAC-4
Instrument Approach Chart (IAC) – ICAO: - VORv RWY 06	25 APR 2019	AD 2-LGRP-IAC-5
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 06	27 FEB 20	AD 2-LGRP-IAC-6
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - RDS-PAR RWY 24	27 FEB 20	AD 2-LGRP-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RDS-PAR RWY 24	27 FEB 20	AD 2-LGRP-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - PAR RWY 24	23 APR 20	AD 2-LGRP-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - RDS VOR/DME RWY 24	27 FEB 20	AD 2-LGRP-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - RDS-PAR RWY 06	27 FEB 20	AD 2-LGRP-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: - PAR RWY 06	27 FEB 20	AD 2-LGRP-SID-6
Standard Departure Chart - Instrument (SID) – ICAO: - RDS VOR/DME RWY 06	23 APR 20	AD 2-LGRP-SID-7
Standard Arrival Chart - Instrument (STAR) – ICAO: - PAR (Hold) RWY 24	23 APR 20	AD 2-LGRP-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RDS RWY 24	26 MAR 20	AD 2-LGRP-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - PAR (no Hold) RWY 24	26 MAR 20	AD 2-LGRP-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - PAR RWY 06	26 MAR 20	AD 2-LGRP-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: - RDS RWY 06	26 MAR 20	AD 2-LGRP-STAR-5
Standard Arrival Chart - Instrument (STAR) – ICAO: - PAR (no Hold) RWY 06	26 MAR 20	AD 2-LGRP-STAR-6
Terminal Area Chart - ICAO - VFR routes: - RODOS TMA VFR	27 APR 17	AD 2-LGRP-VFR
ATC Surveillance Minmum Altitude Chart (ASMAC) – ICAO:	26 MAR 20	AD 2-LGRP-ASMAC

AERODROME CHART-ICAO

362419N
0280510E

ELEV 5.73m
18.80ft

RODOS / DIAGORAS Airport

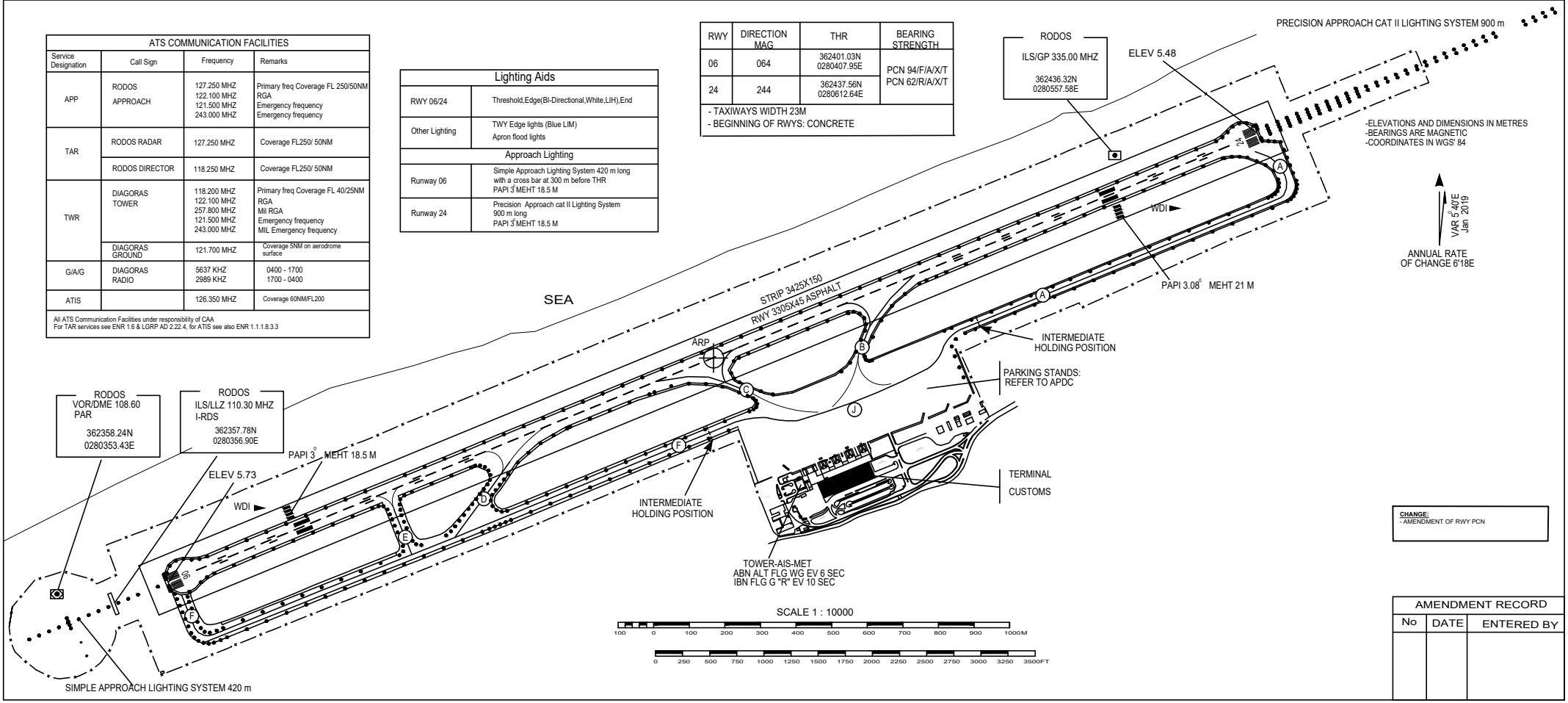
ATS COMMUNICATION FACILITIES			
Service Designation	Call Sign	Frequency	Remarks
APP	RODOS APPROACH	127.250 MHZ 122.100 MHZ 121.500 MHZ 243.000 MHZ	Primary freq Coverage FL 250/50NM RGA Emergency frequency Emergency frequency
TAR	RODOS RADAR	127.250 MHZ	Coverage FL250/ 50NM
	RODOS DIRECTOR	118.250 MHZ	Coverage FL250/ 50NM
TWR	DIAGORAS TOWER	118.200 MHZ 122.100 MHZ 257.800 MHZ 121.500 MHZ 243.000 MHZ	Primary freq Coverage FL 40/25NM RGA Mil RGA Emergency frequency MIL Emergency frequency
	DIAGORAS GROUND	121.700 MHZ	Coverage 5NM on aerodrome surface
G/A/G	DIAGORAS RADIO	5637 KHZ 2989 KHZ	0400 - 1700 1700 - 0400
ATIS		126.350 MHZ	Coverage 60NM/FL200

All ATS Communication Facilities under responsibility of CAA
For TAR services see ENR 1.6 & LGRP AD 2.22.4, for ATIS see also ENR 1.1.1.8.3.3

Lighting Aids	
RWY 06/24	Threshold,Edge(BI-Directional,White,LIH),End
Other Lighting	TWY Edge lights (Blue LIM) Apron flood lights
Approach Lighting	
Runway 06	Simple Approach Lighting System 420 m long with a cross bar at 300 m before THR PAPI 3° MEHT 18.5 M
Runway 24	Precision Approach cat II Lighting System 900 m long PAPI 3° MEHT 18.5 M

RWY	DIRECTION MAG	THR	BEARING STRENGTH
06	064	362401.03N 0280407.95E	PCN 94/F/A/X/T PCN 62/R/A/X/T
24	244	362437.56N 0280612.64E	

- TAXIWAYS WIDTH 23M
- BEGINNING OF RWYS: CONCRETE



CHANGE:
- AMENDMENT OF RWY PCN

AMENDMENT RECORD		
No	DATE	ENTERED BY

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

1	Apron surface and strength	Surface: ASPHALT Strength: PCN 100/F/A/X/T
2	Taxiway width, surface and strength	Width:. NORTH (N) 30.48 M / SOUTH (S) 28.20 M TWYs between RWY 11/29 and TWY N: A: 22 M, B: 22 M, C: 24.4 M, D: 24.4 M, E: 22 M, F: 30 M, G: 22 M TWYs between TWY N and Civil apron: I: 24 M, J: 26 M, E: 25 M N, S ASPHALT / CONCRETE Surface: TWYs I, J, E between TWY N and Civil apron: Strength: PCN 100/F/A/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

LGSA 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	Taxiing guidance by "FOLLOW ME" vehicle or marshal's instructions following guide lines at apron. Signing according to ICAO Annex 14 requirements
2	RWY and TWY markings and LGT	LGT: RWY 11/29: Threshold, edge, end, TWY: N TWY: Edge lights S TWY: lighted as RWY (caution) Markings: RWY Thresholds, designations, touch down zone, centre line, side strips, aiming points. TWY: N and S TWY marked as RWY (centre line, side stripes, white).
3	Stop bars	NIL
4	Remarks	Aircraft follow ATC instructions to a taxi-link and will then be guided by FOLLOW ME vehicle to the parking position. No visual guidance system is available, crew adhere at all times to the marshaller's signs. Information signs available only at civil apron.

LGSA 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**	
11	See relevant LGSA AOC chart-ICAO				Main obstructions lighted.
29	See relevant LGSA AOC chart-ICAO				

LGSA 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) Special permission is required (restrictions according to AIP GEN 1.2.5.2.3) for GA flights that do not operate under AOC. The Aircraft operator shall apply through its representative CAT 1 to D1 (HCAA) to grant the prerequisite permission.
d) Aircraft up to 30m wingspan and 31.2m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar is mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs.
e) Minimum ground time allowed is 20 min for all GA/BA aircrafts excluding helicopters.

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGSA Airport (Aerodrome reference code 4D, RFF category 8), 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 permitted to taxi only at the indispensable minimum engine power.

2.20.1.5 In case of pilot request start-up engine in parking position should be initially communicated to the Airport Operations Control Center through the aircraft operator and/or the ground handler. In such cases, single engine start-up in idle power shall be performed. The aircraft operator and/or the ground handling provider are responsible to safeguard the area around the aircraft in order to prevent personnel or vehicle passing behind running engines.

2.20.1.6 Maintenance run-up tests above idle power require prior approval by the Airport Operator and may take place only in designated areas. The area will be indicated following Airport Operator and ATC communication and according to available apron space. Relevant request should be addressed to the Airport Operations Control Center through the aircraft operator or the ground handler.

2.20.2 Taxiing to and from stands

2.20.2.1 New Civilian Apron Layout

2.20.2.1.1 New Aircraft stand Taxilane M is extending from TWYL E to I and is suitable for aircraft up to ICAO category E (incl.)

2.20.2.2 Procedures for arriving aircraft

2.20.2.2.1 All taxi instructions are issued by ATC via VHF frequency. ATC will advise aircraft to taxi to a TWYL in order to be guided by Follow Me vehicle to parking position. The Parking Stand allocation is the responsibility of the Airport Operations Control Center. Presence of Follow Me vehicle is mandatory.

2.20.2.2.2 No docking system available, crew shall adhere to marshaller’s instructions. Marshalling services are under the responsibility of the ground handling agent.

2.20.2.2.3 Non-marked and non-published parking areas may also be assigned for parking, aircraft will be guided by Follow-Me vehicle and marshalling signals.

2.20.2.3 Procedures for departing aircraft

2.20.2.3.1 Start-up and ATC clearance

2.20.2.3.1.1 Aircraft may anticipate 5min delay for start-up until ATC clearance is obtained by ATHINAI ACC.

2.20.2.3.2 Aircraft may leave nose-in parking positions only by 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 from the Airport Operator.

2.20.2.3.3 Push-back clearance shall be requested only if the tow-bar is fully connected to the aircraft and the pilot can perform the maneuver immediately. Unless otherwise instructed by ATC, push-back shall be executed with west facing in order to taxi-out via taxi-links I or J except when due to operational reasons or aircraft limitations pilot requests push-back facing east.

