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## 1. Amendment content

### GEN

GEN 3.1	General review of the document, on the occasion of the cessation of the CD-ROM and the distribution of the AIP Greece and its products via the internet.
GEN 3.2	General review
GEN 3.5	General review

### ENR

ENR 1.2	Editorial changes
ENR 1.3	Editorial changes

### AD

AD 1.1	Updated information in 1.1.5.3 Reporting on Wet Runways
AD 1.2	General review
AD 1.6.5 DEKELIA/TATOI	Updated information in 1.6.5.11 METEOROLOGICAL INFORMATION PROVIDED
AD 1.6.11 KASTELI	Updated information in 1.6.11.11 METEOROLOGICAL INFORMATION PROVIDED
AD 1.6.15 LARISSA	Updated information in 1.6.15.11 METEOROLOGICAL INFORMATION PROVIDED
AD 1.6.18 MEGARA	Updated information in 1.6.18.11 METEOROLOGICAL INFORMATION PROVIDED
AD 1.6.29 TANAGRA	Updated information in 1.6.18.11 METEOROLOGICAL INFORMATION PROVIDED
AD 2 (ALL AIRPORTS)	Updated information in 2.11 METEOROLOGICAL INFORMATION PROVIDED
AD 2 LGKR	Updated information in: <ul style="list-style-type: none"> <li>▪ 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS</li> </ul> Revision of: <ul style="list-style-type: none"> <li>▪ AD 2-LGKR-ADC</li> <li>▪ AD 2-LGKR-APDC</li> </ul>
AD 2 LGPZ	Updated information in: <ul style="list-style-type: none"> <li>▪ 2.20 LOCAL TRAFFIC REGULATIONS</li> </ul>

## 2. Hand corrections to the following pages:

See **GEN 0.5**

## 3. Record entry of amendment on section:

See **GEN 0.2**

## 4. AICs, SUPs & PERM NOTAMs cancelled in this Amendment:

<b>AICs</b>	A03/12, A08/20, A01/21
<b>SUPs</b>	NIL
<b>NOTAM</b>	NIL

## 5. New AICs & SUPs in this Amendment:

<b>AICs</b>	A02/21, A03/21, A04/21
<b>SUPs</b>	NIL

## 6. Insert / remove the pages as shown hereunder:

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
<b>GEN</b>			
GEN 0.2-2	30 DEC 21	GEN 0.2-2	02 DEC 21
GEN 0.4-1	30 DEC 21	GEN 0.4-1	02 DEC 21
GEN 0.4-2	30 DEC 21	GEN 0.4-2	02 DEC 21
GEN 0.4-3	30 DEC 21	GEN 0.4-3	02 DEC 21
GEN 0.4-4	30 DEC 21	GEN 0.4-4	02 DEC 21
GEN 0.4-5	30 DEC 21	GEN 0.4-5	02 DEC 21
GEN 0.4-6	30 DEC 21	GEN 0.4-6	02 DEC 21
GEN 0.4-7	30 DEC 21	GEN 0.4-7	02 DEC 21
GEN 0.4-8	30 DEC 21	GEN 0.4-8	02 DEC 21
GEN 0.4-9	30 DEC 21	GEN 0.4-9	02 DEC 21
GEN 0.4-10	30 DEC 21	GEN 0.4-10	02 DEC 21
GEN 0.4-11	30 DEC 21	GEN 0.4-11	02 DEC 21
GEN 0.4-12	30 DEC 21	GEN 0.4-12	02 DEC 21
GEN 0.4-13	30 DEC 21	GEN 0.4-13	02 DEC 21
GEN 0.4-14	30 DEC 21	GEN 0.4-14	02 DEC 21
GEN 0.4-15	30 DEC 21	GEN 0.4-15	02 DEC 21
GEN 0.4-16	30 DEC 21	GEN 0.4-16	02 DEC 21
GEN 0.4-17	30 DEC 21	GEN 0.4-17	02 DEC 21
GEN 0.4-18	30 DEC 21	GEN 0.4-18	02 DEC 21
GEN 0.4-19	30 DEC 21	GEN 0.4-19	02 DEC 21
GEN 0.4-20	30 DEC 21	GEN 0.4-20	02 DEC 21
GEN 0.4-21	30 DEC 21	GEN 0.4-21	02 DEC 21
GEN 0.4-22	30 DEC 21	GEN 0.4-22	02 DEC 21
GEN 0.4-23	30 DEC 21	GEN 0.4-23	02 DEC 21
GEN 3.1-1	30 DEC 21	GEN 3.1-1	25 MAR 21
GEN 3.1-2	30 DEC 21	GEN 3.1-2	25 MAR 21
GEN 3.1-3	30 DEC 21	GEN 3.1-3	13 SEP 18
GEN 3.1-4	30 DEC 21	GEN 3.1-4	13 SEP 18
GEN 3.1-5	30 DEC 21	GEN 3.1-5	25 MAR 21
GEN 3.1-6	30 DEC 21	GEN 3.1-6	13 SEP 18
		GEN 3.1-7	13 SEP 18
GEN 3.2-1	30 DEC 21	GEN 3.2-1	19 JUL 18
GEN 3.2-2	30 DEC 21	GEN 3.2-2	20 MAY 21
		GEN 3.2-3	20 MAY 21
		GEN 3.2-4	20 MAY 21
GEN 3.5-1	30 DEC 21	GEN 3.5-1	28 JUN 12
GEN 3.5-2	30 DEC 21	GEN 3.5-2	28 JUN 12
GEN 3.5-3	30 DEC 21	GEN 3.5-3	13 SEP 18
GEN 3.5-4	30 DEC 21	GEN 3.5-4	15 AUG 19
GEN 3.5-5	30 DEC 21	GEN 3.5-5	17 SEP 15
GEN 3.5-6	30 DEC 21	GEN 3.5-6	13 SEP 18
GEN 3.5-7	30 DEC 21	GEN 3.5-7	13 SEP 18
<b>ENR</b>			
ENR 1.2-7	30 DEC 21	ENR 1.2-7	25 MAR 21
ENR 1.3-10	30 DEC 21	ENR 1.3-10	02 DEC 21
ENR 1.3-11	30 DEC 21	ENR 1.3-11	25 MAR 21
<b>AD</b>			
AD 1.1-8	30 DEC 21	AD 1.1-8	13 AUG 20
AD 1.1-9	30 DEC 21	AD 1.1-9	29 MAY 14

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AD 1.1-11	30 DEC 21	AD 1.1-11	13 AUG 20
AD 1.1-12	30 DEC 21	AD 1.1-12	29 MAY 14
AD 1.1-13	30 DEC 21	AD 1.1-13	25 MAR 21
AD 1.2-1	30 DEC 21	AD 1.2-1	28 JUN 12
AD 1.2-2	30 DEC 21	AD 1.2-2	05 NOV 20
AD 1.2-3	30 DEC 21	AD 1.2-3	28 JUN 12
AD 1.2-4	30 DEC 21	AD 1.2-4	28 JUN 12
AD 1.2-5	30 DEC 21		
AD 1.2-6	30 DEC 21		
AD 1.2-7	30 DEC 21		
AD 1.6.5-2	30 DEC 21	AD 1.6.5-2	03 DEC 20
AD 1.6.11-2	30 DEC 21	AD 1.6.11-2	05 NOV 20
AD 1.6.15-2	30 DEC 21	AD 1.6.15-2	05 NOV 20
AD 1.6.18-2	30 DEC 21	AD 1.6.18-2	22 JUN 17
AD 1.6.29-3	30 DEC 21	AD 1.6.29-3	05 NOV 20
AD 2 LGAD-4	30 DEC 21	AD 2 LGAD-4	15 JUL 21
AD 2 LGAL-4	30 DEC 21	AD 2 LGAL-4	02 DEC 21
AD 2 LGAV-4	30 DEC 21	AD 2 LGAV-4	28 MAR 19
AD 2 LGBL-4	30 DEC 21	AD 2 LGBL-4	05 NOV 20
AD 2 LGEL-4	30 DEC 21	AD 2 LGEL-4	05 NOV 20
AD 2 LGHI-4	30 DEC 21	AD 2 LGHI-4	06 DEC 18
AD 2 LGHI-7	30 DEC 21	AD 2 LGHI-7	06 DEC 18
AD 2 LGIK-4	30 DEC 21	AD 2 LGIK-4	05 NOV 20
AD 2 LGIO-5	30 DEC 21	AD 2 LGIO-5	10 SEP 20
AD 2 LGIR-4	30 DEC 21	AD 2 LGIR-4	25 APR 19
AD 2 LGKA-4	30 DEC 21	AD 2 LGKA-4	06 DEC 18
AD 2 LGKC-4	30 DEC 21	AD 2 LGKC-4	28 JUN 12
AD 2 LGKF-4	30 DEC 21	AD 2 LGKF-4	15 JUL 21
AD 2 LGKJ-4	30 DEC 21	AD 2 LGKJ-4	16 AUG 18
AD 2 LGKL-4	30 DEC 21	AD 2 LGKL-4	05 NOV 20
AD 2 LGKO-4	30 DEC 21	AD 2 LGKO-4	05 NOV 20
AD 2 LGKP-4	30 DEC 21	AD 2 LGKP-4	16 AUG 18
AD 2 LGKP-8	30 DEC 21	AD 2 LGKP-8	19 JUL 18
AD 2 LGKR-3	30 DEC 21	AD 2 LGKR-3	20 MAY 21
AD 2 LGKR-4	30 DEC 21	AD 2 LGKR-4	25 APR 19
AD 2 LGKR-14	30 DEC 21	AD 2 LGKR-14	15 JUL 21
AD 2-LGKR-ADC	30 DEC 21	AD 2-LGKR-ADC	15 JUL 21
AD 2-LGKR-APDC	30 DEC 21	AD 2-LGKR-APDC	25 MAR 21
AD 2 LGKS-3	30 DEC 21	AD 2 LGKS-3	05 NOV 20
AD 2 LGKS-4	30 DEC 21	AD 2 LGKS-4	16 AUG 18
AD 2 LGKV-4	30 DEC 21	AD 2 LGKV-4	02 DEC 21
AD 2 LGKY-3	30 DEC 21	AD 2 LGKY-3	28 JUN 12
AD 2 LGKY-4	30 DEC 21	AD 2 LGKY-4	28 JUN 12
AD 2 LGKZ-3	30 DEC 21	AD 2 LGKZ-3	06 DEC 18
AD 2 LGKZ-4	30 DEC 21	AD 2 LGKZ-4	06 DEC 18
AD 2 LGLE-3	30 DEC 21	AD 2 LGLE-3	05 NOV 20
AD 2 LGLE-4	30 DEC 21	AD 2 LGLE-4	25 APR 19
AD 2 LGLM-4	30 DEC 21	AD 2 LGLM-4	10 DEC 15
AD 2 LGLM-6	30 DEC 21	AD 2 LGLM-6	20 JUN 19
AD 2 LGMK-4	30 DEC 21	AD 2 LGMK-4	19 JUL 18
AD 2 LGML-3	30 DEC 21	AD 2 LGML-3	13 SEP 18
AD 2 LGML-4	30 DEC 21	AD 2 LGML-4	13 SEP 18
AD 2 LGMT-4	30 DEC 21	AD 2 LGMT-4	09 SEP 21
AD 2 LGNX-5	30 DEC 21	AD 2 LGNX-5	16 AUG 18

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
AD 2 LGPA-4	30 DEC 21	AD 2 LGPA-4	19 JUL 18
AD 2 LGPL-4	30 DEC 21	AD 2 LGPL-4	05 NOV 20
AD 2 LGPZ-4	30 DEC 21	AD 2 LGPZ-4	15 JUL 21
AD 2 LGPZ-7	30 DEC 21	AD 2 LGPZ-7	20 MAY 21
AD 2 LGPZ-8	30 DEC 21	AD 2 LGPZ-8	15 JUL 21
AD 2 LGPZ-9	30 DEC 21	AD 2 LGPZ-9	15 JUL 21
AD 2 LGPZ-10	30 DEC 21	AD 2 LGPZ-10	20 MAY 21
AD 2 LGPZ-11	30 DEC 21	AD 2 LGPZ-11	15 JUL 21
AD 2 LGRP-4	30 DEC 21	AD 2 LGRP-4	05 NOV 20
AD 2 LGRX-4	30 DEC 21	AD 2 LGRX-4	02 APR 15
AD 2 LGSA-4	30 DEC 21	AD 2 LGSA-4	05 NOV 20
AD 2 LGSK-5	30 DEC 21	AD 2 LGSK-5	05 NOV 20
AD 2 LGSM-5	30 DEC 21	AD 2 LGSM-5	05 NOV 20
AD 2 LGSO-3	30 DEC 21	AD 2 LGSO-3	28 JUN 12
AD 2 LGSO-4	30 DEC 21	AD 2 LGSO-4	25 APR 19
AD 2 LGSR-4	30 DEC 21	AD 2 LGSR-4	20 MAY 21
AD 2 LGST-4	30 DEC 21	AD 2 LGST-4	19 JUL 18
AD 2 LGSY-4	30 DEC 21	AD 2 LGSY-4	05 NOV 20
AD 2 LGTS-4	30 DEC 21	AD 2 LGTS-4	17 SEP 15
AD 2 LGZA-4	30 DEC 21	AD 2 LGZA-4	20 SEP 12
AD 2 LGZA-5	30 DEC 21	AD 2 LGZA-5	20 MAY 21

**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
	<b>2018</b>		
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
	<b>2019</b>		
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
	<b>2020</b>		
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
	<b>2021</b>		
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
05/21	03 JUN 21	15 JUL 21	L. TOURNAVITIS
06/21	01 JUL 21	12 AUG 21	L. TOURNAVITIS
07/21	29 JUL 21	09 SEP 21	L. TOURNAVITIS
08/21	23 SEP 21	02 DEC 21	L. TOURNAVITIS
09/21	18 NOV 21	30 DEC 21	L. TOURNAVITIS

GEN 0.4 CHECKLIST OF AIP PAGES

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<b>PART 1 – GENERAL (GEN)</b>	
<b>GEN 0</b>	
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	30 DEC 21
GEN 0.3-1	09 SEP 21
GEN 0.4-1	30 DEC 21
GEN 0.4-2	30 DEC 21
GEN 0.4-3	30 DEC 21
GEN 0.4-4	30 DEC 21
GEN 0.4-5	30 DEC 21
GEN 0.4-6	30 DEC 21
GEN 0.4-7	30 DEC 21
GEN 0.4-8	30 DEC 21
GEN 0.4-9	30 DEC 21
GEN 0.4-10	30 DEC 21
GEN 0.4-11	30 DEC 21
GEN 0.4-12	30 DEC 21
GEN 0.4-13	30 DEC 21
GEN 0.4-14	30 DEC 21
GEN 0.4-15	30 DEC 21
GEN 0.4-16	30 DEC 21
GEN 0.4-17	30 DEC 21
GEN 0.4-18	30 DEC 21
GEN 0.4-19	30 DEC 21
GEN 0.4-20	30 DEC 21
GEN 0.4-21	30 DEC 21
GEN 0.4-22	30 DEC 21
GEN 0.4-23	30 DEC 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
<b>GEN 1</b>	
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	09 SEP 21

Page	Date
GEN 1.2-2	09 SEP 21
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	12 AUG 21
GEN 1.7-7	28 JAN 21
GEN 1.7-8	31 DEC 20
GEN 1.7-9	15 JUL 21
GEN 1.7-10	15 JUL 21
GEN 1.7-11	15 JUL 21
GEN 1.7-12	15 JUL 21
GEN 1.7-13	15 JUL 21
<b>GEN 2</b>	
GEN 2.1-1	23 MAY 19
GEN 2.1-2	12 AUG 21
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

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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
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
<b>GEN 3</b>	
GEN 3.1-1	30 DEC 21
GEN 3.1-2	30 DEC 21
GEN 3.1-3	30 DEC 21
GEN 3.1-4	30 DEC 21
GEN 3.1-5	30 DEC 21
GEN 3.1-6	30 DEC 21
GEN 3.2-1	30 DEC 21
GEN 3.2-2	30 DEC 21
GEN 3.3-1	21 MAY 20
GEN 3.3-2	05 NOV 20
GEN 3.3-3	21 MAY 20

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GEN 3.4-1	01 FEB 18
GEN 3.4-2	01 FEB 18
GEN 3.4-3	09 SEP 21
GEN 3.4-4	12 AUG 21
GEN 3.4-5	12 AUG 21
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	30 DEC 21
GEN 3.5-2	30 DEC 21
GEN 3.5-3	30 DEC 21
GEN 3.5-4	30 DEC 21
GEN 3.5-5	30 DEC 21
GEN 3.5-6	30 DEC 21
GEN 3.5-7	30 DEC 21
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
<b>GEN 4</b>	
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
<b>PART 2 – ENROUTE (ENR)</b>	
<b>ENR 0</b>	
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
<b>ENR 1</b>	
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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
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	09 SEP 21
ENR 1.1-19	12 AUG 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	30 DEC 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	12 AUG 21
ENR 1.3-1	02 DEC 21
ENR 1.3-2	02 DEC 21
ENR 1.3-3	02 DEC 21
ENR 1.3-4	20 MAY 21
ENR 1.3-5	12 AUG 21
ENR 1.3-6	02 DEC 21
ENR 1.3-7	02 DEC 21
ENR 1.3-8	02 DEC 21
ENR 1.3-9	02 DEC 21
ENR 1.3-10	30 DEC 21
ENR 1.3-11	30 DEC 21
ENR 1.4-1	20 JUN 19

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ENR 1.4-2	20 JUN 19
ENR 1.4-3	20 MAY 21
ENR 1.4-4	02 DEC 21
ENR 1.5-1	28 JUN 12
ENR 1.6-1	12 NOV 15
ENR 1.6-2	28 JUN 12
ENR 1.6-3	21 MAY 20
ENR 1.6-4	21 MAY 20
ENR 1.6-5	15 JUL 21
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
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AD 3.54-1	09 JAN 14
AD 3.54-2	09 JAN 14
AD 3.54-3	28 JUN 12
<b>AD 3.55</b>	
AD 3.55-1	28 JUN 12
AD 3.55-2	28 JUN 12
AD 3.55-3	28 JUN 12
<b>AD 3.56</b>	
AD 3.56-1	09 JAN 14
AD 3.56-2	28 JUN 12
AD 3.56-3	28 JUN 12
<b>AD 3.57</b>	
AD 3.57-1	28 FEB 19
AD 3.57-2	28 FEB 19
AD 3.57-3	28 JUN 12
<b>AD 3.58</b>	

Page	Date
AD 3.58-1	09 JAN 14
AD 3.58-2	28 JUN 12
AD 3.58-3	28 JUN 12
<b>AD 3.59</b>	
AD 3.59-1	03 APR 14
AD 3.59-2	28 JUN 12
AD 3.59-3	28 JUN 12
<b>AD 3.60</b>	
AD 3.60-1	09 JAN 14
AD 3.60-2	28 JUN 12
AD 3.60-3	28 JUN 12
<b>AD 3.61</b>	
AD 3.61-1	20 AUG 15
AD 3.61-2	28 JUN 12
AD 3.61-3	28 JUN 12
<b>AD 3.62</b>	
AD 3.62-1	30 APR 15
AD 3.62-2	30 APR 15
AD 3.62-3	28 JUN 12
<b>AD 3.63</b>	
AD 3.63-1	06 MAR 14
AD 3.63-2	22 AUG 13
AD 3.63-3	28 JUN 12
<b>AD 3.64</b>	
AD 3.64-1	09 JAN 14
AD 3.64-2	28 JUN 12
AD 3.64-3	28 JUN 12
<b>AD 3.65</b>	
AD 3.65-1	28 JUN 12
AD 3.65-2	28 JUN 12
AD 3.65-3	28 JUN 12
<b>AD 3.66</b>	
AD 3.66-1	09 JAN 14
AD 3.66-2	02 MAY 13
AD 3.66-3	28 JUN 12
<b>AD 3.67</b>	
AD 3.67-1	09 JAN 14
AD 3.67-2	06 FEB 14
AD 3.67-3	28 JUN 12
<b>AD 3.68</b>	
AD 3.68-1	26 JUL 12
AD 3.68-2	26 JUL 12
AD 3.68-3	28 JUN 12
<b>AD 3.69</b>	
AD 3.69-1	28 JAN 21

Page	Date
AD 3.69-2	20 MAY 21
AD 3.69-3	20 MAY 21
<b>AD 3.70</b>	
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
<b>AD 3.71</b>	
AD 3.71-1	06 DEC 18
AD 3.71-2	06 DEC 18
AD 3.71-3	06 DEC 18
AD 3.71-4	06 DEC 18
<b>AD 3.72</b>	
AD 3.72-1	28 MAR 19
AD 3.72-2	28 MAR 19
AD 3.72-3	23 MAY 19
<b>AD 3.73</b>	
AD 3.73-1	20 JUN 19
AD 3.73-2	20 JUN 19
AD 3.73-3	20 JUN 19

## GEN 3. SERVICES

### GEN 3.1 AERONAUTICAL INFORMATION SERVICES

#### 3.1.1 Responsible Service

3.1.1.1 The Hellenic Aeronautical Information Services Division which operates under the General Directorate of Hellenic Air Navigation Service Provider (HANSP) is the responsible authority for the provision of the services. Its aim is to ensure the flow of information necessary for the safety, regularity and efficiency of international and national air navigation, within the area of its responsibility, as indicated under para **GEN 3.1.2**. The services are provided in accordance with the provisions of "ICAO Annex 15 Aeronautical Information Services" and "ICAO PANS-AIM (Doc.10066)"

3.1.1.2 AIS Division

3.1.1.2.1 The Aeronautical Information Services Division forms part of the Directorate General of Hellenic Air Navigation Service Provider (HANSP) and is divided into four main operational sections, as follows:

#### Aeronautical Information Publication (AIP) Section

Hellenic Air Navigation Service Provider  
Directorate General of Air Navigation Services Provider  
Aeronautical Information Services (AIS) Division  
Aeronautical Information Publications Section (AIS/D)  
End of 25th Str.  
ZIP code 16777 Hellinikon  
Athens, Greece  
TEL: +30 210 997 24 80  
+30 210 997 24 89  
AFTN: LGGGYNYP  
Email: [hellas.ais@hcaa.gr](mailto:hellas.ais@hcaa.gr)

This section is responsible for the provision of the following products, which are distributed via the internet:

- a) Aeronautical Information Publication (AIP)
- b) Amendment Service to the AIP (AIP AMDT)
- c) Supplement to the AIP (AIP SUP)
- d) Aeronautical Information Circular (AIC)

#### NOTAM Section

Hellenic Air Navigation Service Provider  
Directorate General of Air Navigation Services Provider  
AIS Division / Section C (AIS/C)  
End of 25th Str.  
ZIP code 16777 Hellinikon  
Athens, Greece  
TEL: +30 210 997 24 61  
AFTN: LGGGYNYX  
Email: [d20c@hcaa.gr](mailto:d20c@hcaa.gr)

This section is responsible for the publication and distribution of NOTAMs to the AIS units (see **GEN 3.1.5**)

#### Aeronautical Charts Section

Hellenic Air Navigation Service Provider  
Directorate General of Air Navigation Services Provider  
AIS Division / Section E (AIS/E)  
End of 25th Str.  
ZIP code 16777 Hellinikon  
Athens, Greece  
TEL: +30 210 997 24 81  
+30 210 997 24 85  
AFTN: LGGGYNYP  
Email: [d20e@hcaa.gr](mailto:d20e@hcaa.gr)

This section is responsible for the preparation and production of aeronautical charts as specified in GEN 3.2.

## AIS/ARO Section

Hellenic Air Navigation Service Provider  
Directorate General of Air Navigation Services Provider  
Address: HCAA/AIS/ARO/GATE 9  
BLG: 001 AIA-EL.VENIZELOS-LEVEL A  
OFFICE 09541/P03  
19019-SPATA  
GREECE  
AFTN: LGAVYOYX and/or LGAVZPZA  
Tel: +30 210 3533692  
Email: [hcaa-reporting@athensairport.gr](mailto:hcaa-reporting@athensairport.gr)

This section is responsible for the coordination of the ATS Reporting Offices, which operate at Greek aerodromes providing PIB and Post-flight information services (see **GEN 3.1.5**)

### 3.1.2 Area of responsibility

3.1.2.1 The Aeronautical Information Services Division is responsible for the collection and distribution of Information for the entire territory and territorial waters of Greece and for the airspace over the high seas encompassed by the ATHINAI FIR / HELLAS UIR.

### 3.1.3 Aeronautical publications

3.1.3.1 The aeronautical information is provided in the form of the following aeronautical information products:

- a) Aeronautical Information Publication (AIP)
- b) Amendment service to the AIP (AIP AMDT)
- c) Supplement to the AIP (AIP SUP)
- d) NOTAM, and Pre-flight Information Bulletins (PIB)
- e) Aeronautical Information Circular (AIC)
- f) Aeronautical charts
- g) NOTAM Checklists

**Note:** NOTAMs and the related monthly checklists are issued by the NOTAM office and disseminated via the Aeronautical Fixed Service (AFS), while PIB are made available at aerodrome AIS units. All other products are distributed via the internet.

#### 3.1.3.2 Aeronautical Information Publication (AIP)

3.1.3.2.1 The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

3.1.3.2.2 The AIP contains aeronautical information of a permanent nature, and is kept up-to-date by means of an amendment service. The rules and procedures contained in the AIP are compulsory.

3.1.3.2.3 AIP Greece is organized in three parts (GEN, ENR and AD), sections and subsections, in electronic form that allows for printing on paper (eAIP) or displayed on electronic devices, as PDF format. AIP Greece is available for direct electronic distribution on the AIS website <https://aisgr.hcaa.gr> and on HANSP website <http://www.hcaa.gr/aip/login>.

3.1.3.2.4 The AIP is published in English for use in international and/or national operations, whether the flight is commercial or GA (mil, private, etc).

#### 3.1.3.2.5 Sale of publications

3.1.3.2.5.1 The above mentioned publications can be obtained free of charge via the internet.

#### 3.1.3.3 Amendment service to the AIP (AIP AMDT)

3.1.3.3.1 Only AIRAC AIP Amendments (AIRAC AIP AMDT) are produced and issued in accordance with the AIRAC system, identified by the acronym "AIRAC", incorporating operationally significant permanent changes into the AIP, at the indicated AIRAC effective date.

3.1.3.3.2 Each AIP page and each AIP replacement page introduced by an amendment is dated. The date consists of the day, month (by name) and year of the AIRAC effective date.

3.1.3.3.3 A brief description of the subjects affected by the amendment is given on the AIP Amendment cover page. The cover page includes also references to the serial number of those aeronautical information products (AICs, SUPs, NOTAM), if any, which have been incorporated in the AIP by the amendment and that will be consequently cancelled. Cover page contains a list of dated pages that have to be removed and/or inserted in the AIP.

3.1.3.3.4 New information inserted in the AIP pages, are annotated or identified by a vertical line or an arrow positioned aside the left or right margin of the change.

3.1.3.3.5 Each AIRAC AIP AMDT is allocated a distinctive serial number, which is consecutive during the year and followed by two digits indicating the year of reference e.g. AIRAC AIP AMDT 01/18.

3.1.3.4 Supplement to the AIP (AIP SUP)

3.1.3.4.1 Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

3.1.3.4.2 Each AIRAC AIP Supplement is allocated a serial number which is consecutive during the year and followed by two digits indicating the year of reference e.g. AIP AIRAC SUP 01/18.

3.1.3.4.3 An AIRAC AIP SUP is kept in the AIP as long as all or some of its contents remain valid. The period of validity of information contained in the AIP Supplement will normally be given in the supplement itself. The publication of an AIP Supplement, as well as the cancellation of one which has been incorporated in the AIP, is announced on the AIP Amendment cover page. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

3.1.3.5 NOTAM and Pre-flight Information Bulletins (PIB)

3.1.3.5.1 NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain-language.

3.1.3.5.1.1 Each originator (LGGGNYX for Greece), allocates to every NOTAM a series, identified by a letter and a four-digit number, followed by a stroke and a two-digit number for the year, so that, addressees may check continuity. The four-digit number is consecutive and based on the calendar year. If more than one series of NOTAM is issued, each series must be separately identified by a letter. Letters A to Z, with the exception of S and T, may be used to identify a NOTAM series. Renumbering of existing NOTAM (i.e. containing identical information, but with a new number) is not allowed, nor is NOTAM to be renumbered at the beginning of each year.

3.1.3.5.1.2 When considering the needs of States, it may be found that an adjacent State, may want full information from the originating State, while a more distant State may only require a subset of this information or may not be interested in temporary information, of short duration. In order to reduce distribution to meet such variable requirements, it may be found useful to arrange for NOTAM to be promulgated in two or more series to allow for selective distribution.

3.1.3.5.1.3 NOTAM with the appropriate message identifier (NOTAMN, NOTAMR, NOTAMC), originated and issued for ATHINA FIR / HELLAS/UIR are distributed in six series identified by the letters A, B, C, D, H and M, as follows:

- **Series A**

General rules, en-route navigation and communication facilities, airspace restrictions and activities within controlled airspace and information concerning major 24 HR operating international aerodromes.  
National and international distribution.

- **Series B**

Airspace restrictions and activities within uncontrolled airspace and information concerning non 24 HR operating international aerodromes (MIL international aerodromes included).  
National distribution only. International distribution on request.

- **Series C**

Information of a national scope.  
National distribution to ATS units only.

- **Series D**

Information concerning national aerodromes and airfields.  
National distribution only. International distribution on request.

- **Series H**

Information concerning heliports.  
National distribution only. International distribution on request.

- **Series M (MIL)**

Information concerning facilities, regulations and procedures regarding all Military Aerodromes and Heliports.  
National distribution only. International distribution on request from appropriate authorities.

3.1.3.5.2 In addition, the aforementioned section is responsible for the issuance and distribution of the following two special series of NOTAM:

**- SNOWTAM**

A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area. SNOWTAM are issued by the individual aerodrome directly, with a separate serial number and prepared in accordance with ICAO Annex 15, ICAO PANS-AIM (Doc 10066) and the (EU) Regulations.

**- ASHTAM**

A special series NOTAM notifying by means of a specific format change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations. ASHTAM are prepared in accordance with ICAO Annex 15, ICAO PANS-AIM (Doc 10066) and the (EU) Regulations. NOTAM with information about volcanic activities may also be issued instead of ASHTAM.

3.1.3.5.3 Pre-flight Information Bulletins (PIB), which contain a recapitulation of current NOTAM and other information of urgent character for the operator or flight crews, are available at the aerodrome AIS units. The extent of the information contained in the PIB is indicated under para **GEN 3.1.5**.

3.1.3.6 Aeronautical Information Circulars (AIC)

3.1.3.6.1 The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. AICs are issued in two series (A and B). AIC Series A contains information affecting international civil aviation and is given international distribution and published in English while AIC Series B contains information affecting national aviation only and is given national distribution and published in Greek.

3.1.3.6.2 Each AIC is allocated a separate serial number which is consecutive during the year and followed by two digits indicating the year of reference e.g. AIC A 01/03; AIC B 01/03. A checklist of AIC currently in force, also in form of ordinary AIC, is issued accordingly to every new AIC publication. The publication or cancellation of an AIC is announced on the AIRAC AIP Amendment cover page.

3.1.3.7 Checklist of NOTAM

3.1.3.7.1 A Checklist of valid NOTAM is issued monthly via the AFS for each NOTAM series. The Checklist also provides information about the number of the latest issued AIRAC AIP AMDT, AIP SUP and AIC as well as checklist of AIP supplements in force. If no information was submitted for publication at the AIRAC date a NIL notification will be issued.

3.1.3.8 Aeronautical Charts

3.1.3.8.1 All Aeronautical charts produced are listed in detail in GEN 3.2.

**3.1.4 AIRAC system**

3.1.4.1 In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., such changes, will be issued on predetermined dates according to the AIRAC system. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AIP AMDT or SUP cannot be produced due to lack of time, a NOTAM will be issued.

3.1.4.2 AIRAC information will be issued so that the information will be available on line at the latest 28 days before the AIRAC effective date. For major changes this period increases to 56 days in advance of the AIRAC effective date. On the publication date (42 days before the AIRAC effective date) a trigger NOTAM will be issued, giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force in the PIB during the 14 days after the related publication becomes effective. If no information was submitted for publication at the AIRAC date, a NIL notification will be included in the monthly issued checklist of valid NOTAM at least 42 days in advance of the AIRAC effective date. The table below indicates AIRAC effective dates for the coming years.



## 3.1.4.3 Schedule of AIRAC effective dates

2018	2019	2020	2021	2022	2023	2024	2025
04 JAN	03 JAN	02 JAN	28 JAN	27 JAN	26 JAN	25 JAN	23 JAN
01 FEB	31 JAN	30 JAN	25 FEB	24 FEB	23 FEB	23 FEB	20 FEB
01 MAR	28 FEB	27 FEB	25 MAR	24 MAR	23 MAR	21 MAR	20 MAR
29 MAR	28 MAR	26 MAR	22 APR	21 APR	20 APR	18 APR	17 APR
26 APR	25 APR	23 APR	20 MAY	19 MAY	18 MAY	16 MAY	15 MAY
24 MAY	23 MAY	21 MAY	17 JUN	16 JUN	15 JUN	13 JUN	12 JUN
21 JUN	20 JUN	18 JUN	15 JUL	14 JUL	13 JUL	11 JUL	10 JUL
19 JUL	18 JUL	16 JUL	12 AUG	11 AUG	10 AUG	08 AUG	07 AUG
16 AUG	15 AUG	13 AUG	09 SEP	08 SEP	07 SEP	05 SEP	04 SEP
13 SEP	12 SEP	10 SEP	07 OCT	06 OCT	05 OCT	03 OCT	02 OCT
11 OCT	10 OCT	08 OCT	04 NOV	03 NOV	02 NOV	31 OCT	30 OCT
08 NOV	07 NOV	05 NOV	02 DEC	01 DEC	30 NOV	28 NOV	27 NOV
06 DEC	05 DEC	03 DEC	30 DEC	29 DEC	28 DEC	26 DEC	25 DEC
		31 DEC					

## 3.1.5 Pre-flight information service at aerodromes/heliports

3.1.5.1 Pre-flight information (see **GEN 3.1.3.5.3** above) is available at aerodromes as detailed below:

3.1.5.1.1 At the airports: ATHINAI / ELEFThERIOS VENIZELOS, THESSALONIKI / MAKEDONIA, KERKIRA / IOANNIS KAPODISTRIAS, RODOS / DIAGORAS and IRAKLION / NIKOS KAZANTZAKIS briefing coverage is provided for all International FIRs according to FPL.

3.1.5.1.2 At all other aerodromes briefing coverage is provided for all International FIRs according to FPL in cooperation with ATHINAI/ ELEFThERIOS VENIZELOS AIS/ARO when necessary.

3.1.5.1.3 The aerodrome AIS units are connected to the central NOTAM data bank at the AIS Division.

3.1.5.2 Post-flight information

3.1.5.2.1 Special forms are provided for the entry of information concerning the malfunctioning or unserviceability of facilities and other abnormalities (e.g. bird concentration, etc.).