2.20.2.3.4 When crews request taxi-out or push-back, they shall indicate their parking position.

2.20.2.4 Push-Back and Engine start-up procedures

a) Pilot shall request start-up and push-back clearance by ATC.
b) Start-up of engines shall be performed either during push-back after the service road has been cleared or when the aircraft is aligned on the Aircraft stand taxilane.
c) Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the Aircraft stand taxilane 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 Aircraft stand taxilane and positioned with the nose gear abeam the lead-in line of the position it is vacating.e) 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.
f) Push-back procedure cannot take place simultaneously in any adjacent positions.
g) Push-back clearance is permitted simultaneously maximum for two (2) aircraft.

2.20.2.5 Towing of aircraft

2.20.2.5.1 Towing of aircraft is executed only with the aid of a Follow Me vehicle and requires prior notice to the ATC.

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 Follow-Me vehicle guidance and marshalling signals shall be provided to all aircraft taxiing to roll-through parking positions. For departing aircraft the presence of a marshaller is mandatory. Follow-Me guidance may also be provided.

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

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 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

2.20.6.1 Due to narrow width of intersections between RWY and South (S) TWY acft with wingspan equal or longer than 56M should not use South (S) TWY for taxi.

2.20.6.2 Heavy acft should use minimum power during taxiing on the North (N) TWY, in order not to produce FOD cause by jet blast.

2.20.6.3 Acft with outer engines placed at a distance more than 15 M from aircraft's centerline shall –if possible- taxi with these engines set at idle position.

2.20.6.4 Acft taxiing on North (N) TWY for departure from RWY 11 shall use the intermediate holding position which is established before intersection F.(Marked properly).

2.20.6.5 Aircraft parked at parking stands L1, L2 and L3 shall taxi to THR RWY 11 via intersection F.

- When stand L2 is occupied, taxiing to and from stand L1 is possible through intersection G only
- A holding position (Pattern B - as per EASA CS ADR-DSN L.575) is marked before entering intersection F, when taxiing eastwards from stands L1, L2 and L3.
- A holding position (Pattern A - as per EASA CS ADR-DSN.L.575) is marked before entering intersection G towards THR RWY 11
- During night time, all aircraft taxiing via intersection G to stand L1, should be guided by Follow-me car.
- When stand L3 is occupied, aircraft with wingspan up to 35.8m only, shall use TWY N, taxiing to or from intersection G.
- When stand L1 is occupied, TWY G not in use
- TWY G: No markings and signs available. Please use minimum engine power for taxiing. Follow-Me guidance is mandatory.

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 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 CHQdm@fraport-greece.com

2.20.8 Helicopter traffic - limitation

NIL

2.20.9 Removal of disabled aircraft from runways

2.20.9.1 Crane 50 tons

LGSA 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

LGSA AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 Only procedural ATC service is provided within SOUDA MTMA.

2.22.1.2 Restricted area **LGR 28** (1000 FT AMSL), see **ENR 5.1.2**.

2.22.1.3 SOUDA MTMA is affected by Controlled firing area **LGC101**, see **ENR 5.1.4**

2.22.1.4 Seasonal Phenomena

2.22.1.4.1 The following phenomena are usually observed during winter, spring and summer period in the vicinity of Chania/ Ioannis Daskalogiannis airport:

a) Low Level Wind Shear (LLWS) observed in case of South - South East winds with main characteristics, 9-12 knots on the runway and severe upper winds (2000FT, South winds >40 KT).Also severe upper winds (>40 KT) 5-10 NM East and/or West of the airport

b) When South – South East winds prevail, severe turbulence and high downdraughts are observed on final of RWY 11.Severe cross wind (>40 KT) also appears during approach on RWY 29.

c) Sea breeze (8-15 knots) during summer period at noon from both sides of runway 11/29.

d) Tail wind from both sides of runway 11/29 in case of North winds (350-360 degrees) 8-15 knots (all year).

2.22.2 Runway in use

2.22.2.1 RWYs in use 11/29.

2.22.2.2 Traffic circuit

a) Right hand traffic circuit for RWY 11 applies.
b) Left hand traffic circuit for RWY 29 applies.

2.22.2..2.1 All flights unless otherwise instructed by ATC shall enter the traffic circuit at an altitude of 1500 FT for propeller acft and 2000 FT for jet acft.

2.22.3 Procedures for IFR flights within SOUDA MTMA

2.22.3.1 See relevant LGSA IAC charts-ICAO (LGSA AD 2.24).

2.22.4 Radar procedures within SOUDA MTMA

NIL

2.22.5 Procedures for VFR flights within SOUDA MTMA

2.22.5.1 See relevant LGSA VFR ROUTES-ICAO (LGSA AD 2.24)

2.22.5.2 All acft (including helicopters) flying under VFR and traversing SOUDA MTMA should establish RTF contact with SOUDA APP and proceed according to the given instructions.

2.22.5.3 General Aviation – aeroclub VFR local flights – including helicopters – shall contact local ATC (on tel. +3028210-05656) prior to the flight for coordination, so as to provide the specifics on their flight (route, ETO, reporting points, ETA,etc), in order to obtain the final approval.

2.22.5.4 Military VFR Training flights

2.22.5.4.1 The period from 01 JUN till 31 OCT no foreign military VFR training flights will be accepted within SOUDA MTMA due to heavy traffic. Flights which are conducted within LGC101 and LGR28 areas are exempted from the above restriction.

2.22.5.4.2 The period from 01 NOV till 31 MAY, for foreign military VFR training flights within SOUDA MTMA, a five (5) days prior coordination with local ATC is required.

2.22.6 Procedures for VFR flights within CHANIA/ IOANNIS DASKALOGIANNIS MIL CTR

NIL

2.22.7 Standard instrument departure procedure (SID)

2.22.7.1 See relevant LGSA SID charts-ICAO (LGSA AD 2.24).

2.22.8 Procedures for departing aircraft

2.22.8.1 Start-up and ATC clearance

NIL

2.22.8.2 Intersection Take-offs

2.22.8.2.1 Intersection take-offs are permitted during aviation daytime only when visibility is not less than 5 KM.

2.22.8.2.2 An aircraft may be cleared to depart from an intersection take-off position:

a) Upon request of the pilot and acceptance by the ATC, or
b) If initiated by ATC and accepted by the pilot in command.

2.22.8.2.3 When a departure from an intersection take-off position is requested by the pilot, phraseology will be as follows:

<<REQUEST DEPARTURE FROM RUNWAY (number), INTERSECTION (name of intersection).>>.

2.22.8.2.4 The aircraft operator / pilot in command shall ensure that the reduced declared distances for an intersection take-off are sufficient and in compliance with the aircraft operations regulations.

2.22.8.2.5 Pilots in command shall state their position when contact tower for departure from a runway intersection.as follows:

<<SOUDA TOWER (aircraft call sign), AT INTERSECTION (name), READY FOR DEPARTURE RUNWAY (name)>>.

2.22.8.2.6 Declared distances in case of intersection take-off are as follows:

RWY	Intersection	Declared Distances	Distances (M)
29	B	TORA/TODA/ASDA	2755
29	C	TORA/TODA/ASDA	2475
11	E	TORA/TODA/ASDA	2540

LGSA AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 Seagulls' concentration on the RWY, TWY and vicinity of the aerodrome. See also **ENR 5.6**.

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 64/F/A/X/T
2	Taxiway width, surface and strength	Width: A1: 31m, A2: 27m, A3: 33m, Taxilane A: 23m, Taxilane H: 18m Surface: Asphalt Strength: Taxilane A & H PCN 100/F/A/X/T TWY A1 & A2 PCN 100/F/A/X/T TWY A3 PCN 69/F/A/X/T
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 2.12 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 66/F/A/X/T 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 66/F/A/X/T asphalt	391103.57N 0233024.57E - 38.69	THR 16.36 M/ 53.66 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (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 WBARS	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 2.19 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
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 **GEN 2.5**.						

LGSK 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 17.71m wingspan and 18.97m 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) Minimum ground time allowed is 20 min for all GA/BA aircrafts, excluding helicopters.

2.20.1.3 Higher code letter aircraft

To operate with a Higher Code Letter aircraft at LGSK Airport (Aerodrome reference code 3C, 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 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.

2.20.1.7 Landing aircraft shall backtrack at the end of the RWY and follow ATC instructions.

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. Arriving/departing aircraft taxiing to/from General Aviation stands shall adhere to marshaller's instructions. Follow- me guidance available upon request.

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.

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

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

2.20.6.4 TWY A3 can accommodate up to ICAO code C letter aircraft. "MAX SPAN 36M" markings available.

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

2.20.7.1 School, Training and Test flights that require use of the apron, Prior Permission (PPR) by the airport operator is required prior departure from 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 JSIdm@fraport-greece.com

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
Aerodrome Chart – ICAO: - SKIATHOS / ALEXANDROS PAPADIAMANDIS Airport	20 MAY 2021	AD 2-LGSK-ADC
Aircraft Parking/ Docking Chart – ICAO: - SKIATHOS / ALEXANDROS PAPADIAMANDIS Airport	28 JAN 21	AD 2-LGSK-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - SKIATHOS / ALEXANDROS PAPADIAMANDIS Airport	17 SEP 15	AD 2-LGSK-AOC A
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - NDB – VOR RWY 01	26 MAR 20	AD 2-LGSK-IAC-1
Instrument Approach Chart (IAC) – ICAO: - NDB – VOR RWY 19	26 MAR 20	AD 2-LGSK-IAC-2
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 01	05 DEC 19	AD 2-LGSK-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 19	05 DEC 19	AD 2-LGSK-SID-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 01/19	05 DEC 19	AD 2-LGSK-STAR-2
Terminal Area Chart - ICAO - VFR routes: -	25 APR 19	AD 2-LGSK-VFR
TAR System Coverage Chart – VEC area: -	NIL	NIL
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:	NIL	NIL

AERODROME CHART-ICAO

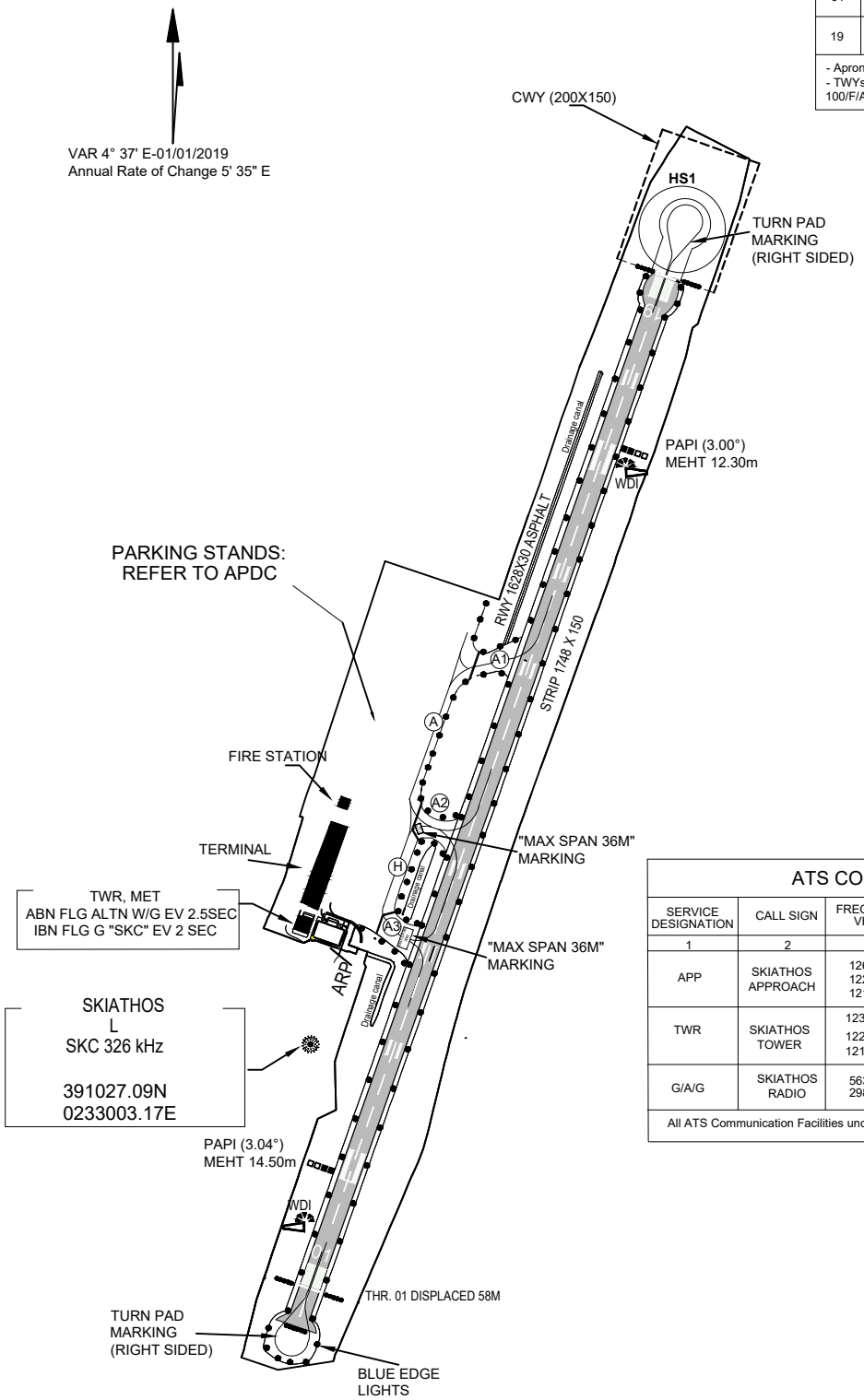
ARP 391039N 0233013E
AD ELEV 16.36 M / 53.67 FT