3.1.5.2.2 Such reports by both international and national operators should be submitted to the AIS unit of the aerodrome of arrival or the Aerodrome Control Tower or COM Station Office at aerodromes where an AIS unit is not in operation.

3.1.5.2.3 If such a report can't be filed at the aerodrome of landing, it must be filed the soonest possible and be forwarded by mail to the Civil Aviation Authority of Greece (for address see **GEN 1.1**).

3.1.5.3 ATS reporting offices

3.1.5.3.1 In accordance with ICAO provisions (Annex 2, chapter 1 and Doc 4444 ATM/501 chapters 11.4 and 16.4), ATS reporting office units (AROs) are operated in all category A Greek aerodromes for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure.

3.1.5.3.1.1 At aerodromes listed in para **GEN 3.1.3.5.3** above, ATS reporting offices (AROs) are established in combination with the AIS unit of the aerodrome.

3.1.5.3.1.2 All filed flight plans and associated messages shall be originated by these reporting offices in a simultaneous mode. This will also be applicable for flight plans having one of the above mentioned aerodromes as intermediate stops.

3.1.5.3.2 At category A aerodromes not listed in para **GEN 3.1.3.5.3**, ATS reporting offices (AROs) are operated either by the ATS unit, or the COM Station Office of the aerodrome, depending on the local conditions (e.g. ATS workload, etc.).

3.1.5.3.2.1 At these aerodromes, flight plans should be submitted to the Aerodrome Control Tower or COM Station Office of the aerodrome of departure.

3.1.5.3.3 At category B aerodromes where ATS services are available, flight plans should be submitted to the Aerodrome Control Tower of the aerodrome of departure.

3.1.5.3.3.1 At category B aerodromes where ATS services are not provided, the flight plan should be submitted by FAX or telephone to the nearest ATS reporting office.

3.1.5.3.4 Flight planning and addressing of flight plan messages for traffic with destination to an aerodrome in Greece or overflying traffic are described in **ENR 1.10** and **ENR 1.11** respectively.

#### 3.1.5.4 Miscellaneous Reports

3.1.5.4.1 Apart from the reports mentioned in **GEN 3.1.5.2.2**, **GEN 3.1.5.3.5.1** and **ENR 1.14** (Air Traffic Incidents), which mainly concern air navigation issues and which may also be reported on RTF to the ATS unit with which the pilot is in contact so as to permit the facts to be ascertained immediately, pilots operating within ATHINAI FIR/ HELLAS UIR are also requested to report incidents concerning oil pollution and forest fires being noticed during flight.

#### 3.1.5.4.2 OIL POLLUTION

3.1.5.4.2.1 In view of the campaign against sea pollution, pilots sighting substantial patches of oil are requested to report to the ATS Unit (e.g. ACC, FIS, APP, TWR, AFIS) with which they are in contact in order that such information may be passed without delay to those responsible for dealing with problem of oil spillage and contamination of beaches.

3.1.5.4.2.2 Reports on RTF should be prefixed "Oil Pollution Report" and contain the following basic information:

- a) The time pollution was observed.
- b) Position and extent of the oil slick.
- c) Name and nationality, or description, including any distinctive markings, of any vessel seen discharging oil.

3.1.5.4.2.3 Information on the following may also be included:

- a) Assessment of the course and speed of any vessel seen discharging oil.
- b) Whether any oil was observed ahead of the discharging ship and the estimated length of the slick in the wake.
- c) The direction in which the oil was drifting.
- d) Identity of any other vessel in the immediate vicinity.

3.1.5.4.2.4 Whenever an oil pollution report was not made on RTF, pilots are requested to make such a report by telephone or in writing to the ATS Reporting Office or COM Station Office at the aerodrome of landing (see **GEN 3.1.5.3** above).

#### 3.1.5.4.3 FOREST FIRES

3.1.5.4.3.1 The Ministry of Agriculture has requested the cooperation of all persons; especially those connected with aviation, in the prevention, detection and suppression of the fires and thus avoid the enormous losses which Greece sustains every year through forest fires.

3.1.5.4.3.2 If an indication of fire is seen in any wooded area of Greece, the ATS Unit (e.g. ACC, FIS, APP, TWR, AFIS), with which the aircraft is in contact, should be notified at once.

3.1.5.4.3.3 Below, useful phone numbers and e-mails are listed:

- a) European Emergency Call Number: **112**
- b) Civil Protection Operations Center:  
e-mail: [kepp@gscp.gr](mailto:kepp@gscp.gr) Tel: 210 33 59 002-3 (H24)  
Fax: 210 33 59 930
- c) Hellenic Fire Service  
Tel: 199 (H24)
- d) Hellenic Coast Guard  
Tel: 108 (H24)  
Twitter: @HCoastGuard

#### 3.1.6 Digital Data Set

3.1.6.1 NIL

**GEN 3.2 AERONAUTICAL CHARTS****3.2.1 Responsible services**

3.2.1.1 The Civil Aviation Authority of Greece provides a wide range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Service Division (for contact details see GEN 3.1.1) produces the charts, which are part of the AIP. All other aeronautical charts are produced in coordination with the Army Cartographic Service. Charts, suitable for pre-flight planning and briefing, selected from those listed in the ICAO Chart Catalogue (Doc 7101) are available for reference at the aerodrome AIS units. The charts are produced in accordance with the provisions contained in ICAO Annex 4 - Aeronautical Charts.

**3.2.2 Maintenance of charts**

3.2.2.1 The aeronautical charts included in the AIP GREECE, are kept up to date by AIRAC AIP Amendments. Information concerning the issuance of new maps and charts is notified by Trigger NOTAM.

3.2.2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM. Furthermore, updated operational data -published as AIRAC AIP AMDTs of the different parts of the AIP- that affect aeronautical charts are also promulgated by NOTAM and incorporated in the list of Hand Amendments (see **GEN 0.5**) of AIP Greece, until new edition of the chart is produced.

**3.2.3 Purchase arrangements**

3.2.3.1 The aeronautical charts are part of the aeronautical information products and they are not available separately. The charts published in the AIP are provided free of charge via the following websites:

<https://aisgr.hcaa.gr>

<http://www.ypa.gr/aip>

**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) Aerodrome Obstacle Chart – ICAO – Type B (AOC B)
- e) Precision Approach Terrain Chart – ICAO (PATC)
- f) Instrument Approach Chart – ICAO (IAC)
- g) Visual Approach Chart – ICAO (VAC)
- h) Standard Departure Chart – Instrument – ICAO (SID)
- i) Standard Arrival Chart – Instrument – ICAO (STAR)
- j) ATC Surveillance Minimum Altitude Chart– ICAO (ASMAC) or  
TAR System Coverage Chart – VEC area (VEC)
- k) Enroute chart – ICAO (ERC)
- l) TMA – VFR routes Chart

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

This chart is available for the international airport of Athens (LGAV) at a scale of 1:21 000 and shows the topography and the obstacles in the vicinity of the airport. It is intended to be used by and to assist flight crews in determination of the minimum safe heights during departure and approach phase including those for circling procedures.

e) **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.

f) **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.

g) **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.

h) **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.

i) **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.

j) **ATC Surveillance Minimum Altitude Chart – ICAO (ASMAC) or TAR System Coverage Chart – VEC area (VEC)**

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.

k) **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.

l) **TMA-VFR routes Chart**

Chart intended for aircraft flying under visual flight rules to perform arrival, departure and overflying terminal control areas or for military aircraft operating VFR. It provides the necessary information (routes and altitudes) to fly in TMA.

This chart includes information on obstacles, P/D/R areas, radio navigation aids, communication facilities and detailed topographical information. Relief is indicated by spot elevations and contour lines.

**3.2.5 Aeronautical charts series available**

3.2.5.1 A detailed list of charts related to the individual airport is given in the relevant subsection AD 2 item 2.24. For category B Aerodromes see AD 1.6 item 1.6.x.24. For En-route charts see ENR 6.1.

**3.2.6 Index to the World Aeronautical Chart (WAC)-ICAO 1:1 000 000**

NIL

**3.2.7 Topographical charts**

3.2.7.1 HCAA does not provide topographical charts.

**3.2.8 Corrections to charts not contained in the AIP**

NIL

## GEN 3.5 METEOROLOGICAL SERVICES

### 3.5.1 Responsible service

3.5.1.1 The meteorological services for civil aviation are provided by the "Hellenic National Meteorological Service", by the "Regional Meteorological Centre Makedonia" and by the "Regional Meteorological Centre ATA", which are subordinate Units to the Hellenic National Meteorological Service / Ministry of Defence.

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AFTN: LGATYMYX  
Website: [www.hnms.gr](http://www.hnms.gr)  
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Ministry of National Defence  
Hellenic National Meteorological Service  
Regional Meteorological Centre Makedonia  
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Ministry of National Defence  
Hellenic National Meteorological Service  
Regional Meteorological Centre / Hellenic Tactical Air Force Headquarters  
GR 41001 LARISSA  
GREECE  
TEL: +30 2410 512920  
FAX: +30 2410 255106

3.5.1.2 The service is provided in accordance with the provisions contained in the following ICAO documents:

- Annex 3 - Meteorological Service for International Air Navigation
- Doc 7030 - Regional Supplementary Procedures (Part 3)
- Doc 7754 - Regional Air Navigation Plan - European Region

3.5.1.3 Differences to these provisions are detailed in subsection **GEN 1.7**.

### 3.5.2 Area of responsibility

3.5.2.1 Meteorological service is provided within ATHINAI FIR/HELLAS UIR

### 3.5.3 Meteorological observations and Reports

3.5.3.1 The following table shows the meteorological observations and reports provided at Greek aerodromes.

**Table GEN 3.5.3 Meteorological Observations and Reports**

Name of station / Location indicator	Frequency & Type of observation / automatic observing equipment	Types of MET reports & Availability of trend forecasts	Observation System & Site(s)	Hours of operation	Climatological information
1	2	3	4	5	6
ALEXANDROUPOLIS / DIMOKRITOS LGAL	Half hourly plus special observations / NIL	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	HO	Climatological tables AVBL
ALMIROS / NEA ANCHIALOS LGBL	Half hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY.	H24	Climatological tables AVBL
ANDRAVIDA LGAD	Half hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	H24	Climatological tables AVBL
ARAXOS LGRX	Half hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	H24	Climatological tables AVBL
ASTYPALAI A LGPL	Hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	HO	Climatological tables AVBL
ATHINAI / ELEFThERIOS VENIZELOS LGAV	Half hourly plus special observations / NIL	METAR, SPECI TREND	Automated pre-flight information systems.	H24	Climatological tables AVBL
CHANIA / IOANNIS DASKALOGIANNIS LGSA	Half hourly plus special observations / NIL	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	H24	Climatological tables AVBL
CHIOS / OMIROS LGHI	Hourly plus special observations / NIL	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY.	HO	Climatological tables AVBL
DEKELIA / TATOI LGTT	Half hourly plus special observations / Semi automated system met station	METAR, SPECI	One cup anemometer at the touchdown area of RWY and in the Control Tower.	H24	Climatological tables AVBL
ELEFSIS LGEL	Half hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	H24	Climatological tables AVBL
IKARIA / IKAROS LGIK	Hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY.	HO	Climatological tables AVBL
IOANNINA / KING PYRROS LGIO	Half hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY.	HO	Climatological tables AVBL
IRAKLION / NIKOS KAZANTZAKIS LGIR	Half hourly plus special Observations NIL	METAR, SPECI TREND	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	H24	Climatological tables AVBL

KALAMATA LGKL	Half hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	H24	Climatological tables AVBL
KARPATOS LGKP	Hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY.	HO	Climatological tables AVBL
KASSOS LGKS	Hourly plus special observations / NIL	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY.	HO	Climatological tables AVBL
KASTELI LGTL	Half hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY.	H24	Climatological tables AVBL
KASTELORIZO LGKJ	Hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY.	HO	Climatological tables AVBL
KASTORIA / ARISTOTELIS LGKA	Hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	HO	Climatological tables AVBL
KAVALA / MEGAS ALEXANDROS LGKV	Half hourly plus special observations / NIL	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	HO	Climatological tables AVBL
KEFALLINIA / ANNA POLLATOI LGKF	Hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	HO	Climatological tables AVBL
KERKIRA / IOANNIS KAPODISTRIAS LGKR	Half hourly plus special observations / NIL	METAR, SPECI TREND	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	H24	Climatological tables AVBL
KITHIRA / ALEXANDROS ARISTOTELOUS ONASSIS LGKC	Hourly plus special observations / NIL	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY.	HO	Climatological tables AVBL
KOS / IPPOKRATIS LGKO	Half hourly plus special observations / NIL	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	H24	Climatological tables AVBL
KOZANI / FILIPPOS LGKZ	Hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY.	HO	Climatological tables AVBL
LARISSA LGLR	Half hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	H24	Climatological tables AVBL
LEROS LGLE	Hourly plus special observations / Semi automated system met station	METAR, SPECI	One cup anemometer at the touchdown area of RWY.	HO	Climatological tables AVBL

LIMNOS / IFAISTOS LGLM	Half hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	H24	Climatological tables AVBL
MEGARA LGMG	Hourly plus special observations / NIL	METAR, SPECI	One anemometer at the Air Traffic Control Tower and one at the Met Office.	HO	Climatological tables AVBL
MIKONOS LGMK	Half hourly plus special observations / NIL	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	HO	Climatological tables AVBL
MILOS LGML	Hourly plus special observations / NIL	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY	HO	Climatological tables AVBL
MITILINI / ODYSSEAS ELYTIS LGMT	Half hourly plus special observations / NIL	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	HO	Climatological tables AVBL
NAXOS LGNX	Hourly plus special observations / NIL	METAR, SPECI	One cup anemometer at the touchdown area of RWY with indicator in the ATS unit.	HO	Climatological tables AVBL
PAROS LGPA	Hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY.	HO	Climatological tables AVBL
PREVEZA / AKTION LGPZ	Half hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	H24	Climatological tables AVBL
RODOS / DIAGORAS LGRP	Half hourly plus special observations / NIL	METAR, SPECI TREND	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	H24	Climatological tables AVBL
SAMOS / ARISTARCHOS OF SAMOS LGSM	Hourly plus special observations / NIL	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	HO	Climatological tables AVBL
SANTORINI LGSR	Half hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	HO	Climatological tables AVBL
SKIATHOS / ALEXANDROS PAPADIAMANDIS LGSK	Hourly plus special observations / NIL	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	HO	Climatological tables AVBL
SITIA / VITSENTZOS KORNAROS LGST	Hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	HO	Climatological tables AVBL
SKIROS LGSY	Half hourly plus special observations / Semi automated system met station	METAR, SPECI	One cup anemometer at the touchdown area of RWY and in the Control Tower.	H24	Climatological tables AVBL



TANAGRA LG TG	Half hourly plus special observations / Semi automated system met station	METAR, SPECI,	Two cup anemometers at the touchdown areas of RWY.	H24	Climatological tables AVBL
THESSALONIKI / MAKEDONIA LG TS	Half hourly plus special observations / Semi automated system met station	METAR, SPECI TREND	Four cup anemometers at the touchdown areas of RWY 16/34 and 10/28 with indicators in the Air Traffic Service Units and the MET station. Temperature and dew point are measured by Semi- Automated Met. Station positioned at the touchdown of RWY 16.	H24	Climatological tables AVBL
ZAKINTHOS / DIONISIOS SOLOMOS LG ZA	Hourly plus special observations / Semi automated system met station	METAR, SPECI	Two cup anemometers at the touchdown areas of RWY with indicators in the MET station and in the Air Traffic Service Units.	HO	Climatological tables AVBL

### 3.5.3.2 Climatological summaries

3.5.3.2.1 Aerodrome climatological in the table above (see **GEN 3.5.3.1**) are available from synoptic observations.

### 3.5.3.3 Surface wind

3.5.3.3.1 Surface wind observations are provided by anemometers located at the thresholds of the runways.

**Note:** For aerodromes LGAD, LGRX, LGPL, LGBL, LGEL, LGZA, LGTS, LGIK, LGIO, LGKL, LGKP, LGKJ, LGKA, LGKF, LGKZ, LGLR, LGLE, LGLM, LGPA, LGPZ, LGSR, LGST, LGSY, LGSO, LGTT, LGTL, LGTG and LGTP an automated or semi-automated met station is operated in parallel / or beyond the HO in order to provide 24 hour met data for climatological purposes.

In the rare event that (both) of the RWY anemometers in any of the above airports are out of order at the same time, the wind measurements provided in a METAR are given from the wind sensor of the automated / semi-automated met station or the hand wind anemometer.

3.5.3.3.2 Surface wind observations for take-off and landing are not distributed beyond the aerodrome.

### 3.5.3.4 Runway Visual Range (RVR)

3.5.3.4.1 RVR automated systems are located at airports equipped with ILS CAT II or CAT I as well as some regional airports. At these airports the RVR values are transmitted and renewed automatically.

3.5.3.4.2 At airports where an automated RVR system is not available the RVR estimations are based on runway edge lights with increments of:

- (a) 25 meters up to 150 meters,
- (b) 50 meters more than 150 and up to 800 meters and
- (c) 100 meters more than 800 meters.

### 3.5.3.5 Cloud base

3.5.3.5.1 The height of cloud base is estimated by sight and / or measured by ceilometer (only in LGAV and LGTS).

### 3.5.3.6 Air and Dew Point Temperatures

3.5.3.6.1 The values for air and dew point of temperatures are measured by hydrothermometers or estimated by common thermometers.

## 3.5.4 Types of services

3.5.4.1 Meteorological information reports and forecasts, are provided as indicated in the table above (**GEN 3.5.3**) and **AD 2.11** section of each aerodrome.

3.5.4.2 Whenever possible, aviation users are given personal briefing by a meteorological officer. When a forecaster is not available at an aerodrome, briefing is carried out by telephone in cooperation with the National Meteorological Centre. Briefing and flight documentation is provided as shown at the **AD 2.11** section of each aerodrome.

3.5.4.3 Languages used for MET briefings are Greek and English.

3.5.4.4 Documentation, in detail, provided by meteorological offices, is as follows:

3.5.4.4.1 Significant Weather Charts (SWCs) for Low Level Flights (SFC / up to FL 100 FL 150 in mountainous regions) are issued every 6H for the entire ATHINAI FIR/ HELLAS UIR. 24H and 9H Terminal Aerodrome Forecasts (TAFs) are issued for all airports. AIRMETs, SIGMETs, Aerodrome WARNINGS, WIND SHEAR WARNINGS and SPECIAL AIR-REPORTS are also issued when weather conditions justify their issuance. The above information is provided upon request.

3.5.4.4.2 For international flights, additional information such as Upper wind / air temperature Maps and SWCs produced by WAFCs are also available upon request.

## 3.5.5 Notification required from Operators

3.5.5.1 Notification shall be required from operators at the airport's met office.

## 3.5.6 Aircraft reports

3.5.6.1 According to ICAO Annex 3, Part 3 of Regional Supplementary Procedures (ICAO Doc 7030) as well as SECTION 12 and Appendix 5 of EU REGULATION 923/2012 air-reports shall be made, whenever required, by all flights within the entire ATHINAI FIR/ HELLAS UIR during any phase of the flight.

## 3.5.7 VOLMET service

Name of station	CALL SIGN/ IDENT Abbreviation (EM)	Frequency/ VHF CH	Broadcast period	Hours of service	Aerodromes/ Heliports included	REP, SIGMET INFO, FCST & Remarks
1	2	3	4	5	6	7
ATHINAI FIR/HELLAS UIR	ATHINAI VOLMET (A3E)	127.800	H24	H24	ATHINAI / ELEFThERIOS VENIZELOS THESSALONIKI / MAKEDONIA ANDRAVIDA RODOS / DIAGORAS IRAKLION / NIKOS KAZANTZAKIS KERKIRA / IOANNIS KAPODISTRIAS LARNAKA / INTERNATIONAL CAIRO / INTERNATIONAL ISTANBUL / ATATURK	METAR, TREND  See also <b>ENR 2.1.1</b> and <b>ENR 2.1.2.</b>

## 3.5.8 SIGMET and AIRMET service

Name of MWO / Location indicators	Hours	FIR or CTA served	Type of SIGMET / validity	Specific SIGMET procedures	AIRMET procedures	ATS unit served	Additional information
1	2	3	4	5	6	7	8
ATHINAI LGATYMYX	H24	ATHINAI FIR / HELLAS UIR	OBS or FCST SIGMET / UP TO 4 HRs	HNMS / AERONAUTICAL TECHNICAL ORDER	HNMS / AERONAUTICAL TECHNICAL ORDER	ATHINAI ACC ATHINAI FIC MAKEDONIA ACC MAKEDONIA FIC	NIL

## 3.5.8.1 Transmission of SIGMET information.

3.5.8.1.1 Transmission of SIGMET information to aircraft should be at the initiative of the appropriate air traffic services unit, by the preferred method of directed transmission followed by acknowledgement or by general call when the number of aircraft would render the preferred method impracticable.

3.5.8.1.2 SIGMET information transmitted to aircraft should cover a portion of the route up to 2 (two) hours flying time ahead of the aircraft.

## 3.5.8.2 Transmission of amended aerodrome forecasts.

3.5.8.2.1 Amended aerodrome forecasts should be transmitted to aircraft at least 60 minutes before arrival at the aerodrome of destination (for which the amended forecast is issued), unless the amended information has been provided through other means.

**1.2.10 Types of services provided to VFR Flights**

1.2.10.1 VFR flights within ATHINAI FIR are provided with:

- Air traffic control service, when operating in airspace Classes C and D;
- Flight information service,
- Alerting service, and
- Search and rescue service.

**Note:** For more details see also **GEN 3.3.3**.

**1.2.11 Unit providing service to VFR flights**

1.2.11.1 Unit responsible for providing either flight information, air traffic control or alerting service, as applicable, to VFR flights is:

- a) The AFIS unit for VFR flights operating within uncontrolled ATZs OF AFIS aerodromes (see also **GEN 3.3.3.7**, **ENR 1.1.1.8.3.4** and **AD 1.1.6.2.2**),
- b) The Tower Control unit, for VFR flights operating within controlled ATZs,
- c) Unit providing Approach control Service for;
  - VFR flights operating within area of its responsibility
  - VFR flights operating within the lateral limits of this area but below its lowest vertical limits.

**Note 1:** For the flights of the 1st case of c) above, as well as for the flights following established VFR ROUTES and ALTITUDES within a TMA/MTMA, the responsibility of providing the above services may be assigned to the Tower Control unit, according to local instructions.

**Note 2:** ATHINAI APP unit, with call sign ATHINAI TMA INFORMATION (see **ENR 2.1.5.2**), is providing flight information service to VFR flights:

- operating into or via ATHINAI TMA below FL 195,
  - departing or destined to LGEL – ELEFSIS, LGMG – MEGARA, LGTT – DEKELIA/ TATOI, LGSO – SYROS/ DIMITRIOS VIKELAS, LGKN – MARATHON/ KOTRONI, LGAV - ATHINAI / ELEFTHERIOS VENIZELOS aerodromes, and
  - departing or destined to all heliports or airfields situated within ATHINAI TMA.
- d) ATHINAI ACC or MAKEDONIA ACC, for VFR flights operating in the rest of the ATHINAI FIR / HELLAS UIR above FL 195,
  - e) ATHINAI FIC or MAKEDONIA FIC, for VFR flights operating in the rest of the ATHINAI FIR below FL 195.

1.2.11.2 Unit responsible for providing Search and rescue service to VFR flights is, the Joint Rescue Coordination Centre.

**1.2.12 Cruising levels assigned to VFR flights**

1.2.12.1 The cruising levels, at which a VFR flight or a portion of a VFR flight is to be conducted, shall be in accordance to SERA.3110:

- a) flight levels, for flights at or above the lowest usable flight level or, where applicable above the transition altitude;
- b) altitudes, for flights below the lowest usable flight level or, where applicable, at or below the transition altitude.

1.2.12.2 Except where otherwise indicated in air traffic control clearances, VFR flights in level cruising flight when operated above 3000 FT (900 m) from the ground or water and up to FL 195 shall be conducted at a cruising level appropriate to the track, as specified in the table of cruising levels in Appendix 3 of (EU) 923/2012 (see **ENR 1.2.12.4** below) [SERA.5005 (g)].

1.2.12.3 The cruising levels assigned to controlled VFR flights in level cruising flight above FL 195 and up to FL 285 included shall be selected from the corresponding (appropriate to the track) levels allocated to IFR flights, as specified in the table of cruising levels in Appendix 3 of (EU) 923/2012 (see **ENR 1.2.12.4** below).

- I) pilot initiative: REQUEST VISUAL DEPARTURE (DIRECT) TO/UNTIL (navaid, waypoint, altitude)
- II) ATS initiative: ADVISE ABLE TO ACCEPT VISUAL DEPARTURE (DIRECT) TO/UNTIL (navaid, waypoint/altitude)
- III) ATS instruction: VISUAL DEPARTURE RUNWAY (number) APPROVED, TURN LEFT/RIGHT (DIRECT) TO (navaid, heading, waypoint) (MAINTAIN VISUAL REFERENCE UNTIL (altitude))

b) Prior to take-off, the pilot shall agree on executing a visual departure, i.e. read back of additional ATC clearance:

Pilot transmission: VISUAL DEPARTURE TO/UNTIL (navaid, waypoint/altitude).

### 1.3.13.3 AERONAUTICAL CHART INFORMATION

1.3.13.3.1 Information essential for the conduct of visual departure (e.g. significant obstacles, topographical and cultural features), including any specific limitations as prescribed by the appropriate authority (e.g. designated airspace, recommended tracks) shall be displayed on the visual approach chart and standard instrument departure (SID) chart, as appropriate.

### 1.3.14 Rules applicable to IFR flights outside controlled airspace

#### 1.3.14.1 CRUISING LEVELS [SERA.5025(a)]

1.3.14.1.1 An IFR flight operating in level cruising flight outside of controlled airspace within ATHINAI FIR / HELLAS UIR shall be flown at a cruising level appropriate to its track as specified in the table of cruising levels in Appendix 3 of (EU) 923/2012.

**Note:** Although an IFR flight operating in level cruising flight outside controlled airspace is to be flown at a cruising level appropriate to its track, as specified in the table of cruising levels, this does not preclude the use of cruise climb techniques.

#### 1.3.14.2 COMMUNICATIONS [SERA.5025(b)]

1.3.14.2.1 An IFR flight operating outside controlled airspace within ATHINAI FIR / HELLAS UIR shall maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

#### 1.3.14.3 POSITION REPORTS [SERA.5025(c)]

1.3.14.3.1 An IFR flight operating outside controlled airspace within ATHINAI FIR / HELLAS UIR, subject to the above mentioned communication requirements, shall report position to the appropriate air traffic services unit, as specified in **ENR 1.3.6.1.2** for controlled flights.

### 1.3.15 Degraded aircraft performance (SERA.11013)

1.3.15.1 For details regarding degraded aircraft performance see **ENR 1.1.1.7**.

### 1.3.16 Free Route Airspace (FRA) – General Procedures

#### 1.3.16.1 Area of application

1.3.16.1.1 Free Route Airspace is defined within the lateral limits of HELLAS UIR as published in AIP Greece **ENR 2.1**.

Vertical limits : FL 305 up to FL660

#### 1.3.16.2 Hours of application

1.3.16.2.1 Night FRA implementation: DAILY from 21:00 UTC until 04:00 UTC.

#### 1.3.16.3 ATS Route network during Free Route operations

1.3.16.3.1 The ATS Route Network will remain fully available H24 as published in AIP Greece **ENR 3.1**, **ENR 3.2** and **ENR 3.3**

#### 1.3.16.4 Eligible flights

1.3.16.4.1 Eligible for FRA operations are all overflying, arriving, departing flights that plan at least a portion of their route within the limits of HELLAS FRA (time, lateral and vertical)

#### 1.3.16.5 Definitions

##### **Free Route Airspace (FRA):**

A specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate way points, without reference to the ATS route network, subject to airspace availability.

##### **FRA Arrival Connecting Point (A):**

A published Significant Point to which FRA operations are allowed for arriving traffic to specific aerodromes.

##### **FRA Departure Connecting Point (D):**

A published Significant Point from which FRA operations are allowed for departing traffic from specific aerodromes.

##### **FRA Horizontal Entry Point (E):**

A published Significant Point on the horizontal boundary of the Free Route Airspace from which FRA operations are allowed.

##### **FRA Horizontal Exit Point (X):**

A published Significant Point on the horizontal boundary of the Free Route Airspace to which FRA operations are allowed. **FRA**

##### **Intermediate Point (I):**

A published Significant Point or unpublished point, defined by geographical coordinates or by bearing and distance via which FRA operations are allowed

1.3.16.6 Flight Procedures

1.3.16.6.1 General

1.3.16.6.1.1 Within HELLAS FRA eligible flights may plan DCT through the use of a defined Entry point and a defined Exit point, with the possibility to route via Intermediate way points or en-route radio navigation aids (one or more), published in AIP GREECE (**ENR 4.1**, **ENR 4.4**), subject to airspace availability.

1.3.16.6.1.2 Segments between HELLAS FRA horizontal, Intermediate and Exit points will be indicated by DCT in ITEM 15. Route of the flight plan in accordance with ICAO Doc 4444

1.3.16.6.1.3 There is no restriction on the DCT segment length. Entry/Exit to/from HELLAS UIR shall be planned by using published entry/exit points only (see **ENR.4.4**).

1.3.16.6.1.4 The use of unpublished point, defined by geographical coordinates or by bearing and distance is not allowed.

1.3.16.6.1.5 Planning of DCT segments closer than 5NM to FRA border is not allowed.

1.3.16.6.1.6 Flights flying below min FRA limit, intending to enter vertically FRA (departures included) should be kept joined to fixed network up to the first convenient published FRA Intermediate point where climb to higher than min FRA limit is planned and then DCT to a FRA Exit Point. This FRA Intermediate Point should be appropriately chosen to meet preferred by user, climb profile.

1.3.16.6.1.7 Flights intending to leave vertically FRA (arrivals included), from FRA Entry point DCT to a published FRA Intermediate Point in order to join ATS route network and then descend to lower than min FRA limit. This FRA Intermediate Point should be appropriately chosen to meet preferred by user, descent profile

1.3.16.6.2 Flight Level Orientation System.

1.3.16.6.2.1 The cruising levels ODD / EVEN within FRA airspace must be selected in accordance with the table in **ENR 1.7** and the ATS route network.

1.3.16.6.3 Airspace Restrictions and airspace reservations.

1.3.16.6.3.1 All airspace utilization rules and availability as published in the RAD must be adhered to.

Flights may plan through AMC manageable restricted airspaces according to airspace use plan/updated use plan (e AUP/e UUP); subject rules are specified in RAD Appendix 7.

In case of ad-hoc activations of restricted airspaces, and where crossing is not possible, airspace users shall expect a tactical re-routing/vectoring by ATC.

1.3.16.7 Cross Border is not allowed within HELLAS FRA.

1.3.16.8 Route Availability Document (RAD).

1.3.16.8.1 For specifications, availability and restrictions regarding FRA see European RAD: <https://www.nm.eurocontrol.int/RAD/index.html>.

TATRA Friction	B	210	65	1.0	0.76	0.57	0.48
Tester Vehicle	B	210	95	1.0	0.67	0.52	0.42
GRIPTESTER	C	140	65	1.0	0.74	0.53	0.43
Trailer	C	140	95	1.0	0.64	0.36	0.24
Norse meter	B	207	65	1.0	0.69	0.52	0.45
RUNAR Trailer	B	207	95	1.0	0.63	0.42	0.32

- c) to determine the effect on friction when drainage characteristics due to slopes or depressions are poor. In this case the runway friction characteristics should be assessed under natural or simulated conditions that are representative of local rain and corrective action should be taken as necessary.
- d) to determine the friction of paved runways that become slippery under unusual conditions. When it is suspected that a runway may become slippery under unusual conditions, then additional measurements should be made when such conditions occur and information on the runway or a portion thereof has become slippery. As an unusual condition we refer for example the initial rainfall on a runway following a prolonged dry spell. Then action to promulgate this information and take corrective action is equally important.

### 1.1.5.3 Reporting on Wet Runways

See AD 1.2.2.

### 1.1.5.4 Removal of Debris

1.1.5.4.1 It is necessary for the surface of aprons, taxiways and runways to be kept clear of any loose stones or other objects that might cause damage to aircraft or engines or impair the operation of aircraft systems.

1.1.5.4.2 The airport authority is responsible to develop a suitable program intended to achieve and maintain the required standard of cleanliness in the areas concerned. The airport authority is also responsible to minimize the problem of debris with frequent inspection and sweeping of the movement area.

### 1.1.6 Other information

#### 1.1.6.1 Control of aerodrome traffic

##### 1.1.6.1.1 GENERAL

1.1.6.1.1.1 For all flights within ATHINAI FIR / HELLAS UIR a flight plan must be filed and have reached the appropriate Air Traffic Services Units, as described in **GEN 1.10.2.1.1**, **ENR 1.10.2.3** and **ENR 1.10.3.1**.

1.1.6.1.1.2 All operators are reminded of the need to comply with the local flying restrictions at all category A and B aerodromes /heliports in Greece, details of which are shown in the relevant subsections of **AD 1.6** and **AD 2** and **AD 3**, sections of the AIP Greece.

1.1.6.1.1.3 All aircraft before entering a TMA, Military TMA or CTR, should contact the appropriate ATC unit.

1.1.6.1.1.4 In IMC, control of traffic on the runway in use and in the air will be shared between the Aerodrome Control Tower and the Approach Control Unit.

1.1.6.1.1.5 Usually departing aircraft are handed over to the Approach Control Unit when they are safely airborne, and arriving aircraft are handed over to the Aerodrome Control Tower when they are Nr. 1 to approach but the actual point of hand over depends largely on traffic conditions and is arranged between the two units to suit the current situation.

**Note:** In case that a pilot wishes to retain his IFR flight plan while VMC weather conditions prevail in the ATZ it does not afford priority over VFR flights.

1.1.6.1.1.6 Cancellation of IFR flight plan is subject to ATC approval.

1.1.6.1.1.7 Aircraft on VFR flight should follow the published VFR routes within Civil and Military TMAs.

1.1.6.1.1.8 Aircraft on VFR flight fail to communicate, should avoid the instrument approach areas.

1.1.6.1.1.9 Aerodrome Control Tower service is provided within the limits of ATZ at all controlled aerodromes.

##### 1.1.6.1.2 REGULATION FOR LIGHT AIRCRAFT

1.1.6.1.2.1 If no instructed otherwise by the Aerodrome Control Tower, light aircraft approaching an aerodrome in compliance with VFR, will enter the traffic circuit at a height of 1000 FT or below when unable to comply with VFR at this height

1.1.6.1.2.2 Departing aircraft will be flown after take-off in such manner until well clear of the normal traffic circuit, maintaining a height below 1000 FT.