SKIATHOS/ Alexandros Papadiamandis Airport

-ELEVATIONS AND DIMENSIONS IN METRES
-BEARINGS ARE MAGNETIC
-COORDINATES IN WGS' 84

RWY	DIRECTION MAG	THRESHOLD	THR Elevation (AMSL) GUND Elevation	BEARING STRENGTH
01	14	391015.44N 0233003.20E	2.71 M 38.69	PCN 66/F/A/X/T Asphalt
19	194	391103.57N 0233024.57E	16.36 M 38.69	

- Apron type of surface - Bearing strength: Asphalt - PCN 64/F/A/X/T
- TWYs type of surface- Bearing strength: Asphalt - TWYs A1 & A2 PCN 100/F/A/X/T, TWY A3 PCN 69/F/A/X/T



Hot Spot
HS1
PRE-THRESHOLD AREA OF RWY 19, ONLY FOR BACKTRACK AS PER EXISTING MARKING. TO BEGIN TAKE OFF ROLL, MANDATORY FULL STOP AT THR 19.
CAUTION: ACCELERATION BEFORE THR 19 IS FORBIDDEN. MAJOR JET BLAST EFFECT AT THE "XANEMOS" BEACH NORTH OF THE A/P.

RUNWAY LIGHTING
RWY 01-19 RWY EDGE Lights (White) RWY END Lights (Red, RWY 01 WBARS, RWY 19 inset) RWY THR Lights (WBARS,Green), RTIL RWY Turn pad blue edge lights (RWY 01)
TAXIWAY LIGHTING
TWY EDGE Lights (Blue)
APRON LIGHTING
Floodlights
APPROACH LIGHTING
NIL

PAPI system serviceable in azimuth coverage not more than 5° either side of the extended runway centre line.

ATS COMMUNICATIONS 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 cover. FL 150/ 40 NM RGA Emergency
TWR	SKIATHOS TOWER	123.250 122.100 121.500	HO HO HO	Primary freq cover. FL 50/ 25NM RGA 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.				

CHANGE:

- RWY BEARING STRENGTH
- TWYs & APRON BEARING STRENGTH

SCALE 1 : 10000

100 0 100 200 300 400 500 700 800 900 1000M

0 250 500 750 1000 1250 1500 2500 2750 3000 3250 3500FT

3	Capability for removal of disabled aircraft	Towbars and tractors provided by handlers
4	Remarks	NIL

LGSM AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: asphalt Strength: PCN 59/F/A/X/T
2	Taxiway width, surface and strength	Width: 23 M Surface: asphalt Strength: TWY A1 & A3 PCN 84/F/B/X/T TWY A2 PCN 100/F/B/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

LGSM 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 Marshaler.
2	RWY and TWY markings and LGT	LGT: RWY 09/27: Threshold, edge, end. TWY: Edge Markings: RWY: Thresholds, designations, centre line, TDZ, Aiming points. TWY: Centre line, taxi holding positions.
3	Stop bars	NIL
4	Remarks	See also LGSM AD chart - ICAO

LGSM 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
09	094°	2044 x 45	PCN 68/F/B/X/T asphalt	374123.24N 0265404.88E 374118.44N 0265525.20E 36.91M	THR 5.74 M/ 18.83 FT TDZ: NIL
27	274°	2044 x 45	PCN 68/F/B/X/T asphalt	374118.44N 0265525.20E 374123.41N 0265402.02E 36.91M	THR 3.30 M/ 10.82 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
09	NIL	NIL	NIL	NIL	2164 x 150	NIL	See relevant LGSM AD and AOC charts-ICAO
27	NIL	NIL	NIL	NIL	2164 x 150	NIL	

LGSM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	2044	2044	2044	1974	THR RWY 09 displaced 70 M.
27	2044	2044	2044	2044	NIL

LGSM 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
09	Simple approach lighting system. 420M with a crossbar at 300M LIH	Green	PAPI / Left 3° 28.5' 312M (16.40M)	NIL	NIL	White LIH	Red	NIL	Blue turning circle lights on both runways. PAPI both RWYs slewed 5 DEG to the South. PAPI Range limited to 2 NM due to high terrain
27	NIL	Green RTIL	PAPI / Left 3° 30' 284M (16.40M)	NIL	NIL	White LIH	Red	NIL	

LGSM 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
SAMOS VOR/DME (4°E)	SAM	111.60 MHz CH 53X	H24	374111.85N 0265425.48E	35 FT / 10.59 M	Coverage FL 200 / 25 NM
SAMOS NDB (4°E / 2013)	SMO	375 kHz	H24	374107.77N 0265459.78E	-	Coverage 80 NM
All Radio Navigation and Landing Aids under responsibility of CAA. See also **GEN 2.5**.						

LGSM 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 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) Suitable tow head and towbar for pushback is mandatory for all aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs
d) Minimum ground time allowed is 20 min for all GA/BA aircrafts excluding helicopters

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGSM 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 During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured. The responsibility lies within the aircraft operator and/or the ground service provider.

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 of 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. Suitable area will be allocated subject to space availability.

2.20.1.7 During winter season (NOV-APR) aircraft may be parked in a roll-through manner parallel to the terminal disregarding parking position markings. A relevant NOTAM will be issued. Follow Me guidance shall be provided.

2.20.2 Taxiing to and from stands

2.20.2.1 Procedures for arriving aircraft

2.20.2.1.1 All taxiing 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 is communicated to crew through ATC along with taxi instructions.

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 the marshaller is present. Crew shall adhere to marshaller's instructions. Marshalling is under the responsibility of the ground service provider.

2.20.2.1.4 Non-published and unmarked parking areas may also be assigned for parking. In such cases aircraft will be guided by Follow Me 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 Taxi-out or pushback clearance may be requested only if the pilot can perform the manoeuver 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 the parking position.

2.20.2.2.4 Pushback and engine start procedure

a) Pilot shall request start-up clearance and pushback by ATC. Following pilot request for push-back clearance, ATC will provide permission and instructions regarding the direction (facing) of the aircraft. Default facing according to RWY in use is given to the below table:

RWY in use	Facing
09	West
27	East

b) 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 Aircraft Stand Taxilane A.
c) Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the Aircraft Stand Taxilane 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 and/or the ground service provider.
d) During pushback procedure, aircraft from any parking position is aligned on the Aircraft Stand Taxilane A and positioned with the nose gear abeam the lead-in line of the position it is vacating.
e) In order to facilitate and/or expedite traffic, ATC may request from aircraft to perform long / extended pushback or to be pulled forward with the nose gear positioned abeam the lead-in line of any adjacent parking position.
f) For parking position 1, default facing is west. When east winds of more than 15kt prevail at the airport, pilot may request engine start-up on the parking position. 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 to pass behind running engines.

2.20.2.2.5 Push-back procedure cannot take place simultaneously in any adjacent positions.

20.2.2.2.6 Aircraft parked at roll-through positions or in a roll-through manner in an area of the apron, shall use own power (idle power) to taxi-out and shall adhere to marshaller's instructions. Follow Me vehicle guidance may be provided upon Pilot or ATC request.

2.20.2.3 Towing of aircraft

2.20.2.3.1 Towing of aircraft is executed only with the aid of a Follow Me vehicle and requires prior coordination and permission by ATC

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 Follow Me vehicle guidance and marshalling signals shall be provided to all aircrafts taxiing to general aviation parking area.

2.20.3.2 For departing aircraft from general aviation parking positions the presence of a marshaller is mandatory. Aircraft shall adhere to the marshaller's instructions

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 parking area is the responsibility of the airport operator, subject to apron space availability 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 SMIdm@fraport-greece.com.

2.20.8 Helicopter traffic – limitation

NIL

2.20.9 Removal of disabled aircraft from runways

2.20.9.1 Towbars and tractors provided by handlers.

LGSM 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

LGSM AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 Local flights not permitted.

2.22.1.2 All manoeuvres to the South due to high terrain north of airport.

2.22.1.3 Pilots should exercise caution when North winds of 20 - 25 KT speed prevail as it is certain that moderate or severe turbulence will be experienced when approaching RWY 09 or RWY 27 respectively. This phenomenon coincides with that of a tail wind component during descent on either RWY approach area. When the wind speed is increased an aggravation of the above conditions should be expected with possible vertical wind shear during landing or take-off. Especially for RWY 27, when north wind above 20 KT prevails, unpredictable and dangerous conditions should be expected during the approach procedure, due to severe wind shear and turbulence.

2.22.2 Runway in use

NIL

2.22.3 Procedures for IFR flights within SAMOS TMA

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

2.22.4 Radar procedures within SAMOS TMA

NIL

2.22.5 Procedures for VFR flights within SAMOS TMA

2.22.5.1 See relevant LGSM VFR routes chart (LGSM AD 2.24).

2.22.6 Procedures for VFR flights within SAMOS ARISTARCHOS OF SAMOS CTR

2.22.6.1 See relevant LGSM VFR chart (LGSM AD 2.24).

2.22.7 Standard instrument departure procedure (SID)

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

LGSM AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 Bird concentrations in the vicinity of the airport. Golden Jackals occasionally trespass the airport's fence, caution advised. See **ENR 5.6.**

LGSM AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - SAMOS/ ARISTARCHOS OF SAMOS	20 MAY 2021	AD 2-LGSM-ADC
Aircraft Parking/ Docking Chart – ICAO: - SAMOS/ ARISTARCHOS OF SAMOS	18 JUN 2019	AD 2- LGSM-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 09/27 / LGSM AOC A	17 SEP 2015	AD 2-LGSM-AOC A
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: VOR/DME	17 SEP 2015	AD 2-LGSM-IAC-1
Instrument Approach Chart (IAC) – ICAO: - NDB	17 SEP 2015	AD 2-LGSM-IAC-2
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 09/27	24 JUL 14	AD 2-LGSM-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - NDB RWY 09	26 JUN 14	AD 2-LGSM-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - NDB RWY /27	26 JUN 14	AD 2-LGSM-SID-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 09/27	26 JUN 14	AD 2-LGSM-STAR-1
Terminal Area Chart - ICAO - VFR routes: - SAMOS TMA VFR	26 JUN 14	AD 2-LGSM-VFR
TAR System Coverage Chart – VEC area: -	NIL	NIL
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:	NIL	NIL

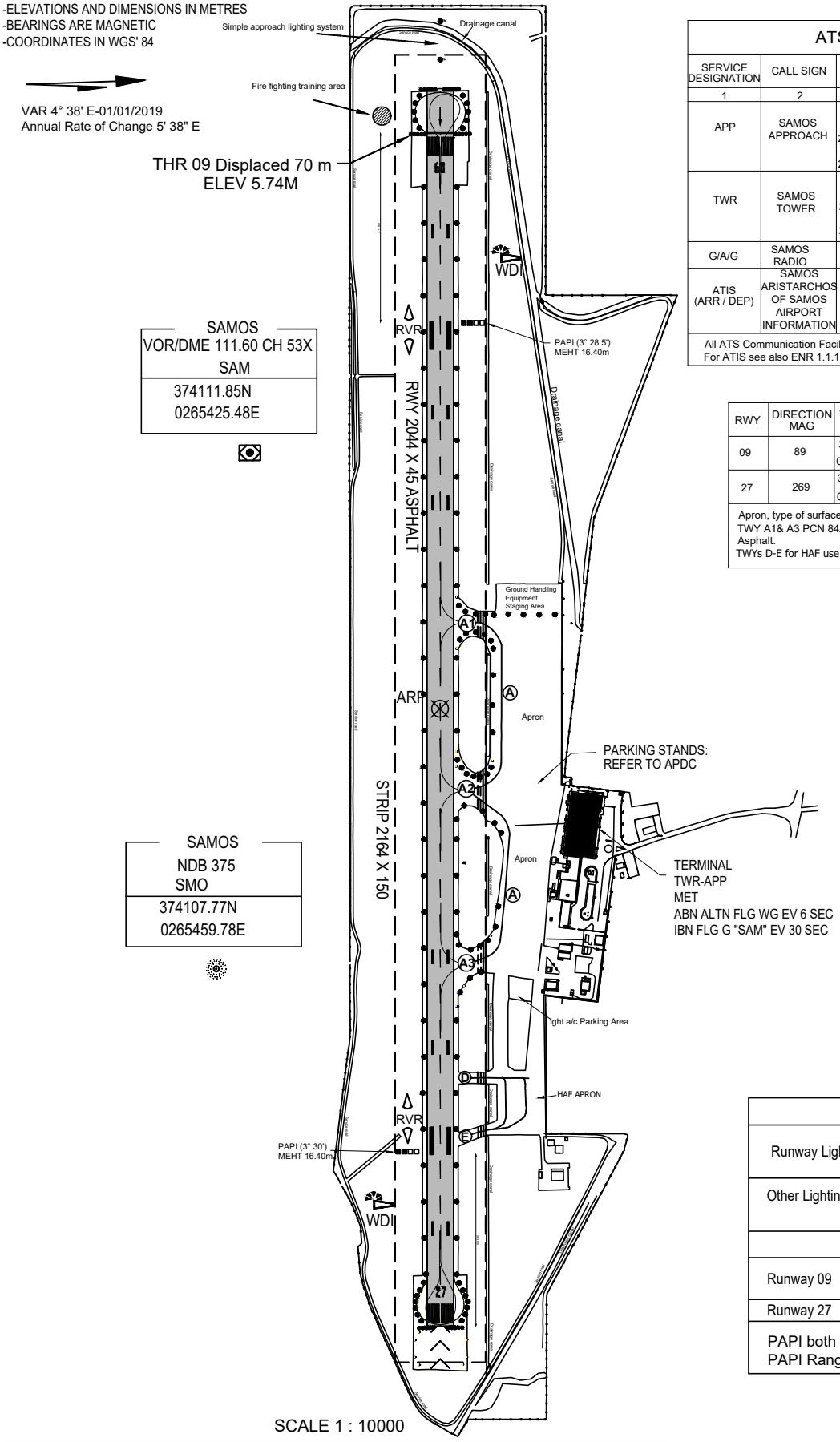
AERODROME CHART-ICAO

ARP 374121N 0265444E

AD ELEV 5.74 M / 18.83 FT

SAMOS / ARISTARCHOS OF SAMOS Airport

-ELEVATIONS AND DIMENSIONS IN METRES
-BEARINGS ARE MAGNETIC
-COORDINATES IN WGS' 84



SCALE 1 : 10000

100 0 100 200 300 400 500 600 700 800 900 1000M

0 250 500 750 1000 1250 1500 1750 2000 2250 2500 2750 3000 3250 3500FT

ATS COMMUNICATIONS FACILITIES

SERVICE DESIGNATION	CALL SIGN	FREQUENCY/ VHF CH	OPERATIONAL HOURS	REMARKS
1	2	3	4	5
APP	SAMOS APPROACH	124.100 122.100 257.800 MHz 121.500 243.000 MHz	HO HO HO HO HO	Primary freq cover. FL 100/ 25NM RGA MIL RGA Emergency MIL Emergency
TWR	SAMOS TOWER	129.850 122.100 257.800 MHz 121.500 243.000 MHz	HO HO HO HO HO	Primary freq cover. FL 40/ 25NM RGA MIL RGA Emergency MIL Emergency
G/A/G	SAMOS RADIO	5637 kHz 2989 kHz	HO: 0400-1700 HO: 1700-0400	Primary freq Primary freq
ATIS (ARR / DEP)	SAMOS ARISTARCHOS OF SAMOS AIRPORT INFORMATION	127.050	HO	Coverage FL 200/ 60NM

All ATS Communication Facilities under responsibility of CAA.
For ATIS see also ENR 1.1.1.8.3.3

RWY	DIRECTION MAG	THRESHOLD COORD	THR Elevation (AMSL) GUND Elevation(m)	BEARING STRENGTH
09	89	374123.24N 0265404.88E	5.74 36.91	PCN 68/F/B/X/T Asphalt
27	269	374118.44N 0265525.20E	3.30 36.91	

Apron, type of surface - Bearing strength: Asphalt - PCN 59/F/A/X/T
TWY A1& A3 PCN 84/F/B/X/T, TWY A2 PCN 100/F/B/X/T, type of surface Asphalt.
TWYs D-E for HAF use only.

Lighting Aids	
Runway Lighting	Edge-Threshold-End,LIM. RTIL(THR 27),
Other Lighting	TWY Edge (blue), Apron floodlights. TWY Edge lights (blue) on both RWY turn-pads.
Approach Lighting	
Runway 09	Simple approach lighting system, 420M, crossbar at 300M, LIH.
Runway 27	NIL.
PAPI both RWYs slewed 5 DEG to the South. PAPI Range limited to 2NM due to high terrain	

CHANGE:
- RWY BEARING STRENGTH
- APRON & TWYs STRENGTH
- GUND ELEVATION RWY 09
- PAPIs RANGE

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

1	Apron surface and strength	Surface: Strength:	concrete PCN 73/R/B/W/T
2	Taxiway width, surface and strength	Width: Surface: Strength:	TWYs A, B, F, G : 23M, TWY E: 28M TWY C (between TWY A and Apron): 26M and (between TWY A and RWY): 23M TWY D (between TWY A and Apron): 25M and (between TWY A and RWY): 23M asphalt, except TWYs A (the southern 150m), E and G: concrete TWY A: PCN 44/R/B/W/T (the southern 150m) and PCN 64/F/A/X/T, TWY B PCN 56/F/B/X/T, TWY C PCN 58/F/A/X/T, TWY D PCN 57/F/A/X/T, TWY E PCN 85/R/B/W/T, TWY F PCN 100/F/A/X/T, TWY G PCN 44/R/B/W/T
3	Altimeter checkpoint location and elevation	NIL	
4	VOR checkpoints	NIL	
5	INS checkpoints	NIL	
6	Remarks	NIL	

LGSR 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	Taxiing guidance by Marshaller (mandatory) and “FOLLOW-ME” car (on request).
2	RWY and TWY markings and LGT	LGT: RWY: Threshold end, edge. TWY: edge Markings: RWY: Thresholds, designation, centreline, side stripes, touchdown zone, aiming point. TWY: All taxiways, centreline, holding positions
3	Stop bars	NIL
4	Remarks	See LGSR AD chart –ICAO Old RWY 16R/34L now marked and lighted as TWY A

LGSR 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	
15	See relevant LGSR AOC charts-ICAO				NIL Kamari hill obst light 3 KM before THR RWY 33 and 1400M W of extended RWY centre line. Caution advised to all pilots.
33	See relevant LGSR AOC charts-ICAO				

LGSR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	SANTORINI / II
2	Hours of service MET Office outside hours	HO REGIONAL CENTRE ATA (LARISSA)
3	Office responsible for TAF preparation Period of validity	REGIONAL CENTRE ATA (LARISSA) 24 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	TREND With every METAR REGIONAL CENTER ATA (LARISSA)
5	Briefing/consultation provided	Personal consultation, Telephone
6	Flight documentation Language(s) used	Charts Greek, English
7	Charts and other information available for briefing or consultation	S, U_{85}, U_{50}, P_{85}, P_{70}, P_{50}, P_{40}, P_{30} 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	SANTORINI TWR, SANTORINI APP
10	Additional information (limitation of service, etc.)	All data over FL 50 are issued by World Area Forecast Centre London. .TEL: +30 22860 31397

LGSR 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
15	159°	2197 X 30	PCN 65/F/A/X/T Asphalt	362429.39N 0252829.73E	THR.37.55 M/ 123.16 FT TDZ: NIL
33	339°	2197 X 30	Rigid part of RWY PCN 100/R/B/X/T The first 150m of RWY: concrete Flexible part of RWY PCN 65/F/A/X/T Asphalt	362324.94N 0252900.03E	THR 16.24 M/ 53.27 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
15	NIL	NIL	NIL	NIL	2317 x 150	NIL	See relevant LGSR AD and AOC charts-ICAO
33	NIL	NIL	NIL	NIL	2317 x 150	NIL	Portion of strip after the end RWY 15 has minus 5% slope The first 400 M of TWY A (between taxi links G and F) not visible from TWR

LGSR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
15	2197	2197	2197	2125	RWY 15 displaced 72M
33	2197	2197	2197	2197	

LGSR 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
15	NIL.	green RTIL	PAPI LEFT/ 3.02°	NIL	NIL	white LIM	Red	NIL	See also LGSR AD chart-ICAO.
33	ICAO CAT I precision approach lighting system 600M Coded CL	green	PAPI LEFT/ 2.95°	NIL	NIL	white LIM	Red	NIL	RWY 33 APCH LGT only.

LGSR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: At theTower building, ALTN FLG WG,ev 6 sec HO: HN and IMC
2	LDI location and LGT Anemometer location and LGT	LDI: between TXY C and TWY D, lighted. WDI: 2 WDI, lighted. Anemometer: 2 (**see LGSR ADC**)
3	TWY edge and centre line lighting	Edge: All TWYs blue Centre line: NIL
4	Secondary power supply/switch-over time	Available.
5	Remarks	Apron: Flood lights. Flares in extraordinary cases.