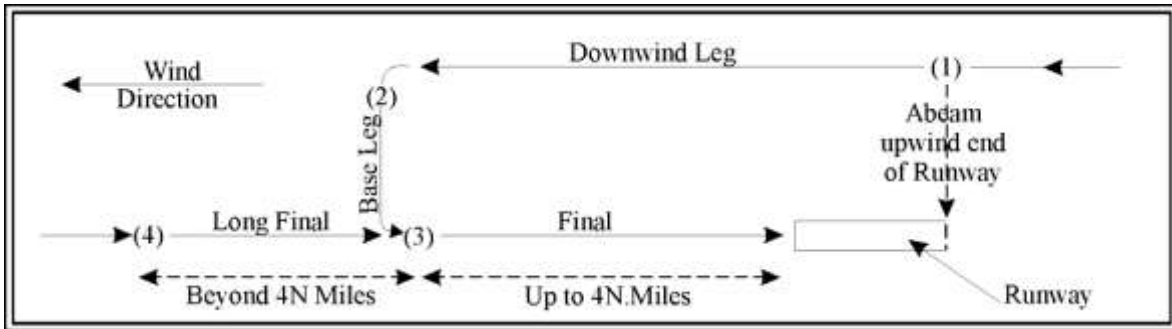
1.1.6.1.2.3 Aircraft on VFR flight should avoid the ATZs except only for take-off and landing. For penetration and local flight, prior clearance is required by the respective Control Tower.

1.1.6.1.2.4 Aircraft experiencing radio communication failure will receive clearance by the light signals contained in ICAO ANNEX 2, Appendix A. The signals will be acknowledged by moving the ailerons, except on base leg or final approach.

1.1.6.1.3 REPORTING THE CIRCUIT

1.1.6.1.3.1 In order that the maximum use be made of aerodromes for the purpose of landing and taking off, it is essential that pilots accurately report their positions in the circuits.

1.1.6.1.3.2 The positions in which the various reports should be made are shown in the following diagram



1.1.6.1.3.3 Position reports are to be as follows:

- a) Downwind: - Aircraft are to report "Downwind", when abeam the upwind end of runway.
- b) Base Leg: - Aircraft are to report "Base Leg" if requested by ATC, immediately on completion of the turn on to Base leg.
- c) Final: - Aircraft are to report "Final" after the completion of the turn on to final approach and when at a range of not more than 4 NM from the approach end of the runway.
- d) Long Final: - Aircraft flying a final approach of a greater length than 4 NM are to report "Long Final" when beyond that range and «Final when a range of 4 NM is reached.  
- Aircraft flying a straight-in approach are to report "Long Final" at 8 NM from the approach end of the runway, and "Final" when a range of 4 NM is reached.

1.1.6.1.4 CONTROL OF MIXED VFR AND IFR/VMC TRAFFIC IN THE TRAFFIC CIRCUIT

1.1.6.1.4.1 Any attempt to give priority to a particular IFR aircraft would not only be difficult to achieve but would result in inefficiency in the handling of overall operations.

1.1.6.1.4.2 Additionally any preferential treatment afforded to IFR operations would create serious delays and result in a backlog of aircraft in the traffic circuit awaiting their turn to land.

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).

#### 1.1.6.2.2 AFIS aerodromes

1.1.6.2.2.1 Aerodrome Flight Information Service (AFIS) is provided at all non-controlled category A Greek aerodromes by the local ATS unit. The ATS unit, named AFIS unit, is normally co-located with the local COM Station office (see also **GEN 3.3.3.7**).

1.1.6.2.2.2 AFIS is provided in accordance with ICAO Circular 211-AN/128 and EUROCONTROL Manual for Aerodrome Flight Information Service. Details on AFIS service can be obtained in section **ENR 1.1.1.8.3.4**.

1.1.6.2.2.3 In order that pilots may readily identify the status of the service they are receiving, the call sign suffix

"INFORMATION" following the name of the aerodrome is used in aeronautical mobile communications to identify an AFIS unit. The name of the aerodrome may be omitted after initial contact has been established.

1.1.6.2.2.4 If at any time it is apparent that the pilot is not aware that aerodrome control service is not provided, the pilot should immediately be informed of this fact using the following phraseology:

"AERODROME CONTROL SERVICE NOT PROVIDED- REPEAT NOT PROVIDED".

1.1.6.2.2.5 In communication with an AFIS unit, the existing radiotelephony phraseology (Annex 10, PANS-ATM) is used.

1.1.6.2.2.6 The following are typical examples of AFIS provided to aircraft:

- a) ARRIVING AIRCRAFT

- Pilots should call the AFIS unit when at least 10NM from the aerodrome of destination or when handed over by the appropriate ATS unit.
- Pilots are informed on the runway in use, the present weather conditions, current runway surface conditions any obstructions or traffic on the maneuvering area and/or on any other information necessary to taxiing aircraft as well as available traffic information, changes in the operational status of visual and non-visual aids essential for approach and landing. When acknowledging the message pilots should indicate the runway they intend to use and any special intentions (e.g touch and go).

Example :

Aircraft:	Milos Information, OAL 041 ATR 42 5NM north at 3000ft for landing estimating Milos at 12:45
Milos information:	OAL 041 RWY 26, Roger, right hand circuit, Wind 240/10kts, visibility 8km broken at 2500ft, Temp18, Dewpoint 14, QNH 1012, Traffic, C-152 2NM 2000ft overhead Milos heading South, Bird activity in the vicinity of the airport, Report entering right downwind.
Aircraft:	RWY 26, QNH 1012, traffic in sight, will report right downwind OAL 041
Milos information:	Roger
Aircraft: (on downwind )	OAL 041 right downwind
Milos information:	OAL 041 report right base RWY 26
Aircraft:	OAL 041 right base RWY 26
Aircraft: (on right base)	OAL 041 right base
Milos information:	OAL 041 report final
Aircraft:	OAL 041 final
Aircraft: (on final)	OAL 041 final
Milos information:	OAL 041 RWY 26 free, Wind 240/5kts
Aircraft:	OAL 041 will land RWY26
Aircraft:	OAL 041 RWY vacated
Milos information:	OAL 041 on the ground 12:55 taxiway C available to west apron
Aircraft:	OAL 041 taxi via C to west apron

#### b) DEPARTING AIRCRAFT

- Pilots should not request taxi clearance, instead, they shall inform the AFIS unit when they are about to taxi. At AFIS units where start up procedures are employed, or when pilots request a start up clearance, AFISOs shall provide start up instructions.
- The AFIS unit will provide runway in use, surface wind direction and speed including variations there from, QNH information, correct time information on any obstructions or traffic in the maneuvering area as well as available traffic information. Pilots should acknowledge receipt and indicate which runway they intend to use.

Example: (IFR start-up and clearance)

Aircraft:	MILOS INFORMATION - OAL 042 at stand Bravo request start - up
Milos information:	OAL 042 RWY 26, start -up approved by Athina ACC, Wind 240/10kts, visibility 8km broken 2500ft, Temp18 Dewpoint 14 QNH 1012, are you ready to copy your ATC clearance
Aircraft:	Affirm
Milos information:	Athinai ACC clears OAL 042 to Athinai via..... squawk....
Aircraft:	Athinai ACC clears OAL 042 to Athinai via..... squawk....
Milos information:	Correct

Example : (push back and taxi out after push back)

Aircraft:	OAL 042 stand BRAVO request push back
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Milos information:	OAL 042 pushback at own discretion
Aircraft:	OAL 042 pushback completed, ready to taxi
Milos information:	OAL 042, C152 on taxiway DELTA, RWY 26 wet
Aircraft:	OAL 042, will taxi to holding point RWY26 via DELTA with the preceding aircraft in sight.
Milos information:	OAL 042 , Report ready for departure

Example: (Departure)

Aircraft:	OAL 042 ready for departure
Milos information:	OAL 042, RWY 26 free for departure wind 240/10kts no other traffic reported
Aircraft:	OAL 042 Will take- off RWY 26
Milos information:	OAL 042 airborne at 13:45 after passing 6000ft contact Athinai control at .....
Aircraft:	after passing 6000ft contact Athinai control at ..... ,OAL042

Example : (overflying aircraft transiting ATZ)

Aircraft:	OAL 043 ATR 42 5NM NORTH at 3000ft destination Iraklion
Milos information:	OAL 043 Wind 240/10kts, visibility 8km broken 2500 ft , Temp18 Dewpoint14 QNH 1012, traffic, C - 152 2 miles south 2000ft , report leaving ATZ
Aircraft:	QNH 1012, traffic in sight, will report leaving ATZ OAL 043
Aircraft:	OAL 043 5NM South at 3000ft leaving ATZ
Milos information:	OAL 043 contact Athinai information 123.75 MHz
Aircraft:	123.75 OAL 043

#### 1.1.6.2.3 Radio communication failure procedures

1.1.6.2.3.1 The following radio communication failure procedures are applied additionally to those prescribed in ICAO Doc 4444/RAC 501/Part III.

1.1.6.2.3.2 Aircraft experiencing radio communication failure should:

- Climb or descent either after departure, en-route or at the arrival phase at a rate not exceeding 2 000 FT per minute.
- Arrange the flight so as to arrive over the most desirable navigational aid, serving the aerodrome of intended landing at or as closely as possible to the time of arrival resulting from the current flight plan.
- If unable to land at destination, consider the case as an emergency and handle it on an ad hoc basis.

#### 1.1.6.2.4 LIGHTS TO BE DISPLAYED BY AIRCRAFT

1.1.6.2.4.1 For lights to be displayed by aircraft in non-controlled aerodromes see **ENR 1.1.1.8**. (SERA.3215)

#### 1.1.6.3 Extension of hours of operation

1.1.6.3.1 Application for an extension of hours of operation or for opening of an aerodrome in respect of a single flight affecting one or more aerodromes should be made to HCAA/D1 (see address in **GEN 1.1**).

1.1.6.3.2 Notice of at least 24 hours, excluding SUN, must be given.

1.1.6.3.3 Application can be sent by mail (telegram reply prepaid), FAX, telex or via the AFTN in which applicants must state what facilities are required and give the following particulars.

- Name, address of applicant.
- Type of aircraft and registration marks.
- Date when extension is required.

- d) Aerodrome of departure.
- e) Airport or aerodrome of destination.
- f) Estimated time (UTC) of departure.
- g) Estimated time (UTC) of arrival.
- h) List of radio and other facilities required (e.g. fuel, hangar, etc.).
- i) Whether of passengers or goods will be carried for hire or reward.
- j) Weight of freight and/or number of passenger.
- k) Reason for extension.

1.1.6.3.4 Applications for a series of flights intended to be conducted in accordance with a prearranged schedule, plan or timetable should be made only in writing at the earliest possible time in advance of the commencement of the first flight. Applications must contain the information listed in **AD 1.1.6.3.3** and in particular the types of aircraft and type of operations proposed.

1.1.6.3.5 The facilities shown in AD and ENR parts will not necessarily be available in full for operation outside the published hours. Where the facilities which can be provided, are less than those available during the published hours, applicants will be informed if and when their applications are granted.

1.1.6.3.6 In considering an application for use of aerodromes outside the published hours, the importance of the proposed operation to the applicant will be weighed against the difficulty to the HCAA.

#### 1.1.6.4 Applications for HCAA permissions

1.1.6.4.1 Applications to HCAA requesting permission for over flying civil or military aircraft, technical landings, extension of hours of operation of aerodromes etc., may be sent daily to:

	0600 – 2200 UTC (winter time) 0500 – 2100 UTC (summer time)	2200 – 0600 (winter time) 2100 – 0500 UTC (summer time)
TEL	+ 30 210 8916000	+ 30 210 3534147
FAX	+ 30 210 8947101	+ 30 210 3532536
AFS	LGACYAYX	LGAVYDYB

#### 1.1.6.5 Report of aircraft accidents

1.1.6.5.1 Aircraft accidents and incidents must be reported to the Air Accident, Investigation and Aviation Safety Board (see also **GEN 1.1**) on:

TEL	+30 210 960 0890 and 960 8080
Mobile phone	+30 6973 430400 and +30 6973 430405
FAX	+30 210 961 7137
e-mail	monada@aaiasb.gr
Service	24 H

**AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN****1.2.1 Rescue and fire fighting service**

1.2.1.1 At aerodromes approved for scheduled and/or non-scheduled traffic with airplanes carrying passengers, Rescue and Fire Fighting Services and, in some cases, also Sea Rescue Services are established in accordance with the regulations for civil aviation.

**Note:** At heliports, special rules will apply.

1.2.1.2 Information about, whether there is service and to what extent that service is provided can be found on the relevant 6th subsection of **AD 1.6**, **AD 2** and **AD 3** sections respectively, for each aerodrome.

1.2.1.3 Scheduled or non-scheduled traffic by passenger-carrying airplanes is not allowed to aerodromes without Rescue and Fire Fighting Services.

1.2.1.4 Each individual service is categorized according to the table shown below. Temporary changes are published by NOTAM.

RESCUE AND FIRE FIGHTING SERVICES	
AERODROME CATEGORY	Amount of water in litres for production of performance level B foam
3	1200
4	2400
5	5400
6	7900
7	12100
8	18200
9	24300

**1.2.2 Runway surface condition assessment and reporting and Snow plan****1.2.2.1 Organisation of the runway surface condition reporting and winter service**

1.2.2.1.1 The aerodrome operator is responsible for reporting runway surface conditions and winter service in coordination with the air traffic services organisations when they are present at the aerodrome and with the aeronautical information services as well as the removal of snow, slush ice and water (associated with the other precipitants) assisted if necessary by local authorities or other agencies. The operator is also responsible for action designed to limit the effect of precipitants on aircraft operations. For aerodromes with a European certificate, the rules applicable to aerodrome operators are contained in Commission Regulation (EU) NR 139/2014 of 12 February 2014, as amended.

1.2.2.1.2 During the winter period from approximately 1st of October to 1st of April, the Aerodrome Operational Service at the aerodromes listed in **AD 1.2.2.1.4** below, will conduct the following duties:

- a) Surveillance of the manoeuvring area and apron with a view to noting the presence of ice, snow or slush.
- b) Implementation of measures to maintain the usability of the runway, etc.
- c) Reporting of the conditions mentioned in a) and b) above, adopting the new Global Reporting Format (GRF).

The GRF will be implemented on the following Greek aerodromes:

1. Aerodromes holding an EASA certificate. The list of these aerodromes is available in the AIP AD 1.5,
2. Aerodromes receiving commercial flights,
3. Being served by at least one instrument approach procedure,
4. Providing Air Traffic Services (ATS)

1.2.2.1.3 Only mechanical methods are used, whenever possible to clear the airport movement area. Whenever possible the full length and width of runways will be cleared completely. Every effort will be made to restrict snow banks to such a height and distance apart as to ensure manoeuvring of the most critical aircraft using the particular aerodrome.

1.2.2.1.4 Winter service is established at the following aerodromes:

- a) LGAV- ATHINAI / ELEFThERIOS VENIZELOS
- b) LGTS- THESSALONIKI / MAKEDONIA
- c) LGAL- ALEXANDROUPOLIS / DIMOKRITOS
- d) LGKV- KAVALA / MEGAS ALEXANDROS
- e) LGIO- IOANNINA / KING PYRROS
- f) LGKZ- KOZANI / FILIPPOS
- g) LGKA-KASTORIA / ARISTOTELIS

### 1.2.2.2 Surveillance of movement areas

1.2.2.2.1 The aerodrome operator monitors regularly the condition of the manoeuvring area and the apron within the published aerodrome hours of service and additionally as soon as a significant change in runway surface condition occurs or at the request of ATS.

### 1.2.2.3 Surface condition assessment methods

1.2.2.3.1 The characterization of runway surface condition is established following the principles laid down by ICAO taking into account the nature, coverage and thickness of the contaminants observed on the runway, as well as the pilots' reports on braking efficiency. These elements are reported in a globally harmonised format and are more commonly known as the Global Reporting Format (GRF).

The GRF works as follows:

- a) Each time there is a significant change in runway surface condition, the aerodrome operator assesses the surface condition for each third of the runway and produces a Runway condition report (RCR), containing a runway condition code (RWYCC) and a set of information describing the runway surface condition, including type of contamination, thickness and coverage for each third of runway.
- b) The determination of the runway condition code is based on the Runway Condition Assessment Matrix (RCAM) which maps the runway surface condition description to aircraft braking performance. A simplified RCAM matrix applicable for regions without winter weather conditions is also proposed (see tables 1 and 2 hereunder).
- c) The pilot uses the information disseminated in conjunction with performance data provided by the aircraft manufacturers to determine whether landing or take-off operations can be conducted safely. When the braking performances observed by the pilot do not correspond to that communicated, the pilots produce a braking action report (AIREP) which ATS communicates to the aerodrome operator with a view of a possible new assessment of the runway surface condition. This AIREP will be transmitted by the crew as soon as possible after landing, if possible before leaving the control frequency, in particular to be taken into account by the following crews. The transmission of the AIREP uses the conventional expressions agreed in the RCAM matrix.

In accordance with the regulations in force:

- Operational friction measurements ( $\mu$ ) are no longer communicated to users;
- A runway is considered WET when it is covered with any visible trace of moisture or a thickness of water less than or equal to 3 mm;
- Runway surface condition information is no longer disseminated via METAR.