LGSR 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 **LGSR AD 2.20.4**

LGSR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	SANTORINI CTR Circle, 12 NM radius centred at 362357N 0252845E
		SANTORINI ATZ Circle, 5 NM radius centered at 362357N 0252845E (ARP)
2	Vertical limits	CTR: SFC to 10000 FT ALT
		ATZ: SFC to 2000 FT ALT
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	CTR: SANTORINI APPROACH Greek, English
		ATZ: SANTORINI TOWER Greek, English
5	Transition altitude	5000 FT
6	Remarks	For SANTORINI TMA see **ENR 2.1.5.14**

LGSR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	**2**	**3**	**4**	**5**
APP	SANTORINI APPROACH	118.050 122.100 257.800 MHz 121.500 243.000 MHz	HO HO HO HO HO	Primary freq Coverage FL 150/ 40 NM RGA MIL RGA Emergency MIL Emergency
TWR	SANTORINI TOWER	118.050 122.100 257.800 MHz 121.500 243.000 MHz	HO HO HO HO HO	Primary freq Coverage FL 40 / 25 NM RGA MIL RGA Emergency MIL Emergency
G/A/G	SANTORINI RADIO	5637 kHz 2989 kHz	HO: 0400–1700 HO: 1700-0400	Primary freq Primary freq
ATIS (ARR / DEP)	SANTORINI AIRPORT INFORMATION	126.450	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**				

LGSR AD 2.19 RADIO NAVIGATION ANDLIGHTING 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
SANTORINI VOR/DME (5°E/2019) (5°E)	SNI	110.40 MHZ CH 41X	H24	362341.57N 0252857.36E	87 FT / 26.47 M	Coverage FL 250 / 40 NM
SANTORINI NDB (5°E/2019)	THR	307 kHz	H24	362400.45N 0252849.92E	-	Coverage 80 NM
All Radio Navigation and Landing Aids under responsibility of CAA. See also **GEN 2.5**.and **ENR 4.1**						

LGSR 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 41.07 m wingspan and 47.32 m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar is mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs
d) Minimum ground time allowed is 20 min for all GA/BA aircrafts excluding helicopters

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGSR Airport (Aerodrome reference code 4C, 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 of 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 by 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 Taxi-out or push-back clearance may be requested only if 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 push-back or taxi-out they shall indicate their parking position number.

2.20.2.2.4 Push-back and engine start-up procedure

a) Pilot shall request start-up and engine start clearance by ATC. Following pilot request for push-back clearance, ATC will provide permission and instructions regarding the direction (facing) of the aircraft.

b) Start-up of engines shall be performed either during push-back after the service road has been cleared or when the aircraft is aligned on the aircraft stand Taxi lane K or TWY A according to aircraft category.

c) Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the aircraft stand Taxilane K and/or TWY A according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to and approved by the Airport Operations Control Center through the aircraft operator and/or the ground handler prior requesting start-up clearance from ATC. Such approval should be timely notified to ATC.

d) During push-back procedure, aircraft from any parking position is aligned on the aircraft stand Taxilane K and positioned with the nose gear abeam the lead in line of the parking position it is vacating unless otherwise instructed by ATC. Exceptionally:

i. pushback from parking stands 1,S1,S2,S3,G1,G2 is positioned with the nose gear abeam the lead in line of the parking position 2 and taxi out with slight right turn in order to join TWY C centerline.

ii. pushback of an ICAO cat D aircraft type from parking stand 9 is aligned on TWY A and positioned with the nose gear at the intersection with TWY E.

e) 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 any adjacent parking position.

f) For parking positions 1, 2, S1, S2, S3, G1, G2 default facing is north. For stands 1, 2 when south winds of more than 15kt prevail at the airport, pilot may request engine start-up on the parking position. 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 to pass behind running engines.

g) For parking position 9 and for aircraft types up to ICAO cat C default facing is south. When north winds of more than 15kt prevail at the airport, pilot may request engine start-up on the parking position. 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 to pass behind running engines.

h) Push-back procedure cannot take place simultaneously in any adjacent positions.

2.20.2.2.5 Aircraft parked at roll-through positions or in a roll-through manner in an area of the apron, 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 with the aid of a Follow-Me vehicle and requires prior coordination and permission by ATC.

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 Follow-Me vehicle guidance and marshalling signals shall be provided to all aircraft taxiing to general aviation parking area.

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

2.20.4 Parking area for helicopters

2.20.4.1 Helicopters parking available. Helicopters will be instructed to proceed to a specific point on RWY or TWY and then hover or taxi to allocated stand. The allocation of the parking stand is the responsibility of the Airport Operator and will be communicated to arriving helicopter through ATC. Follow me guidance available upon request.

2.20.5 Apron - taxiing during winter conditions

NIL

2.20.6 Taxiing – limitations

2.20.6.1 For stand 9A, aircraft types ICAO cat D will enter Apron via TWY E and exit via TWY D exclusively

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

2.20.7.1 School, Training and Test flights are not permitted during Summer season.

2.20.7.2 During winter season:

- Flights that require use of the apron, Prior Permission (PPR) by the airport operator is required prior departure from airport of origin. In addition prior approval from the ATC is required.
- For runway use only (touch & go) prior approval from the ATC is required and approval by the airport operator via e-mail at JTRdm@fraport-greece.com

2.20.8 Helicopter traffic – limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

LGSR 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

LGSR AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 The first 400 M of TWY A (between taxi links G and F) not visible from TWR

2.22.1.2 SANTORINI TMA is affected by Controlled firing area **LGC101**, see **ENR 5.1.4**.

2.22.2 Runway in use

2.22.2.1 RWY 15/33.

2.22.3 Procedures for IFR flights within SANTORINI TMA

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

2.22.4 Radar procedures within SANTORINI TMA

NIL

2.22.5 Procedures for VFR flights within SANTORINI TMA

NIL

2.22.6 Procedures for VFR flights within SANTORINI CTR

NIL

2.22.7 Standard instrument departure procedure (SID)

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

LGSR 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 **ENR 5.6**.

LGSR AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - SANTORINI	20 MAY 21	AD 2-LGSR-ADC
Aircraft Parking/ Docking Chart – ICAO: - SANTORINI	25 MAR 21	AD 2-LGSR-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 15/33 / LGSR AOC A	28 MAR 19	AD 2-LGSR-AOC A
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) - ICAO: - VORa	21 MAY 20	AD 2-LGSR-IAC-4
Instrument Approach Chart (IAC) - ICAO: - VORb	28 FEB 19	AD 2-LGSR-IAC-5
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 15	28 FEB 19	AD 2-LGSR-IAC-8
Instrument Approach Chart (IAC) – ICAO: - NDB	19 JUL 18	AD 2-LGSR-IAC-9
Instrument Approach Chart (IAC) – ICAO: - RNAV (GNSS) RWY 15	25 MAR 21	AD 2-LGSR-IAC-10
Visual Approach Chart (VAC) – ICAO: -	NIL	NIL
Standard Departure Chart - Instrument (SID):- ICAO: - RWY 33	28 FEB 19	AD 2-LGSR-SID-3
Standard Departure Chart - Instrument (SID) - ICAO: - RWY 15	28 FEB 19	AD 2-LGSR-SID-4
Standard Arrival Chart - Instrument (STAR) - ICAO: - RWY 33	28 FEB 19	AD 2-LGSR-STAR-2
Standard Arrival Chart - Instrument (STAR) - ICAO: - RWY 15	28 FEB 19	AD 2-LGSR-STAR-3
Standard Arrival Chart - Instrument (STAR) - ICAO: - RNAV ARRIVALS RWY 15	28 FEB 19	AD 2-LGSR-STAR-4
Terminal Area Chart - ICAO - VFR routes: - SANTORINI_TMA VFR	19 JUL 18	AD 2-LGSR-VFR
TAR System Coverage Chart – VEC area: -	NIL	NIL
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:	NIL	NIL

AERODROME CHART-ICAO

362357N
0252845E

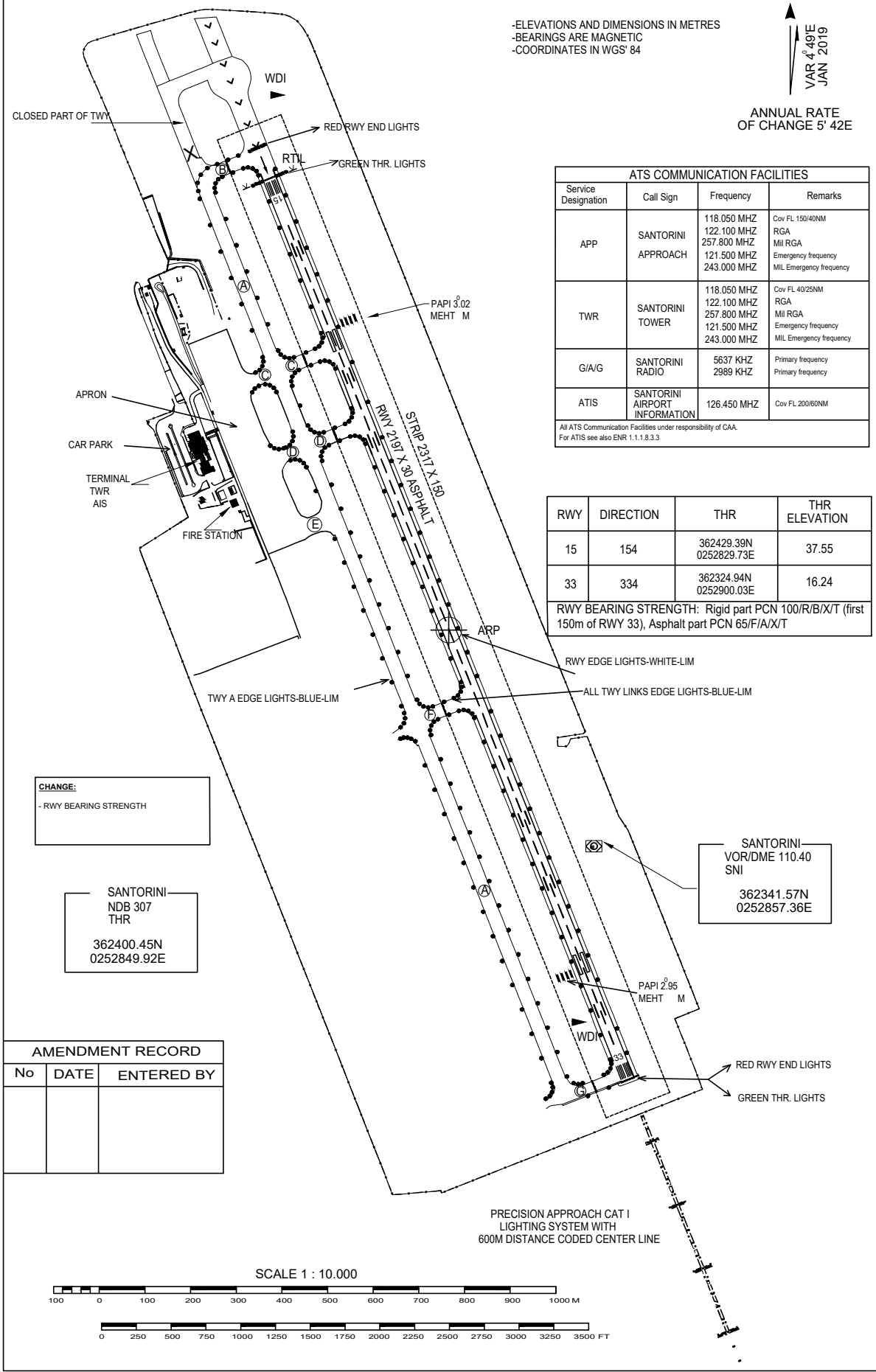
ELEV 37.5m
123ft

SANTORINI / SANTORINI Airport

-ELEVATIONS AND DIMENSIONS IN METRES
-BEARINGS ARE MAGNETIC
-COORDINATES IN WGS' 84

VAR 4° 49E
JAN 2019

ANNUAL RATE
OF CHANGE 5' 42E



ATS COMMUNICATION FACILITIES			
Service Designation	Call Sign	Frequency	Remarks
APP	SANTORINI APPROACH	118.050 MHZ 122.100 MHZ 257.800 MHZ 121.500 MHZ 243.000 MHZ	Cov FL 150/40NM RGA Mil RGA Emergency frequency MIL Emergency frequency
TWR	SANTORINI TOWER	118.050 MHZ 122.100 MHZ 257.800 MHZ 121.500 MHZ 243.000 MHZ	Cov FL 40/25NM RGA Mil RGA Emergency frequency MIL Emergency frequency
G/A/G	SANTORINI RADIO	5637 KHZ 2989 KHZ	Primary frequency Primary frequency
ATIS	SANTORINI AIRPORT INFORMATION	126.450 MHZ	Cov FL 200/60NM
All ATS Communication Facilities under responsibility of CAA. For ATIS see also ENR 1.1.1.8.3.3			

RWY	DIRECTION	THR	THR ELEVATION
15	154	362429.39N 0252829.73E	37.55
33	334	362324.94N 0252900.03E	16.24
RWY BEARING STRENGTH: Rigid part PCN 100/R/B/X/T (first 150m of RWY 33), Asphalt part PCN 65/F/A/X/T			

CHANGE:

- RWY BEARING STRENGTH

AMENDMENT RECORD		
No	DATE	ENTERED BY

SCALE 1 : 10.000

100 0 100 200 300 400 500 600 700 800 900 1000 M

0 250 500 750 1000 1250 1500 1750 2000 2250 2500 2750 3000 3250 3500 FT

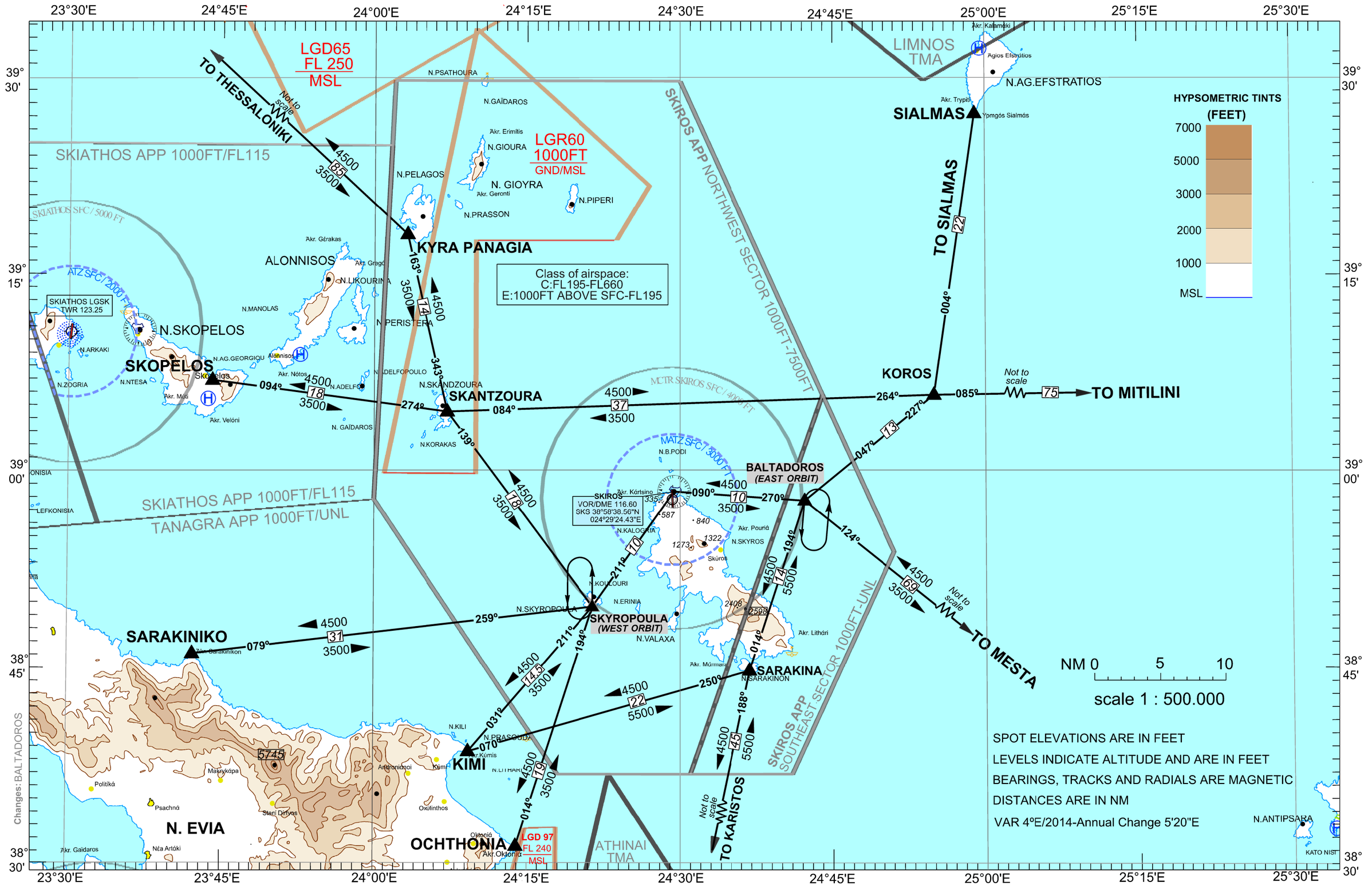
LGSY AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: -	NIL	NIL
Aircraft Parking/ Docking Chart – ICAO: -	NIL	NIL
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: -	NIL	NIL
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 17 / LGSY 1	20 DEC 07	AD 2-LGSY-IAC-1
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 17 / LGSY 2	20 DEC 07	AD 2-LGSY-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 35 / LGSY 3	20 DEC 07	AD 2-LGSY-SID-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR/DME RWY 17 / LGSY 4	20 DEC 07	AD 2-LGSY-STAR-1
Terminal Area Chart - ICAO - VFR routes: - SKIROS TMA VFR	20 MAY 21	AD2-LGSY-VFR
TAR System Coverage Chart – VEC area: -	NIL	NIL

TRANSITION ALTITUDE 8000ft

APP / TWR 123.20, 122.10

SKIROS VFR ROUTES



1. Aircraft (including helicopters) flying under VFR within SKIROS MTMA, should follow VFR routes and altitudes as depicted on this chart, unless VFR criteria require otherwise or a special authorization is obtained from appropriate ATC unit.

2. Access to SKIROS MTMA is restricted to aircraft (including helicopters) capable of maintaining two-way radio communication with SKIROS Approach (Freq. 123.20 MHz) or SKIROS Tower (Freq. 122.1 MHz)

3. Should air traffic conditions require, ATC may assign different VFR routes.
Also when deemed necessary by the pilots to deviate from specified routes and / or altitudes, they should communicate with SKIROS Approach or SKIROS Tower prior entering, or immediately after departure, to obtain clearance for deviation.

4. Position reports must be given to the appropriate ATC unit when over compulsory reporting points, as depicted on this chart.

5. A continuous watch must be maintained on the appropriate frequency with SKIROS Approach or SKIROS Tower, when flying within SKIROS MTMA.

6. Cancellation of FIR flight plan within SKIROS MTMA is subject to ATC approval and after the cancellation, the VFR routes and altitudes should be followed.

7. Aircraft flying under VFR within SKIROS MTMA, shall be equipped by a functioning transponder with Mode A and C capabilities.

8. Unless otherwise instructed by the appropriate ATC unit, all VFR flights shall squawk A7000.

9. To assist SKIROS ATC to arrange landing sequence of FIR and VFR arrivals and facilitate the aerodrome traffic, two (2) visual holding patterns have been established as depicted on this chart:

(a) WEST ORBIT at SKYROPOULA point, North-South direction, left turn, altitude 2000FT and above, or as otherwise instructed by SKIROS Approach / Tower.

(b) EAST ORBIT at BALTADOROS point, 10NM East of the Aerodrome Reference Point at Bearing 090º, North-South direction, left turn, altitude 2000FT and above, or as otherwise instructed by SKIROS Approach / Tower.

10. Aircraft flying from SKANTZOURA to KOROS shall maintain two-way radio communication with SKIROS Approach (Freq. 123.20 MHz) or SKIROS Tower (Freq. 122.1 MHz) due to affection of the Instrument Approach Procedure of RWY 17

11. It is reminded that, on VFR Routes, the responsibility to avoid collision with other aircraft and maintenance of terrain clearance rests with the pilots.

LGSY
COORDINATES OF REPORTING POINTS OF VFR ROUTES

1. KYRA PANAGIA	39º 18´ 16´´	24º 03´ 14´´
2. SKANTZOURA	39º 04´ 43´´	24º 07´ 12´´
3. SARAKINIKO	38º 46´ 08´´	23º 42´ 16´´
4. SKYROPOULA (WEST ORBIT)	38º 51´ 25´´	24º 20´ 30´´
5. KIMI	38º 38´ 44´´	24º 09´ 17´´
6. OCHTHONIA	38º 31´29´´	24º 13´ 55´´
7. SARAKINA	38º 43´ 10´´	24º 38´ 56´´
8. BALTADOROS (EAST ORBIT)	38º 57´ 56´´	24º 42´ 14´´
9. KOROS	39º 05´ 59´´	24º 54´ 57´´
10. SIALMAS	39º 27´ 30´´	24º 58´ 59´´
11. SKOPELOS	39º 07´ 01´´	23º 44´ 06´´

LGTS 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 18.29 m wingspan and 20 m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar is mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs
d) Minimum ground time allowed is 20 min for all GA/BA aircrafts excluding helicopters

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGTS Airport (Aerodrome reference code 4E, RFF category 8), aircraft cariers 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 of 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 on idle power and/or above idle require prior permission by the Airport Operator. No designated area available, the Airport Operator will, in coordination with ATC will designate an area subject to traffic and space available on the movement area.

2.20.1.7 During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured. The responsibility lies within the aircraft operator and/or the ground service provider.

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 to/from the parking position by Follow-Me vehicle and marshalling signals.

2.20.2.1.5 Aircrafts with outer engines placed at a distance more than 15 M from the aircraft centreline shall –if possible– taxi with the engines shut-down, while on TWY “A” and the apron Aircraft Stand Taxilanes. In all other cases, no engine shall be shut-down.

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.

a) Crew shall request start-up and pushback clearance from ATC on the Ground frequency (see LGTS AD 2.18, call sign MAKEDONIA GROUND). Following pilot request for pushback clearance, ATC will provide permission and instructions regarding the direction (facing) of the aircraft. 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 Aircraft Stand Taxilane C or D according to aircraft Category.

b) Cross-bleeding start-up is not permitted on the nose-in parking stands and may only be performed on the taxilane C or D according to ATC instructions after prior coordination with airport operator. In that case the airport operator shall inform ATC regarding dependencies for entry and/or pushback behind the cross-bleed. The request for cross-bleeding start-up should be timely communicated to the Airport Operations Control Center (AOCC) through the aircraft operator or the ground service provider.

c) During pushback procedure, aircraft from any parking position is aligned on the Aircraft Stand Taxilane C. Aircraft types ICAO cat D or E from Parking Stand 10 must be aligned on taxilane D. All aircraft are positioned with the nose gear abeam the lead-in line of the parking position it is vacating, unless otherwise instructed by ATC. Exceptionally pushback from parking stand 3 (both facings North and South) will be positioned with the nose gear abeam the lead-in line of parking stand 4.

d) 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 other parking position. Aircraft types ICAO Cat D or E must be positioned only abeam the lead-in line of a parking position suitable for ICAO aircraft type cat D or E.

e) Push-back procedure cannot take place simultaneously in any adjacent positions.

f) Pushback from stands 1 and 2 shall always be performed facing south. When north winds of more than 15kt prevail at the airport, pilot may request engine start-up on the parking position. 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 to pass behind running engines. Prior of clearance, ATC shall inform airport operator to monitor the procedure.

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)

2.20.3.1 Arriving / departing aircraft taxiing to/from General Aviation apron and Aeroclub (see AD2 LGTS- ADC), shall be guided by Follow-Me car and adhere to marshaller's instructions.

2.20.3.2 Arriving aircraft to stands S1, S2 S3, S4 shall be guided by Follow Me car and adhere to marshaller's instructions.

2.20.4 Parking area for helicopters

2.20.4.1 Helicopters parking available. Helicopters will be instructed to proceed to a specific point on RWY or TWY and then hover or taxi to allocated stand. The allocation of the parking stand is the responsibility of the Airport Operator and will be communicated to arriving helicopter through ATC. Follow me guidance available upon request..

2.20.5 Apron - taxiing during winter conditions

2.20.5.1 Aircraft de/anti-icing activities are performed under the responsibility of the aircraft operator and/or the Ground Handler. Aircraft de/anti-icing is allowed at all parking stands. Prior coordination with the Airport Operations Coordination Center (AOCC) is required.