Table 1 - General matrix applicable to all aerodromes

RUNWAY CONDITION ASSESSMENT MATRIX (RCAM)			
Assessment criteria		Downgrade assessment criteria	
Runway condition code	Runway surface description	Aircraft deceleration or directional control observation	Pilot report of runway braking action
6	<ul style="list-style-type: none"> <li>• DRY</li> </ul>	---	---
5	<ul style="list-style-type: none"> <li>• FROST</li> <li>• WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth)</li> </ul> <p><b>Up to and including 3 mm depth:</b></p> <ul style="list-style-type: none"> <li>• SLUSH</li> <li>• DRY SNOW</li> <li>• WET SNOW</li> </ul>	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4	<ul style="list-style-type: none"> <li>• SPECIALLY PREPARED WINTER RUNWAY</li> </ul> <p><b>-15°C and lower outside air temperature:</b></p> <ul style="list-style-type: none"> <li>• COMPACTED SNOW</li> </ul>	Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM
3	<ul style="list-style-type: none"> <li>• SLIPPERY WET</li> <li>• DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW</li> </ul> <p><b>More than 3 mm depth:</b></p> <ul style="list-style-type: none"> <li>• DRY SNOW</li> <li>• WET SNOW</li> </ul> <p><b>Higher than -15°C outside air temperature<sup>1</sup>:</b></p> <ul style="list-style-type: none"> <li>• COMPACTED SNOW</li> </ul>	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	<p><b>More than 3 mm depth of water or slush:</b></p> <ul style="list-style-type: none"> <li>• STANDING WATER</li> <li>• SLUSH</li> </ul>	Braking deceleration Or directional control is between Medium and Poor.	MEDIUM TO POOR
1	<ul style="list-style-type: none"> <li>• ICE</li> </ul>	Braking deceleration is significantly reduced for the wheel braking effort applied Or directional control is significantly reduced.	POOR
0	<ul style="list-style-type: none"> <li>• WET ICE</li> <li>• WATER ON TOP OF COMPATED SNOW</li> <li>• DRY SNOW or WET SNOW ON TOP OF ICE</li> </ul>	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR

Table 2 - Matrix for use by aerodromes not experiencing winter weather conditions

RUNWAY CONDITION ASSESSMENT MATRIX (RCAM)-SIMPLE VERSION			
Assessment criteria		Downgrade assessment criteria	
Runway condition code	Runway surface description	Aircraft deceleration or directional control observation	Pilot report of runway braking action
6	<ul style="list-style-type: none"> <li>DRY</li> </ul>	---	---
5	<ul style="list-style-type: none"> <li>WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth)</li> </ul>	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4		Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM
3	<ul style="list-style-type: none"> <li>SLIPPERY WET</li> </ul>	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	<p><b>More than 3 mm depth:</b></p> <ul style="list-style-type: none"> <li>STANDING WATER</li> </ul>	Braking deceleration Or directional control is between Medium and Poor.	MEDIUM TO POOR
1		Braking deceleration is significantly reduced for the wheel braking effort applied Or directional control is significantly reduced.	POOR
0		Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR

#### 1.2.2.4 Actions taken to maintain the usability of movement areas

1.2.2.4.1 Snow clearance and measures to improve braking action will be implemented and maintained as long as conditions at the movement area impede the safety and regularity of air traffic.

1.2.2.4.2 Snow clearance, etc. will normally be carried out in the following order:

- a) Runway in use and access road from the fire station.
- b) Taxiway(s) to runway in use.
- c) Apron(s).
- d) Holding bays.
- e) Other runways and areas.

1.2.2.4.2.1 Measures will be taken to clear the runways to full width but in special cases conditions may dictate that wide runways be opened temporarily for traffic even if cleared to a width of 30 M only. Snow clearance will not be considered completed until the runway is cleared to full width.

1.2.2.4.3 Measures to improve braking action will be implemented when the friction coefficient on runways and taxiways is below the maintenance planning level shown in Annex 14, Volume I, Attachment A, Section 7.

1.2.2.4.3.1 The following chemicals have been approved by the Civil Aviation Administration:

- For spraying: UCAR and a mixture of pure ethylene glycol and isopropyl alcohol.
- For spreading: UREA (CO (NH<sub>2</sub>)<sub>2</sub>).



1.2.2.4.3.2 Chemical de-icing of runways will be carried out to a width of not less than 15 m on each side of the centre line of the runway.

#### 1.2.2.5 System and means of reporting

1.2.2.5.1 Runway condition information is reported in a Runway Condition Report (RCR) which consists of 2 sections ordered as follows:

- A section containing information necessary for the aircraft performance calculation:

- a) aerodrome location indicator
- b) date and time of the assessment
- c) lowest runway designation number
- d) runway condition code for each third of the runway
- e) percentage contaminant coverage for each third of the runway
- f) depth of loose contaminants
- g) condition description for each runway third
- h) width of the runway to which the RWYCC applies, if lower than the published width.

- A situational awareness section containing additional information relevant to safe operations:

- a) reduced runway length where applicable
- b) drifting snow on the runway
- c) loose sand on the runway
- d) chemical treatment on the runway
- e) snowbanks on the runway
- f) snowbanks on the taxiway
- g) snowbanks adjacent to the runway
- h) taxiway conditions
- i) apron conditions
- j) plain language observations.

In most cases, the first section will be sufficient. The second section will be used mainly during snow events.

On the basis of the RCR produced by the aerodrome operator, ATS will disseminate this information to crews on the frequency and on the ATIS where available.

This communication will be completed by the dissemination of a SNOWTAM if the runway is contaminated by ice, snow, slush, frost, standing water or water associated with snow, slush, ice or frost.

1.2.2.5.2 The Aerodrome Operational Service will use the SNOWTAM form (Annex 15, Appendix 2) for the reporting, which will be delivered to the ATS Reporting Office/ Air Traffic Service unit for further dissemination.

1.2.2.5.2.1 When water associated with snow, slush, ice or frost, standing water, ice, snow or slush no longer prevails and chemicals are no longer used, the reporting will cease after the issuance of a cancellation SNOWTAM. A new SNOWTAM will not be issued until winter conditions appear again.

1.2.2.5.3 The following definitions have been adopted:

- **Slush:** Water-saturated snow, which with a heel-and-toe slap-down motion against the ground will be displaced with a splatter; specific gravity: 0.5 up to 0.8

**Note:** *Combinations of ice, snow and/or standing water may, especially when rain, rain and snow, or snow is falling, produce substances with specific gravities in excess of 0.8. These substances, due to their high water/ice content, will have a transparent rather than a cloudy appearance and, at the higher specific gravities, will be readily distinguishable from slush.*

– **Snow (on the ground):**

- a) **Dry snow:** Snow which can be blown if loose or, if compacted by hand, will fall apart again upon release; specific gravity: up to but not including 0.35.
- b) **Wet snow:** Snow which, if compacted by hand, will stick together and tend to or form a snowball; specific gravity: 0.35 up to but not including 0.5.
- c) **Compacted snow:** Snow which has been compressed into a solid mass that resists further compression and will hold together or break up into lumps if picked up; specific gravity: 0.5 and over.

1.2.2.5.4 The extent of ice, snow and/or slush, frost, standing water or water associated with snow, slush, ice or frost, of each third of a runway is reported on the basis of an estimate of the covered area and given in percentage of the total area of the runway, in accordance with the following:

Per RWY third Coverage %	Reported %
0-10	Reported as "DRY"
10-25	25
25-50	50
50-75	75
75-100	100

1.2.2.5.5 The significant values of contaminant depth that is required to be reported and the values of depth that constitute a significant change are shown below.

Contaminant	Valid values to be reported	Significant change
STANDING WATER	≥04	3 mm
SLUSH	≥03	3 mm
WET SNOW	≥03	5 mm
DRY SNOW	≥03	20 mm

**Note 1:** For STANDING WATER, 04 (4 mm) is the minimum depth value at and above which the depth is reported. From 3 mm and below, the runway third is considered "WET".

**Note 2:** For SLUSH, WET SNOW and DRY SNOW, depth up to and including 3 mm is reported as 03 (3 mm).

1.2.2.5.6 Runway condition assessment will be notified by SNOWTAM, ATIS or RT depending on situation.

**1.2.2.6 Cases of runway closure**

1.2.2.6.1 When the condition of the runway no longer allows operations to be carried out safely in particular when the runway condition code is lower than 1, the aerodrome operator communicates the information available to the air traffic services, in view of a possible suspension of operations.

In this case, the operations suspension is reported by NOTAM.

**1.2.2.7 Distribution of snow condition information**

1.2.2.7.1 Runway surface condition information shall be passed to aircrafts by the air traffic services during their hours of operation via ATIS or R/T, unless a relevant SNOWTAM has been issued.

The ATS provider ensures the dissemination of the runway status to the pilots by communicating the information contained in the RCR on the ATIS and, if necessary, on request of the crews, via R/T.

It should be noted that the information transmitted by ATS is provided for each third of the runway and is given in the order of the direction of landing or take-off operations in contrast with standard practice of reporting RWY condition per thirds in NOTAMS, where we start from the lower designator.

1.2.2.7.2 The ATIS contains the following elements in the following order:

- 1) RwyCC,
- 2) Publication time (corresponding to the observation time),
- 3) Nature of contaminant,

- 4) Contaminant depth,
- 5) Percentage of contaminant coverage,
- 6) Any element disseminated by the operator, except for elements that are useless due to the operating conditions.

RwCC 6/6/6 (dry runway), except only after, previous contamination has occurred. RwCC 6/6/6 (dry runway) is always transmitted in case of an improvement from a lower condition code situation, or on pilot's request. Repetitive transmissions of RwCC 6/6/6 (dry runway) are not required after initial transmission.

1.2.2.7.3 In aerodromes where ATIS is unavailable/not present at the aerodrome or if the ATIS identification announced by the pilot is obsolete or the ATIS is under update, ATS transmits RCR elements on frequency (RTF).

In this case, and in order to limit frequency congestion, ATS transmits only the following:

- The RwCC in priority,
- The other information is available and can be transmitted, on pilot's request or according to the workload in order to limit the congestion of the frequency

ATS is not required to transmit the RCR in the following situations:

- ATIS is operational and up to date
- Local or circling traffic (unless there is a change in the situation),

In case of a fully wet runway (RwCC 5/5/5) and in the absence of any other contaminant, ATS (TWR or APP) transmits only the RwCC 5/5/5, or may mention "RUNWAY WET".

Regarding the nature, depth and percentage of coverage, if the three thirds of the runway have an identical characterization, the relevant element is stated only once on the frequency.

Example: wet snow/wet snow/wet snow => wet snow

1.2.2.7.4 In aerodromes where ATIS is present but has technical or other limitations (Digital Voice ATIS not capable to handle the required amount of information or Analogue Voice ATIS) ATIS transmits the following:

- The RwCC in priority,
- In the case of (a) fully WET runway(-s) and absence of any other contaminant (RCC 5/5/5) ATIS transmits "RUNWAY (or BOTH RUNWAYS) ALL PARTS WET"
- In the case of (a) fully DRY runway(-s) and absence of any other contaminant (RCC 6/6/6) ATIS transmits "RUNWAY (or BOTH RUNWAYS) ALL PARTS DRY"
- If none of the Runway Condition Codes (RCC) for each third is below 5 and surface contaminant is WET then ATS (TWR or APP) transmits only the RCC (e.g. 5/5/6), or may mention "RUNWAY WET"
- Regarding the nature, depth and percentage of coverage, if the three thirds of the runway(-s) have an identical characterization, the relevant element is stated only once.

1.2.2.7.5 In all other cases and in order to limit the congestion of the frequency the rest of information is available and can be transmitted:

- via RTF according to the workload or on request of the pilot. It is noted that ATC Workload does not prevail over the request of a pilot for RCR, except in cases of emergency situations or
- via Analogue Voice ATIS (where applicable) when deemed necessary and the working environment permits.

1.2.2.7.6 Information on snow conditions at aerodromes other than those listed in **AD 1.2.2.1.2** may also be issued. SNOWTAM information is available at the ARO unit of Greek aerodromes. Airlines represented in Greece are included in the relevant distribution list of SNOWTAM.

1.2.2.7.7 SNOWTAM information from foreign aerodromes is available at ATHINA/ ELEFThERIOS VENIZELOS, IRAKLION/ NIKOS KAZANTZAKIS, KERKIRA/ IOANNIS KAPODISTRIAS, RODOS/ DIAGORAS and THESSALONIKI/ MAKEDONIA ATS reporting offices (see **GEN 3.1.6**).

**AD 1.6.11.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	KASTELI / III
2	Hours of service MET Office outside hours	H24 REGIONAL CENTER ATA (LARISSA)
3	Office responsible for TAF preparation Periods of validity	REGIONAL CENTER ATA (LARISSA) 9 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation.
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	KASTELI TWR.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL:+306983529722

**AD 1.6.11.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Remarks
1	2	3	4	5	6	7	8	9
02	NIL	2450 x 50	LCN 30 Asphalt	NIL	NIL	NIL	NIL	Arresting system available.
20	NIL	2450 x 50	LCN 30 Asphalt	NIL	NIL	NIL	NIL	

**AD 1.6.11.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02	NIL	NIL	NIL	NIL	NIL
20	NIL	NIL	NIL	NIL	NIL

**AD 1.6.11.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	APCH LGT	THR LGT	VASIS (MEHT) PAPI	TDZ, LGT	RWY Centre- line LGT	RWY Edge LGT	RWY End LGT	SWY LGT	Other LGT	Remarks
1	2	3	4	5	6	7	8	9	10	11
02	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
20	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL		

## AD 1.6.15.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	LARISSA / II
2	Hours of service MET Office outside hours	H24 REGIONAL CENTER ATA (LARISSA)
3	Office responsible for TAF preparation Periods of validity	REGIONAL CENTER ATA (LARISSA) 9 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation.
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	LARISSA TWR, LARISSA APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 6983529710

## AD 1.6.15.12 RUNWAY PHYSICAL CHARACTERISTICS

Designation s RWY NR	TRUE BRG	Dimensio ns of RWY (M)	Strength (PCN) and surface of RWY and SWY	Slope of RWY- SWY	SWY dimensio ns (M)	CWY dimensio ns (M)	Strip dimensio ns (M)	Remarks
1	2	3	4	5	6	7	8	9
08R	NIL	2960 x 30	LCN 75 Asphalt (first and last 150 M concrete)	0.13 %	NIL	NIL	NIL	
26L	NIL	2960 x 30	LCN 75 Asphalt (first and last 150 M concrete)	0.13 %	260	NIL	NIL	
08C	NIL	3639 x 45	PCN 74 /F/D/W/T Asphalt (first 305 M concrete)	0.13 %	NIL	NIL	NIL	Arresting System: RWY 08C Hook (555 M after THR), NET (175 M before THR)
26C	NIL	3639 x 45	PCN 74 /F/D/W/T Asphalt (first 489 M concrete)	0.13 %	NIL	NIL	NIL	RWY 26C Hook (544 M after THR), NET (174 M before THR)

NIL

**AD 1.6.18.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS****AD 1.6.18.10 AERODROME OBSTACLES**

1	In approach/TKOF areas: Obstacle type/ Elevation/ Markings/ LGT	Radio mast height 594 FT MSL, BRG 103° at 2.2 NM from THR RWY 26. Hills elev. 374 FT (highest), BRG 097°- 260° at distances varying from 0.5 NM to 2.5 NM from THR RWY 26.
2	In circling area and at AD: Obstacle type/ Elevation/ Markings/ LGT	NIL
3	Remarks	NIL

**AD 1.6.18.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	MEGARA
2	Hours of service MET Office outside hours	HJ / HO ATHINAI
3	Office responsible for TAF preparation Periods of validity	ATHINAI 9 HR prior to domestic flights
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation
6	Flight documentation Language(s) used	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service
9	ATS units provided with information	MEGARA TWR
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL +30 22960 80924, +30 6983526351.

**AD 1.6.18.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Remarks
1	2	3	4	5	6	7	8	9
08R	NIL	1205 x 38	LCN 25 Asphalt	- 0.16 %	NIL	NIL	NIL	NIL
26L	NIL	1205 x 38	LCN 25 Asphalt	- 0.16 %	NIL	NIL	NIL	

**AD 1.6.18.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08R	1205	1205	1205	1205	NIL
26L	1205	1205	1205	1205	NIL

## AD 1.6.29.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	TANAGRA / II
2	Hours of service MET Office outside hours	H24 TANAGRA
3	Office responsible for TAF preparation Periods of validity	REGIONAL CENTRE ATA (LARISSA) 9 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	NO TREND
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	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	TANAGRA TWR, TANAGRA APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 6983529714

## AD 1.6.29.12 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
10	101.6°	2990 x 45	LCN 45 asphalt	NIL	THR 147.26 M/ 483 FT TDZ: NIL
28	281.6°	2990 x 45	LCN 45 asphalt	NIL	THR 138.11 M/ 453 FT TDZ: NIL

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
10	NIL	NIL	NIL	NIL	NIL
28	0.3%	NIL	NIL	NIL	

## AD 1.6.29.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	NIL	NIL	NIL	NIL	THR RWY 10 displaced 150 M inwards
28	NIL	NIL	NIL	NIL	

**AD 1.6.5.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	Apron surface and strength	Surface: NIL Strength: NIL
2	Taxiway width, surface and strength	Width: 13.7 M Length: 1329.5 M Surface: concrete and asphalt Strength: LCN 45
3	Remarks	NIL

**AD 1.6.5.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

NIL

**AD 1.6.5.10 AERODROME OBSTACLES**

1	In approach/TKOF areas: Obstacle type/ Elevation/ Markings/ LGT	Funicular pylons at North height 138 FT/ AGL.
2	In circling area and at AD: Obstacle type/ Elevation/ Markings/ LGT	Glide slope antenna 42 FT height at the right side of RWY 03 at distance 270 FT from centreline, marked and lighted. High tension electric lines at 1500 M N-NW of RWY 21.
3	Remarks	NIL

**AD 1.6.5.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	DEKELIA / TATOI / III
2	Hours of service MET Office outside hours	H24 MET OFFICE ATHINAI
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ATHINAI 9 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation.
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	TATOI TWR, ATHINAI APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL +30 6983529723



## LGAD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ANDRAVIDA / II
2	Hours of service MET Office outside hours	H24 ANDRAVIDA
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.
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	Weather radar. On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	ANDRAVIDA TWR, ANDRAVIDA APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL +30 26230 65671, +30 6983529717.