2.20.6 Taxiing – limitations

2.20.6.1 Turning for back-track on RWY 16/34 is permitted only on RWY threshold markings.

2.20.6.2 TWY Link A3 is to be used only by:

a) Code letter "A" and "B" aeroplanes (wingspan less than 24 M and main gear wheel span, less than 6 M).
b) Helicopters with largest overall width (rotors turning) less than 14.4 M for ground taxiing and less than 10.1 M for air-taxiing.
c) Aircraft with MTOW less than 20,000 KG.

2.20.6.3 Stop bars

a) Taxiing across stop bars, is strictly prohibited when they are switched on.
b) Clearances of any kind do not cover permission for taxiing across an operating stop bar.
c) In case of a complete failure of the stop bar system, the information is broadcast on the ATIS and crossing of an operating stop bar is permitted only under the guidance of a Follow Me car.

2.20.6.4 Taxiing on Aircraft Stand Taxilane C between parking positions 1-10B and 13-26 is only allowed for aircraft types up to ICAO cat C.

2.20.6.5 Simultaneous use (i.e. taxiing on, and/or alignment on) of parallel parts of Aircraft Stand Taxilanes C and D is allowed:

a) Between stands 4 - 9 and
b) For aircraft types up to ICAO cat C.

2.20.6.6 Taxiing on intersection of TWY F and TWY F6 is not allowed when aircraft is pushed back from stands:

a) 12 and 12B both facings
b) 12A facing north
c) 13 facing east

2.20.6.7 All aircraft landing on RWY 34 will vacate the RWY via TWY A2 or A1 unless otherwise instructed by ATC. TWY F or TWY A4 may exceptionally be used only under ATC approval.

2.20.6.8 All aircraft landing on RWY 10 will not vacate the RWY via TWY F6 unless otherwise instructed by ATC.

2.20.6.9 TWY F5 not to be used as RAPID EXIT TWY. Aircraft vacating RWY 10/28 via TWY F5 shall hold short on RWY holding position of RWY 16/34.

2.20.6.10 Taxiing on TWY F7 is not allowed when aircraft is pushed back from parking stands:

a) 21 both facings
b) 20 facing west
c) 22 facing east

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

2.20.7.1 School, Training and Test flights that require use of the apron, Prior Permission (PPR) by the airport operator is required prior departure from 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 SKGdm@fraport-greece.com

2.20.8 Helicopter traffic – limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

2.20.10 Operation of advanced surveillance system

2.20.10.1 In order to cooperate with the Mode-S based Advanced Surveillance System, aircraft operators intending to use Thessaloniki “Makedonia” airport shall ensure that the Mode S transponder is able to operate when the aircraft is on the ground.

2.20.10.1.1 Pilots shall:
a) Select AUTO mode and the assigned Mode A code.
b) If AUTO mode is not available, select ON (e.g. XPDR) and the assigned Mode A code:
- from the request for towed push-back or taxi, whichever is earlier
- after landing, continuously until the aircraft is fully parked in its stand;
- when the aircraft is fully parked, they shall select STBY.

2.20.10.1.2 Whenever the aircraft is capable of reporting Aircraft Identification (i.e. callsign used in flight), this should be entered (through the FMS or the Transponder Control Panel) at the time of the request for towed push-back or taxi, whichever is earlier.

2.20.10.1.3 Air crew must use the ICAO defined format to enter the Aircraft Identification.

2.20.10.1.4 To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving clearance to line up, and should be deselected after vacating the runway.

2.20.10.1.5 For aircraft taxiing without flight plan, Mode A code 2000 should be selected.

LGTS 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

LGZA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	RWY 034/016 and associated TWY to apron
3	Remarks	All seasons.

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

1	Apron surface and strength	Surface: Strength:	asphalt PCN 60/F/B/X/T
2	Taxiway width, surface and strength	Width: Surface: Strength:	A1, A3: 34m, A2: 84m asphalt TWY A1 PCN 60/F/B/X/T TWY A2, A3 PCN 100/F/B/X/T
3	Altimeter checkpoint location and elevation	NIL	
4	VOR checkpoints	NIL	
5	INS checkpoints	NIL	
6	Remarks	NIL	

LGZA 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	Taxiing guidance by "FOLLOW ME" car only on request. Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at apron Nose in guidance at aircraft stands.
2	RWY and TWY markings and LGT	LGT: RWY 16 & 34: Threshold, RTIL, edge, end, TWY: Edge Markings: RWY: THR, designations, TDZ, CL and Aiming points. TWY: CL, Holding positions.
3	Stop bars	NIL
4	Remarks	NIL

10	Additional information (limitation of service, etc.)	All data over FL 50 are issued by World Area Forecast Centre London. TEL: +30 26950 22358, Pressure tube, anemometer on TWR, RVR equipment cup anemometer.

LGZA 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
16	163°	2228 x 45	PCN 68/F/B/X/T Asphalt	374532.62N 0205252.42E 374429.34N 0205316.07E 24.65	THR 3.30 M/ 10.82 FT TDZ: NIL
34	343°	2228 x 45	PCN 68/F/B/X/T Asphalt	374435.66N 0205313.71E 374538.74N 0205250.13E 24.61	THR 3.72 M/ 12.20 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
16	NIL	NIL	NIL	NIL	2348 x 150	NIL	See also relevant LGZA AD and AOC charts-ICAO.
34	NIL	NIL	NIL	NIL	2348 x 150	NIL	

LGZA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	2228	2228	2228	2033	Threshold RWY 16 displaced 195 M.
34	2228	2228	2228	2027	Threshold RWY 34 displaced 201 M.

LGZA 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 31.7 m wingspan and 33.83 m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar is mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs

d) Minimum ground time allowed is 20 min for all GA/BA aircrafts excluding helicopters

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGZA 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 Landing aircraft backtrack at the end of the RWY and follow ATC instructions

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

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.

2.20.1.7 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 of 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.

2.20.1.8 During adverse weather conditions with strong prevailing winds, all GA aircraft shall be properly secured. The responsibility lies with the aircraft operator and/or the ground service provider.

2.20.1.9 During adverse weather conditions with strong prevailing winds, all GA aircraft shall be properly secured. The responsibility lies with the aircraft operator and/or the ground service provider.

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 and communicated 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 vehicle 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 Taxi-out or push-back clearance may be requested only if the pilot can perform the maneuver immediately.

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

2.20.2.2.4 Push-back and engine start-up procedure

a) Crew shall request start-up and engine start clearance by ATC.
b) Start-up of engines shall be performed either during push-back after the service road has been cleared or when the aircraft is aligned on the Aircraft Stand Taxi lane A.
c) Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the Aircraft Stand Taxi lane 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 and/or the ground handler.
d) During push-back procedure, aircraft from any parking position is aligned on the Aircraft Stand Taxi lane A and positioned with the nose gear abeam the lead-in line of the position it is vacating. Exceptionally pushback from parking stand 1 will be positioned with the nose gear abeam the lead-in line of stand 2.
e) For parking position 1 (cul-de-sac position), default facing is north. When south winds of more than 15kt prevail at the airport, pilot may request engine start-up on the parking position. 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 to pass behind running engines.
f) In order to facilitate traffic 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 abeam the lead-in line of any adjacent parking position.

2.20.2.3 Towing of aircraft

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

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 Arriving/departing aircraft taxiing to/from General Aviation apron shall be guided by Follow-Me car and adhere to marshaller's instructions.

2.20.4 Parking area for helicopters

2.20.4.1 No heliport available, helicopters will be advised to proceed to a suitable area for parking. The allocation of the area is the responsibility of the Airport Operator and will be communicated to arriving helicopters through ATC.

2.20.4.2 NIL

2.20.5 Apron - taxiing during winter conditions

NIL

2.20.6 Taxiing - limitations

2.20.6.1 All aircraft of MTOW more than 5700 KG must use the turning circles to turn for backtrack.

2.20.6.2 All aircraft of MTOW more than 5700 KG must use the turning circles to turn for backtrack.

2.20.6.3 NIL

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

2.20.7.1 School, Training and Test flights that require use of the apron, Prior Permission (PPR) by the airport operator is required prior departure from 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 ZTHdm@fraport-greece.com

2.20.8 Helicopter traffic - limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

LGZA 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

LGZA AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 All aircraft within ZAKINTHOS DIONISIOS SOLOMOS CTR should contact ANDRAVIDA APP for instructions (see **LGAD AD 2.18** and **LGAD AD 2.22**).

2.22.2 Runway in use

2.22.2.1 Traffic Circuit

– A left hand traffic circuit should be used for RWY 34.
– A right hand traffic circuit should be used for RWY 16.

2.22.3 Procedures for IFR flights within ANDRAVIDA MTMA and ZAKINTHOS DIONISIOS SOLOMOS CTR

2.22.3.1 See **LGAD AD 2.22** and LGZA IAC charts-ICAO (**LGZA 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 ZAKINTHOS DIONISIOS SOLOMOS CTR

NIL

2.22.7 Standard instrument departure procedure (SID)

2.22.7.1 See relevant LGZA SID charts (**LGZA AD 2.24**).

LGZA AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 Auditory deterrents are used for bird scaring. See also **ENR 5.6**

LGZA AD 2.24 CHARTS RELATED TO AERODROME

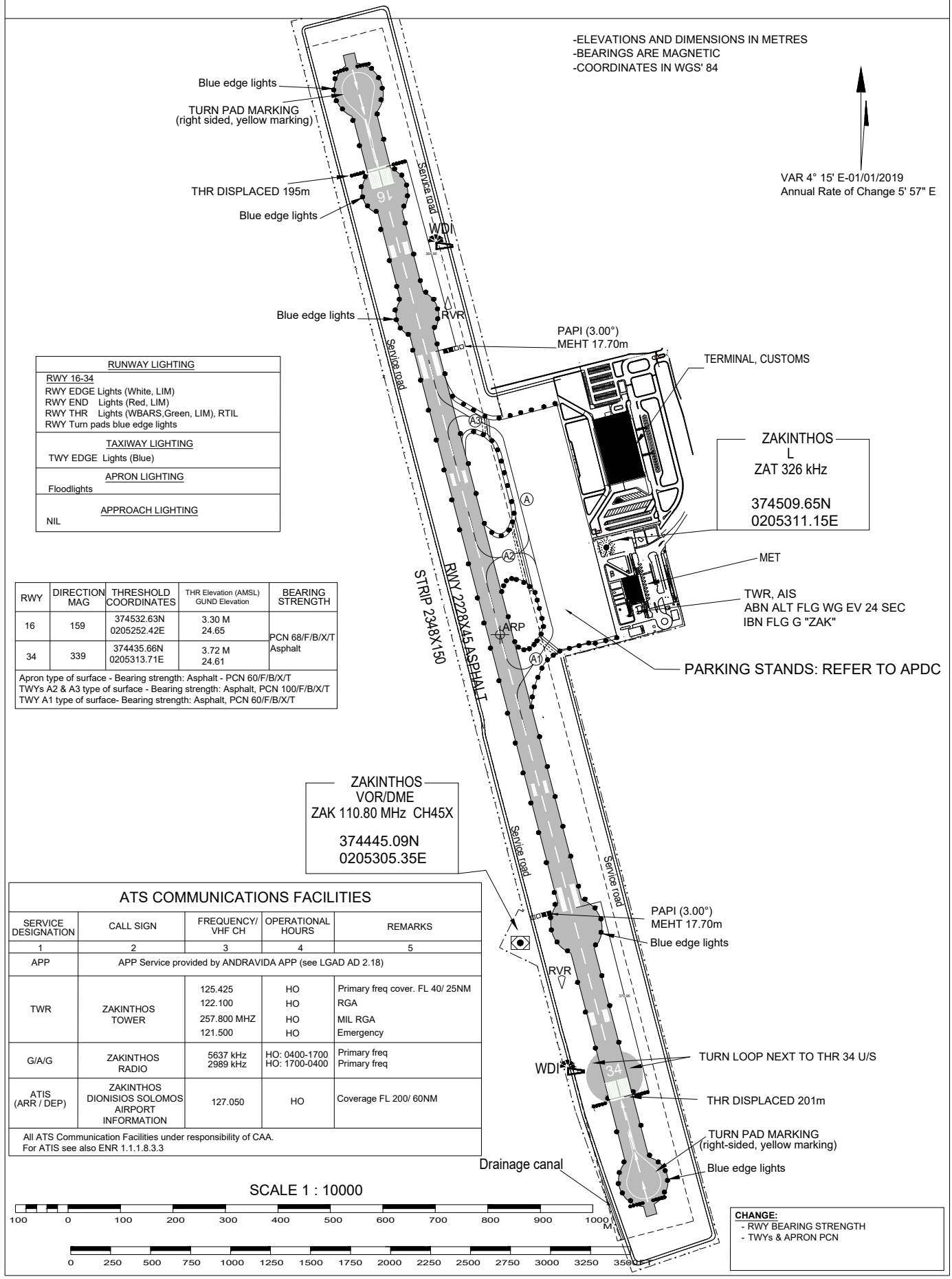
Chart name	Date	Page
Aerodrome Chart – ICAO: - ZAKINTHOS / DIONISIOS SOLOMOS Airport	20 MAY 21	AD 2-LGZA-ADC
Aircraft Parking/ Docking Chart – ICAO: - ZAKINTHOS / DIONISIOS SOLOMOS Airport	26 APR 18	AD 2-LGZA-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 16/34 / LGZA AOC 1	23 JUL 15	AD 2-LGZA-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR RWY16	23 APR 20	AD 2-LGZA-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VOR RWY34	23 APR 20	AD 2-LGZA-IAC-2
Instrument Approach Chart (IAC) – ICAO: - Lz RWY16	18 JUN 20	AD 2-LGZA-IAC-3
Instrument Approach Chart (IAC) – ICAO: - Lz RWY34	23 APR 20	AD 2-LGZA-IAC-4
Instrument Approach Chart (IAC) – ICAO: - Ly RWY16	23 APR 20	AD 2-LGZA-IAC-5
Instrument Approach Chart (IAC) – ICAO: - Ly RWY34	23 APR 20	AD 2-LGZA-IAC-6
Instrument Approach Chart (IAC) – ICAO: - L a	13 AUG 20	AD 2-LGZA-IAC-7
Instrument Approach Chart (IAC) – ICAO: - L b	23 APR 20	AD 2-LGZA-IAC-8
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY16	18 OCT 12	AD 2-LGZA-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY34	18 OCT 12	AD 2-LGZA-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - L/DME RWY16	18 OCT 12	AD 2-LGZA-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - L/DME RWY34	18 OCT 12	AD 2-LGZA-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - L/DME RWY16	18 OCT 12	AD 2-LGZA-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: - L/DME RWY34	18 OCT 12	AD 2-LGZA-SID-6
Standard Arrival Chart - Instrument (STAR) – ICAO: VOR/DME RWY 16	14 NOV 13	AD 2-LGZA-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: VOR/DME RWY 16 SUPL	6 MAR 14	AD 2-LGZA-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: VOR/DME RWY 34	14 NOV 13	AD 2-LGZA-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: VOR/DME RWY 34 SUPL	6 MAR 14	AD 2-LGZA-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: L/DME RWY 34	18 OCT 12	AD 2-LGZA-STAR-5
Standard Arrival Chart - Instrument (STAR) – ICAO: L/DME RWY 16	18 OCT 12	AD 2-LGZA-STAR-6
Terminal Area Chart - ICAO - VFR routes: -	NIL	NIL
TAR System Coverage Chart – VEC area: -	NIL	NIL
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:	NIL	NIL

AERODROME CHART-ICAO

ARP 374504N 0205303E

AD ELEV 4.78 M / 15.68 FT

ZAKINTHOS / DIONISIOS SOLOMOS Airport



RUNWAY LIGHTING
RWY 16-34 RWY EDGE Lights (White, LIM) RWY END Lights (Red, LIM) RWY THR Lights (WBARS,Green, LIM), RTIL RWY Turn pads blue edge lights
TAXIWAY LIGHTING
TWY EDGE Lights (Blue)
APRON LIGHTING
Floodlights
APPROACH LIGHTING
NIL

RWY	DIRECTION MAG	THRESHOLD COORDINATES	THR Elevation (AMSL) GUND Elevation	BEARING STRENGTH
16	159	374532.63N 0205252.42E	3.30 M 24.65	PCN 68/F/B/X/T Asphalt
34	339	374435.66N 0205313.71E	3.72 M 24.61	
Apron type of surface - Bearing strength: Asphalt - PCN 60/F/B/X/T TWYs A2 & A3 type of surface - Bearing strength: Asphalt, PCN 100/F/B/X/T TWY A1 type of surface- Bearing strength: Asphalt, PCN 60/F/B/X/T				

ATS COMMUNICATIONS 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	ZAKINTHOS TOWER	125.425 122.100 257.800 MHZ 121.500	HO HO HO HO	Primary freq cover. FL 40/ 25NM RGA MIL RGA Emergency
G/A/G	ZAKINTHOS RADIO	5637 kHz 2989 kHz	HO: 0400-1700 HO: 1700-0400	Primary freq Primary freq
ATIS (ARR / DEP)	ZAKINTHOS DIONISIOS SOLOMOS AIRPORT INFORMATION	127.050	HO	Coverage FL 200/ 60NM

All ATS Communication Facilities under responsibility of CAA.
For ATIS see also ENR 1.1.1.8.3.3

CHANGE:
- RWY BEARING STRENGTH
- TWYs & APRON PCN

AD 3.1.14 APPROACH AND FATO LIGHTING

2	Type of visual approach slope indicator system	HAPI
5	TLOF LGT system characteristics and location	Perimetric floor lighting, flood lights
6	Remarks	HAPI descent angle: 7° not certified.

AD 3.1.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Heliport BCN location and characteristics Hours of operation	NIL
2	WDI location and LGT	Lighted
4	Secondary power supply/switch-over time	NIL
5	Remarks	NIL

AD 3.1.16 ATS AIRSPACE

NIL

AD 3.1.17 ATS COMMUNICATION FACILITIES

NIL

AD 3.1.18 ATS RADIO NAVIGATION AND LANDING AIDS

NIL

AD 3.1.19 LOCAL TRAFFIC REGULATIONS

3.1.19.1 Heliport regulations

3.1.19.1.1 NIL

AD 3.1.20 NOISE ABATEMENT PROCEDURES

3.1.20.1 NIL

AD 3.1.21 FLIGHT PROCEDURES

3.1.21.1 General

3.1.21.1.1 NIL

AD 3.1.22 ADDITIONAL INFORMATION

3.1.22.1 NIL

AD 3.1.23 CHARTS RELATED TO THE HELIPORT

NIL

AD 3.14.9 MARKINGS AND MARKERS

1	Final approach and take-off markings	Heliport identification (H), TLOF edge.
2	TWY, air TWY, air transit route markers	NIL
3	Remarks	NIL

AD 3.14.10 HELIPORT OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV / HGT**	**Markings/ Type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
NIL	NIL	NIL	NIL	NIL	NIL

In Area 3					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV / HGT**	**Markings/ Type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
NIL	NIL	NIL	NIL	NIL	**See AD 3.14.19.2**

AD 3.14.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

AD 3.14.12 HELIPORT DATA

1	Heliport type	Surface level
2	TLOF dimensions	30 x 30 M
3	FATO, GEO bearings	46° / 150° GEO
4	FATO dimensions and SFC type	30 x 30 M, concrete
5	TLOF, SFC and BRG strength	concrete
6	Coordinates of geometric centre TLOF or THR of FATO and geoid undulation	TLOF: 380331.29N 0233724.62E / NIL
7	TLOF/FATO, elevation and slope	TLOF: 46.8M (153.61FT) / NIL
8	Safety area dimensions	5.00 M width
9	HEL CWY dimensions	NIL
10	Obstacle free sector	NIL
11	Remarks	To be used by helicopters with maximum length 20 M.

AD 3.14.13 DECLARED DISTANCES

NIL

AD 3.14.14 APPROACH AND FATO LIGHTING

2	Type of visual approach slope indicator system	NIL
5	TLOF LGT system characteristics and location	Perimetric floor lighting, flood lights
6	Remarks	NIL

AD 3.14.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Heliport BCN location and characteristics Hours of operation	NIL
2	WDI location and LGT	Lighted
4	Secondary power supply/switch-over time	NIL
5	Remarks	NIL

AD 3.14.16 ATS AIRSPACE

NIL

AD 3.14.17 ATS COMMUNICATION FACILITIES

NIL

AD 3.14.18 ATS RADIO NAVIGATION AND LANDING AIDS

NIL

AD 3.14.19 LOCAL TRAFFIC REGULATIONS

3.14.19.1 Heliport regulations

3.14.19.1.1 Obstacles in the vicinity of the heliport

AD 3.14.20 NOISE ABATEMENT PROCEDURES

NIL

AD 3.14.21 FLIGHT PROCEDURES

3.14.21.1 General

3.14.21.1.1 Heliport is located within ATHINAI TMA. For IFR and VFR flights within ATHINAI TMA see **ENR 2.1.5.2** and **ENR 1.2.12.1.c) note 2**, as well as **LGAV AD 2.22** and relevant charts in **LGAV AD 2.24.**.

3.14.21.1.2 Prior coordination with LGEL-ELEFSIS ATS unit (see **LGEL AD 2.22**) is required. .Helicopters operating from the heliport will start-up only after having received clearance from ELEFSIS TWR on telephone 210-5505656 (recorded communication).

AD 3.14.22 ADDITIONAL INFORMATION

NIL

AD 3.14.23 CHARTS RELATED TO THE HELIPORT

NIL

AD 3.69.10 HELIPORT OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV / HGT**	**Markings/ Type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
NIL	NIL	NIL	NIL	NIL	NIL

In Area 3					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV / HGT**	**Markings/ Type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
NIL	NIL	NIL	NIL	NIL	NIL

AD 3.69.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

AD 3.69.12 HELIPORT DATA

1	Heliport type	Surface level
2	TLOF dimensions	12 M in diameter
3	FATO, GEO bearings	029°/ 239° GEO
4	FATO dimensions and SFC type	12 M in diameter concrete
5	TLOF, SFC and BRG strength	concrete
6	Coordinates of geometric centre TLOF or THR of FATO and geoid undulation	TLOF: 373343.48 N 241639.33 E / NIL
7	TLOF/FATO, elevation and slope	TLOF: 24 M (78.72 FT)/ NIL
8	Safety area dimensions	6 M width
9	HEL CWY dimensions	NIL
10	Obstacle free sector	NIL
11	Remarks	To be used by helicopters with maximum length 12 M.

AD 3.69.13 DECLARED DISTANCES

NIL

AD 3.69.14 APPROACH AND FATO LIGHTING

2	Type of visual approach slope indicator system	NIL
5	TLOF LGT system characteristics and location	NIL
6	Remarks	NIL

AD 3.69.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Heliport BCN location and characteristics Hours of operation	NIL
2	WDI location and LGT	Non Lighted
4	Secondary power supply/switch-over time	NIL
5	Remarks	NIL

AD 3.69.16 ATS AIRSPACE

NIL

AD 3.69.17 ATS COMMUNICATION FACILITIES

NIL

AD 3.69.18 ATS RADIO NAVIGATION AND LANDING AIDS

NIL

AD 3.69.19 LOCAL TRAFFIC REGULATIONS

NIL

AD 3.69.20 NOISE ABATEMENT PROCEDURES

NIL

AD 3.69.21 FLIGHT PROCEDURES

NIL

AD 3.69.22 ADDITIONAL INFORMATION

NIL

AD 3.69.23 CHARTS RELATED TO THE HELIPORT

NIL