## LGAD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designation s 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
16L	165°	3139 x 45	ASPH PCN 71F/B/W/T CONCR PCN 35/R/B/W/T	375603,14N 0211715,85E	THR 9.45M/ 31FT
34R	345°	3139 x 45	ASPH PCN 71F/B/W/T CONCR PCN 35/R/B/W/T	375425.33N 0211750,02E	THR 16.7M/ 55FT

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

## LGAD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16L	3000	3000	3000	3099	Take-off position RWY 16 displaced 100 M inwards.
34R	3000	3000	3000	3099	NIL

6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	ALEXANDROUPOLIS TWR, ALEXANDROUPOLIS APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. Email: <a href="mailto:meteo.alexandroupoli@hnms.gr">meteo.alexandroupoli@hnms.gr</a> TEL +30 25510 45232, +30 6983526362.

**LGAL 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
07	073°	2582 x 45	PCN 53 F/ B/ X/ U Asphalt	405108.44N 0255629.31E	THR 2.91 M / 9.54 FT TDZ: NIL
25	253°	2582 x 45	PCN 53 F/ B/ X/ U Asphalt	405133.03N 0255814.68E	THR 7.34 M / 24.08 FT TDZ: NIL

Slope of RWY-SWY		SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12	
07	1.2%	NIL	NIL	2702 x 150	NIL	See also relevant LGAL AD and AOC charts-ICAO.
25	-1.2%	NIL	NIL	2702 x 150	NIL	

**LGAL AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	2582	2582	2582	2582	NIL
25	2582	2582	2582	2582	NIL

## LGAV AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	3
a	b	c	a	b	
03R	See relevant LGAV AOC chart-ICAO				All obstacles inside AD marked and lighted. See also <b>LGAV AD 2.23.3</b>
21L	See relevant LGAV AOC chart-ICAO				
03L	See relevant LGAV AOC chart-ICAO				
21R	See relevant LGAV AOC chart-ICAO				

## LGAV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ATHINAI/ ELEFThERIOS VENIZELOS
2	Hours of service MET Office outside hours	H24 ATHINAI
3	Office responsible for TAF preparation Periods of validity	ATHINAI 24 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	TREND with every METAR ATHINAI
5	Briefing/consultation provided	Self-briefing to consultation, as necessary, with a personal consultation.
6	Flight documentation Language(s) used	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW, Satellite images
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	VENIZELOS TWR, ATHINAI APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 210 3533 689, +30 210 3533 683 , +30 6983526324 e-mail: <a href="mailto:lgav-gme@hnms.gr">lgav-gme@hnms.gr</a>

## LGBL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ALMIROS/ NEA ANCHIALOS / II
2	Hours of service MET Office outside hours	H24 REGIONAL CENTRE ATA (LARISSA)
3	Office responsible for TAF preparation Periods of validity	REGIONAL CENTRE ATA (LARISSA) 9 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	NO TREND
5	Briefing/consultation provided	Personal consultation.
6	Flight documentation Language(s) used	Charts Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	ALMIROS TWR, ALMIROS APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL +30 6983529711

## LGBL 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
08	081°	2759X45	PCN 27/F/B/X/U concrete & asphalt	391303.52N 0224643.21E	THR 25.23 M/ 82.75 FT TDZ: NIL
26	261°	2759X45	PCN 27/F/B/X/U concrete & asphalt	391316.78N 0224836.95E	THR 5.67 M/ 18.60 FT TDZ: NIL

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
08	NIL	NIL	NIL	NIL	See relevant LGBL AD and AOC charts-ICAO. Arresting system Hook (wire) 533 M inwards THR RWY 26
26	NIL	NIL	NIL	NIL	

**LGEL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	ELEFSIS / II
2	Hours of service MET Office outside hours	H24 ATHINAI
3	Office responsible for TAF preparation Periods of validity	ATHINAI 24 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation.
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	ELEFSIS TWR, ATHINAI APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 2105505670, +30 6983529712.

**LGEL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designation s 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
18	180°	2738 x 40	LCN 45 asphalt	380434.16N 0233321.54E	THR:39.43M/129FT TDZ: NIL
36	360°	2738 x 40	LCN 45 asphalt	380307.69N 0233321.81E	THR:6.48M/21FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
18	-1.22%	NIL	NIL	NIL	NIL	NIL	NIL
36	+1.22%	NIL	NIL	NIL	NIL	NIL	

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	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	CHIOS TWR, CHIOS APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 22710 23478, +30 6983526363. Email <a href="mailto:meteo.chios@hnms.gr">meteo.chios@hnms.gr</a>

**LGHI 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	010°	1511X30	PCN 27/F/B/X/U Asphalt	382016.08N 0260821.73E	THR 2.56 M/ 8.40 FT TDZ: NIL
19	190°	1511X30	PCN 27/F/B/X/U Asphalt	382057.71N 0260830.65E	THR 2.81M/ 9.22 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	1631mx150m	NIL	See also relevant LGHI AD and AOC charts-ICAO.
19	NIL	NIL	NIL	1631mx150m	NIL	

## LGHI AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	CHIOS APPROACH	124.000 121.500 243.000 MHz	HO HO HO	Primary freq Coverage FL 150 / 40 NM Emergency MIL Emergency
TWR	CHIOS TOWER	122.700 257.800 MHz 121.500 243.000 MHz	HO HO HO HO	Primary freq Coverage FL 40 / 25 NM MIL RGA Emergency MIL Emergency
G/A/G	CHIOS RADIO	5637 kHz 2989 kHz	HO: 0400 – 1700 HO: 1700 - 0400	Primary freq. Primary freq.

All ATS Communication Facilities under responsibility of CAA.

## LGHI 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
MESTA VOR/DME (4°E)	MES	117.60 MHz CH 123X	H24	381506.25N 0255420.68E	1163 FT / 354.59 M	Coverage FL 500 / 100 NM
CHIOS VOR/DME (4°E)	HOS	110.80 MHz CH 45X	H24	382058.16N 0260833.75E	26 FT / 8.06 M	Coverage FL 250 / 40 NM
CHIOS NDB (4°E / 2013)	HIO	299 kHz	H24	382023.44N 0260831.94E	-	Coverage 80 NM

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

## LGIK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	IKARIA / IKAROS / 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	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	IKARIA AFIS
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres.. TEL: +30 22750 32863, +30 6983526328.

## LGIK 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	152°	1387 x 30	NIL asphalt	374117.84N 0262035.97E	THR: 17.65 M / 57.89 FT TDZ: NIL
33	332°	1387 x 30	NIL asphalt	374038.27N 0262102.84E	THR: 22.55 M / 73.96 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	+0.45%	NIL	NIL	NIL	1507 x 80	NIL	See also LGIK AD chart ICAO. LGIK AOC chart -Type A not available
33	-0.45%	NIL	NIL	NIL	1507 x 80	NIL	Part of RWY 33 (520 M inwards RWY threshold) is visible via electronic CCTV system.  A canal surrounds the apron and the RWY at the edges of the Strip.



7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	IOANNINA TWR, IOANNINA APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 26510 26568, +30 6983526329.

## LGIO 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	141.69°	2402 x 45	PCN 27/F/B/X/U Asphalt	394220.91N 0204847.64E 394119.78N 0204950.15E 32.59M	THR 472.41 M/ 1549.50 FT TDZ: NIL
32	321.70°	2402 x 45	PCN 27/F/B/X/U Asphalt	394122.87N 0204946.99E 394220.91N 0204847.64E 32.70M	THR 474.72 M/ 1557.08 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	2522x150	NIL	See also relevant LGIO AD and AOC charts-ICAO.
32	NIL	NIL	NIL	2522x150	NIL	

## LGIO AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	2402	2402	2402	2402	NIL
32	2402	2402	2402	2282	Threshold RWY 32 displaced 120 M.

## LGIR AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
09	See relevant LGIR AOC charts-ICAO		Crane (HGT 50 M ABV MSL)	NIL	Lighted crane at Iraklion harbour, 800 M from THR RWY 09
27	See relevant LGIR AOC charts-ICAO		Floating crane (HGT 47 M ABV MSL)	NIL	Crane is moving within Iraklion harbour.
12	See relevant LGIR AOC charts-ICAO		NIL	NIL	NIL
30	See relevant LGIR AOC charts-ICAO		NIL	NIL	NIL

## LGIR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	IRAKLION / NIKOS KAZANTZAKIS
2	Hours of service MET Office outside hours	H24 IRAKLION
3	Office responsible for TAF preparation Period of validity	ATHINAI 24 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	TREND with every METAR ATHINAI
5	Briefing/consultation provided	Personal consultation.
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	KAZANTZAKIS TWR, IRAKLION APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL +30 6983529726, +30 2810245630. Email <a href="mailto:meteo.heraklion@hnms.gr">meteo.heraklion@hnms.gr</a>

**LGKA AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/ Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
12	See relevant LGKA AOC chart-ICAO				TV antenna height 30 M AGL (840 M AMSL), located SE of aerodrome, 4.5 NM from KAS VOR/DME. No daylight marking available, lighted.
30	See relevant LGKA AOC chart-ICAO				

**LGKA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	KASTORIA/ ARISTOTELIS
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	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	KASTORIA AFIS, MAKEDONIA ACC
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 2467042010, +30 6983526335.

5	Briefing/consultation provided	Personal consultation. Telephone.
6	Flight documentation Language(s) used	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	KITHIRA AFIS, KALAMATA APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 6983526340, +30 2736031091.

**LGKC 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
02	023°	1461X30	PCN 29/F/B/X/T asphalt	361605.20N 0230047.52E	THR 318.47 M / 1044.58 FT TDZ: NIL
20	203°	1461X30	PCN 29/F/B/X/T asphalt	361647.88N 0230113.00E	THR 317.90 M / 1042.71 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
02	NIL	NIL	NIL	NIL	NIL	NIL	See relevant LGKC AD and AOC chart-ICAO.
20	NIL	NIL	NIL	NIL	NIL	NIL	

**LGKC AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02	1461	1461	1461	1461	NIL
20	1461	1461	1461	1461	NIL

## LGKF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

## LGKF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

6	Flight documentation Language(s) used	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service will be established in the near future
9	ATS units provided with information	KASTELORIZO AFIS.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL +30 22460 70640, +30 6983526334.

## LGKJ 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
13	137°38'	798 x 25	NIL asphalt	360839.63N 0293424.10E	THR: 148.73 M / 487.83 FT TDZ: NIL
31	317°38'	798 x 25	NIL asphalt	360820.51N 0293445.60E	THR: 139.48 M / 457.49 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
13	NIL	NIL	NIL	NIL	858 x 60	NIL	See also <b>LGKJ AD 2.22.1</b> , AD and AOC chart-ICAO. RWY edge surface in certain parts is lower APRX 5 cm from RWY surface. Asphalt shoulders 2.5 M on either RWY side. First 150 M of RWY 13 not visible from AFIS site.
31	NIL	NIL	NIL	NIL	858 x 60	NIL	

## LGKJ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13	798	798	798	798	NIL
31	798	798	798	798	NIL

## LGKL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KALAMATA / II
2	Hours of service MET Office outside hours	H24 KALAMATA
3	Office responsible for TAF preparation Periods of validity	ATHINAI 9 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	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	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	KALAMATA TWR, KALAMATA APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 6983529720

## LGKL 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
17R	169°	2703 x 45	PCN 53/F/B/X/U asphalt	370449.42 N 0220121.35 E	THR 7.84 M/ 25.71 FT TDZ: NIL
35L	349°	2703 x 45	PCN 53/F/B/X/U asphalt	370323.23 N 0220141.45 E	THR 4.98. M / 16.33 FT TDZ: NIL

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
17R	NIL	NIL	2823 x 150	NIL	See relevant LGKL AD and AOC charts-ICAO.
35L	NIL	NIL	2823 x 150	NIL	Arrestor gears (hook) installed 450m inwards from both THR RWY 17R and RWY 35L.

## LGKO AD 2.10 AERODROME OBSTACLES

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

## LGKO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KOS / IPPOKRATIS / II
2	Hours of service MET Office outside hours	H24 KOS
3	Office responsible for TAF preparation Period of validity	ATHINAI 24 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	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service. Two RVR equipment 300 M from RWY THR 32 and RWY THR 14.
9	ATS units provided with information	IPPOKRATIS TWR, KOS APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 22420 51394, +30 6983526341. Email <a href="mailto:meteo.kos@hnms.gr">meteo.kos@hnms.gr</a>



5	Briefing/consultation provided	Personal consultation. Telephone.
6	Flight documentation Language(s) used	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	KARPATHOS AFIS.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL : +30 22450 91035, +30 6983526332.

## LGKP 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
12	124.58°	2399 x 30	PCN 53/F/D/X/U asphalt	352535.43N 0270810.36E	THR 11.13 M/ 36.51 FT TDZ: NIL
30	304.59°	2399 x 30	PCN 53/F/D/X/U asphalt	352456.77N 0270918.86E	THR 18.92 M/ 62.06 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12		
12	NIL	NIL	NIL	NIL	2519x150	NIL	See also LGKP AD and AOC chart-ICAO. Shoulders 7.5 M on both sides.
30	NIL	NIL	NIL	NIL	2519x150	NIL	Arresting cable 352M FM THR 30.

## LGKP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	2399	2399	2399	2249	THR RWY 12 displaced 150 M
30	2399	2399	2399	2249	THR RWY 30 displaced 150 M

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

### LGKP AD 2.22 FLIGHT PROCEDURES

#### 2.22.1 General

2.22.1.1 All aircraft within KARPATHOS CTR should contact ATHINAI ACC for instructions.

2.22.1.2 All aircraft at and above the minimum flight altitudes of ATS routes traversing KARPATHOS CTR should contact ATHINAI ACC for instructions.

2.22.1.3 RWY 12 / 30 not visible from AFIS site in the Terminal building.

2.22.1.4 For AFIS see **AD 1.1.6.2**.

#### 2.22.2 Runway in use

2.22.2.1 RWY 12 / 30

2.22.2.2 ATTN: Previous and short RWY 13/31 is available only for TWY although marked and lighted as RWY

#### 2.22.3 Procedures for IFR flights within KARPATHOS CTR

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

#### 2.22.4 Radar procedures within ... TMA

NIL

#### 2.22.5 Procedures for VFR flights within ... TMA

NIL

#### 2.22.6 Procedures for VFR flights within KARPATHOS CTR

NIL

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

2.22.7.1 See relevant LGKP SID charts-ICAO (LGKP AD 2.24)

### LGKP 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**

**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, aiming points TWY Centre line, RWY holding positions.
3	Stop bars	NIL
4	Remarks	NIL

## LGKR AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	3
a	b	c	a	b	
16	See relevant LGKR AOC charts-ICAO				Obstacles are marked and lighted
34	See relevant LGKR AOC charts-ICAO				New obstacle: BLDG ELEV 660 M, 8 M from RWY End, and 85 M left from extended RWY centreline.

## LGKR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KERKIRA/ IOANNIS KAPODISTRIAS
2	Hours of service MET Office outside hours	H24 KERKIRA
3	Office responsible for TAF preparation Period of validity	ATHINAI 24 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	TREND with every METAR ATHINAI
5	Briefing/consultation provided	Personal consultation
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	KERKIRA TWR, KERKIRA APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 26610 39702, +30 6983526336. Email <a href="mailto:meteo.corfu@hnms.gr">meteo.corfu@hnms.gr</a>

## LGKR AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
<b>Aerodrome Chart – ICAO: - KERKIRA/ IOANNIS KAPODISTRIAS Airport</b>	30 DEC 21	AD 2-LGKR-ADC
<b>Aircraft Parking/ Docking Chart – ICAO: - KERKIRA/ IOANNIS KAPODISTRIAS Airport</b>	30 DEC 21	AD 2-LGKR-APDC
<b>Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - LGKR AOC 1</b>	13 MAR 08	AD 2-LGKR-AOC A-1
<b>Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -</b>	NIL	NIL
<b>Precision Approach Terrain Chart – ICAO: -</b>	NIL	NIL
<b>Instrument Approach Chart (IAC) – ICAO: - VORa (CIRCLING)</b>	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
<b>Visual Approach Chart (VAC) – ICAO:</b>	NIL	NIL
<b>Standard Departure Chart - Instrument (SID) – ICAO: - GAR VOR/DME KRK VOR/DME KEK (L) RWY 16</b>	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
<b>Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK RWY 16/34</b>	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
<b>Terminal Area Chart - ICAO - VFR routes: - KERKIRA TMA VFR</b>	25 APR 19	AD 2-LGKR-VFR
<b>TAR System Coverage Chart – VEC area: - KERKIRA TMA VEC AREA</b>	08 NOV 18	AD 2-LGKR-VEC
<b>ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:</b>	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	THR & GUND ELEVATION	BEARING STRENGTH
16	164	393632.02N 0195437.20E	1.75M 30.83M	PCN 100/F/C/X/T
34	344	393531.44N 0195452.75E	1.57M 30.83M	

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**

THR DISPLACED 410m

GARITSA  
VOR/DME  
GAR 108.80 CH25X  
393623.08N  
0195433.90E

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

All ATS Communication Facilities under responsibility of CAA.  
For TAR services see ENR 1.8 & 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

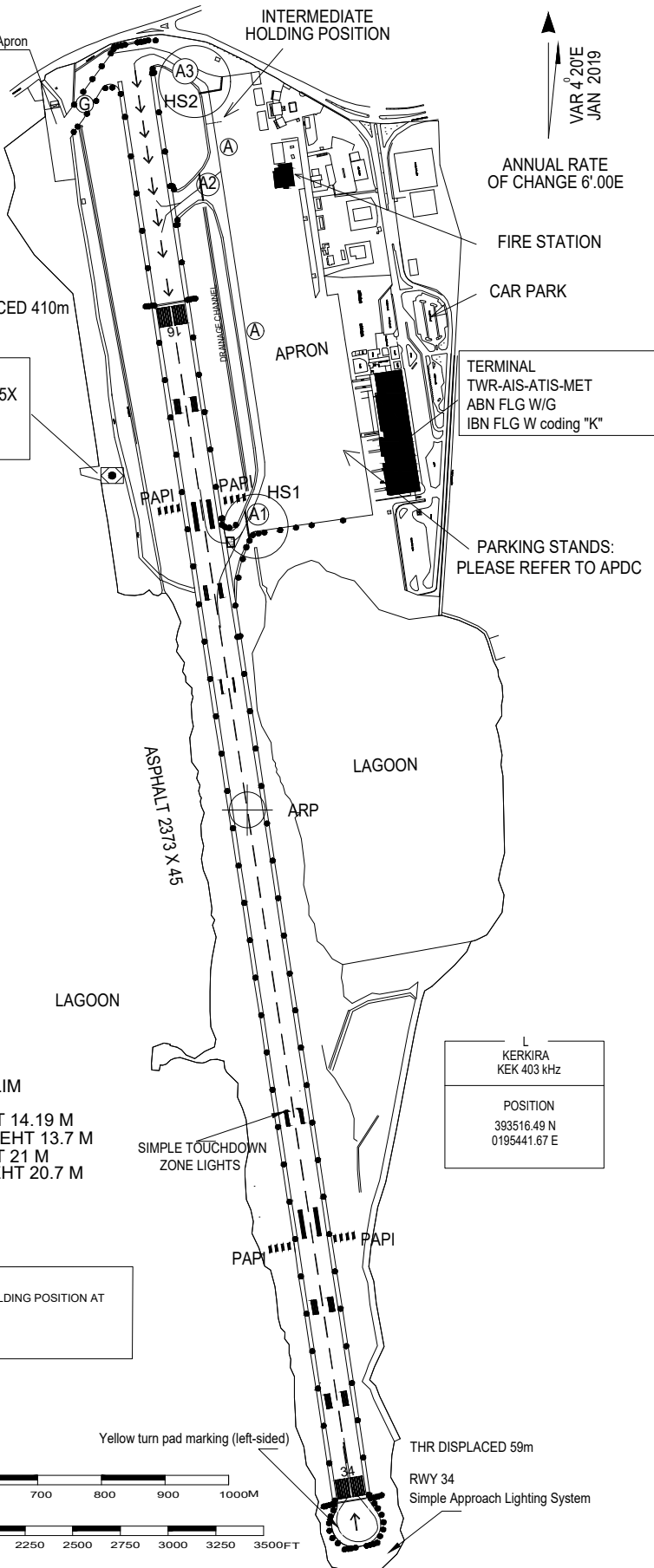
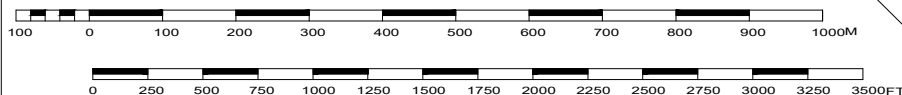
"PAPI system serviceable in azimuth coverage not more than 8 degrees either side of the extended runway centre line"

**AMENDMENT RECORD**

No	DATE	ENTERED BY

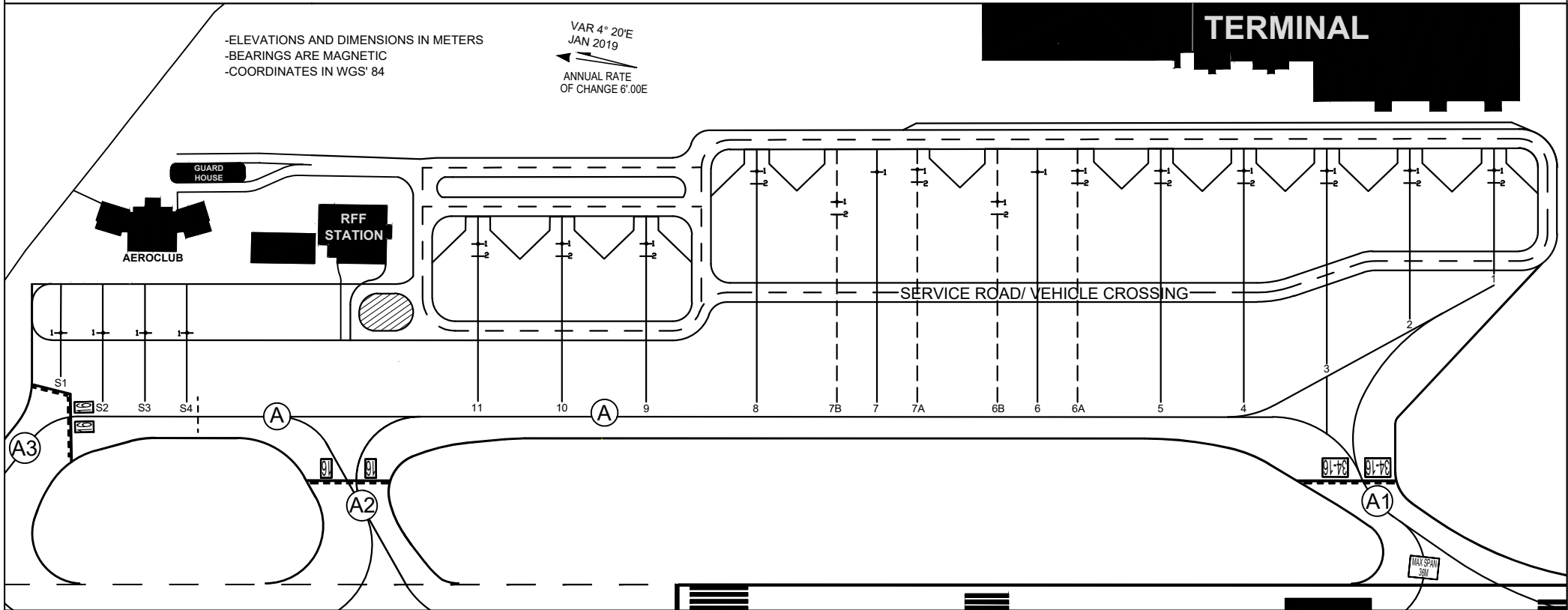
**CHANGES:**  
- NEW INTERMEDIATE HOLDING POSITION AT APRON

SCALE 1 : 10000



AIRCRAFT PARKING/ DOCKING CHART- ICAO

KERKIRA / IOANNIS KAPODISTRIAS Airport



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

VAR 4° 20'E  
JAN 2019  
ANNUAL RATE  
OF CHANGE 6'.00E

TERMINAL

SERVICE ROAD/ VEHICLE CROSSING

INS COORDINATES FOR A/C STANDS		
N°	LATITUDE	LONGITUDE
1	393619.92N	0195450.43E
2	393621.32N	0195450.07E
3	393622.70N	0195449.70E
4	393624.08N	0195449.35E
5	393625.46N	0195448.99E
6	393627.51N	0195448.44E
6A	393626.84N	0195448.64E
6B	393628.08N	0195447.63E
7	393630.18N	0195447.76E
7A	393629.52N	0195447.98E
7B	393630.74N	0195446.94E
8	393632.18N	0195447.26E
9	393633.78N	0195445.22E
10	393635.18N	0195444.87E
11	393636.58N	0195444.51E

THE COORDINATES PROVIDED REPRESENT THE FRONT STOP BAR OF THE STAND (1)

INS COORDINATES FOR A/C STANDS		
N°	LATITUDE	LONGITUDE
S1	393643.27N	0195440.86E
S2	393642.57N	0195441.04E
S3	393641.88N	0195441.23E
S4	393641.18N	0195441.41E

LEGEND	
RUNWAY HOLDING POSITION	
TAXIWAY DESIGNATION	
AIRCRAFT STAND	
STOP BAR	
MANDATORY INSTRUCTION MARKING	
AIRCRAFT CATEGORY RESTRICTION MARKING	
INTERMEDIATE HOLDING POSITION	
- APRON: ASPHALT	

CHANGES:	
-	INTERMEDIATE HOLDING POSITION

ATS COMMUNICATION FACILITIES			
Service Designation	Call Sign	Frequency	Remarks
APP	KERKIRA APPROACH	122.350 MHz	Primary Coverage FL 250 / 50 NM
		118.075 MHz	Coverage FL 250 / 50 NM
		278.250 MHz	MIL
		122.100 MHz	RGA
TAR	KERKIRA RADAR	122.350 MHz	Coverage FL 250 / 50 NM
		278.250 MHz	MIL
TWR	KERKIRA TOWER	120.850 MHz	Primary Coverage FL 40 / 25 NM
		122.100 MHz	RGA
		121.500 MHz	MIL RGA
		243.000 MHz	Emergency MIL Emergency
G/A/G	KERKIRA RADIO	5637 KHZ	0400 - 1700 Primary
		2989 KHZ	1700 - 0400 Primary
ATIS	KERKIRA IOANNIS KAPODISTRIAS AIRPORT FORMATION	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

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

1	Apron surface and strength	Surface: asphalt Strength: NIL
2	Taxiway width, surface and strength	Width: NIL Surface: asphalt Strength: NIL
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	Parking area 50 X 30 M.

**LGKS 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: Threshold, end, edge. TWY: Edge. Markings: RWY: Center line, Thresholds, Touch down zone. TWY: NIL
3	Stop bars	NIL
4	Remarks	NIL

**LGKS AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/ Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
09	See relevant LGKS AOC chart-ICAO				NIL
27	See relevant LGKS AOC chart-ICAO				

**LGKS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	KASSOS / III
2	Hours of service MET Office outside hours	HO ATHINAI
3	Office responsible for TAF preparation Periods of validity	ATHINAI 9HR
4	Trend forecast Interval of issuance	NO TREND



5	Briefing/consultation provided	Personal consultation. Telephone.
6	Flight documentation Language(s) used	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service has been established.
9	ATS units provided with information	KASSOS AFIS.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 22450 41590, +30 6983526333.

## LGKS 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	092°	983 X 25	NIL asphalt	352517.50N 0265416.53E	THR 6.01 M/ 19.71 FT TDZ: NIL
27	272°	983 X 25	NIL asphalt	352516.17N 0265455.41E	THR 7.52 M/ 24.67 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	NIL	NIL	See also LGKS AD and AOC chart-ICAO. First 380 M of RWY 09 not visible from AFIS site..
27	NIL	NIL	NIL	NIL	NIL	NIL	

## LGKS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	982	982	982	982	NIL
27	982	982	982	982	NIL

**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	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	MEGAS ALEXANDROS TWR, KAVALA APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 2591053274, +30 6983529718.

**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 405517.97N 0243803.42E 40.55M	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	405517.97N 0243803.42E 405422.69N 0243617.93E 40.69M	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	3120X300	NIL	See also relevant LGKV AD and AOC charts-ICAO
23	NIL	NIL	NIL	NIL	3120X300	NIL	

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

1	Apron surface and strength	Surface: asphalt Strength: PCN 11/F/B/Y/T
2	Taxiway width, surface and strength	Width: NIL Surface: NIL Strength: NIL
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

**LGKY 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 10/28: Threshold, edge, end TWY: Edge. Markings: RWY: NIL TWY: NIL
3	Stop bars	NIL
4	Remarks	See also LGKY AD chart ICAO

**LGKY AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/ Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
10	See relevant LGKY AOC chart-ICAO				NIL
28	See relevant LGKY AOC chart-ICAO				NIL

**LGKY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	KALYMNOS
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	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	KALYMNOS AFIS
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 22430 48760, +30 6983526331.

**LGKY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG (degrees and minutes)	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
10	102°	1015X30	PCN 11/F/B/Y/T asphalt	365751.82N 0265606.41E	THR 234.90 M/ 770.47 FT TDZ: NIL
28	282°	1015X30	PCN 11/F/B/Y/T asphalt	365745.06N 0265646.57E	THR 222.74 M/ 730.59 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
10	NIL	NIL	NIL	NIL	1135 x 80	NIL	See also LGKY AD and AOC chart-ICAO
28	NIL	NIL	NIL	NIL	1135 x 80	NIL	ICAO reference code: 2C

**LGKY AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	1015	1015	1015	1015	NIL
28	1015	1015	1015	1015	NIL

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

1	Apron surface and strength	Surface: asphalt Strength: PCN 27/F/B/X/U
2	Taxiway width, surface and strength	Width: NIL Surface: asphalt Strength: NIL
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

**LGKZ 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 annex 14 requirements.
2	RWY and TWY markings and LGT	LGT: RWY: Threshold, end, edge. TWY: Edge. Markings: RWY: NIL TWY: NIL
3	Stop bars	NIL
4	Remarks	See also LGKZ AD chart ICAO

**LGKZ AD 2.10 AERODROME OBSTACLES**

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

**LGKZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	KOZANI/ FILIPPOS
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	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	KOZANI AFIS, MAKEDONIA ACC, LARISSA APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 24610 21690, +30 6983526338.

## LGKZ 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	143°	1822 x 30	PCN 27/F/B/X/U asphalt	401727.52N 0215011.68E	THR 624.87 M/ 2049.58 FT TDZ: NIL
32	323°	1822 x 30	PCN 27/F/B/X/U asphalt	401644.99N 0215053.45E	THR 599.95 M/ 1967.83 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	NIL	NIL	NIL	NIL	NIL	NIL	See relevant LGKZ AD and AOC chart-ICAO
32	NIL	NIL	NIL	NIL	NIL	NIL	

## LGKZ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	1822	1822	1822	1641	THR RWY 14 displaced 181 M
32	1822	1822	1822	1822	NIL

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

1	Apron surface and strength	Surface: asphalt Strength: NIL
2	Taxiway width, surface and strength	Width: NIL Surface: asphalt Strength: NIL
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	Parking area 50 X 30 M.

**LGLE 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 annex 14 requirements.
2	RWY and TWY markings and LGT	LGT: RWY: Threshold, end, edge. TWY: Edge. Markings: RWY: NIL TWY: NIL
3	Stop bars	NIL
4	Remarks	NIL

**LGLE AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/ Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
14	See relevant LGLE AOC chart-ICAO				Wall HGT 40 cm, length 50 M and trench depth MM 250 sq meters, 9 M west of RWY 14 Edge and 250 M from beginning RWY 14, parallel of RWY AXIS.
32	See relevant LGLE AOC chart-ICAO				

**LGLE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	LEROS / 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	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	LEROS AFIS.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL : +30 22470 23777, +30 6983526343.

#### LGLE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG (degrees and minutes)	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	144°	1012 x 30	NIL asphalt	371119.23N 0264747.88E	THR 2.45 M/ 8.04 FT TDZ: NIL
32	324°	1012 x 30	NIL asphalt	371057.16N 0264807.79E	THR 9.92 M/ 32.54 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 also LGLE AD and AOC chart-ICAO.
32	NIL	NIL	NIL	NIL	NIL	NIL	

#### LGLE AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	1012	1012	1012	1012	NIL
32	1012	1012	1012	842	Threshold RWY 32 displaced 170 M inwards



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	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	LIMNOS TWR, LIMNOS APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 22540 92714, +30 6983529727.

## LGLM 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
04R	043,16°	3016 x 45	PCN 53/F/B/X/U Asphalt	395425.91N 0251327.64E 395537.22N 0251454.50E 39,70	THR 3.74 M/ 12.27 FT TDZ: NIL
22L	223,17°	3016 x 45	PCN 53/F/B/X/U Asphalt	395537.22N 0251454.50E 395425.91N 0251327.64E 39,72	THR 3.86 M/ 12.66 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
04R	NIL	NIL	NIL	NIL	3136 x 150	NIL	See also relevant LGLM ADC and AOC charts-ICAO.
22L	NIL	NIL	NIL	NIL	3136 x 150	NIL	

## LGLM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04R	3016	3016	3016	3016	NIL
22L	3016	3016	3016	3016	NIL.

**LGLM AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	LIMNOS IFAISTOS CTR Circle, 10 NM radius centred at 395502N 0251411E.
		LIMNOS IFAISTOS ATZ Circle, 5 NM radius centred at 395502N 0251411E.
2	Vertical limits	CTR: SFC to 3000 FT ALT
		ATZ: SFC to 2000 FT ALT
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	CTR: LIMNOS APPROACH Greek, English
		ATZ: LIMNOS TOWER Greek, English
5	Transition altitude	4000 FT
6	Remarks	For LIMNOS TMA see <b>ENR 2.1.5.8</b> .

**LGLM AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	LIMNOS APPROACH	128.500 362.300 MHz 122.100 121.500 243.000 MHz	HO HO HO HO HO	Primary freq Coverage FL 150 / 40 NM MIL RGA Emergency MIL Emergency
TWR	LIMNOS TOWER	128.500 122.100 257.800 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	LIMNOS RADIO	5637 kHz 2989 kHz	HO: 0400 – 1700 HO: 1700 - 0400	Primary freq. Primary freq.

All ATS Communication Facilities under responsibility of CAA.

**LGLM 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
LIMNOS VOR/DME (4°E)	LMO	109.20 MHz CH 29X	H24	395510.34N 0251413.88E	35 FT / 10.58 M	Coverage FL 500 / 150 NM
LIMNOS L (4°E / 2005)	LIO	429 kHz	H24	395518.18N 0251358.85E	-	Coverage 25 NM

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

## LGMK AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	3
a	b	c	a	b	
16/APPROACH 34/TAKE-OFF	High Ground, 180.55M NIL / LGTD LIM R F8	372749.36 N 0251959.74 E	High Ground, 385.60M NIL / LGTD LIM R F9	372908.45 N 0252035.84 E	
16/APPROACH 34/TAKE-OFF	High Ground, 287.20M NIL / LGTD LIM R F6	372901.91 N 0251938.23 E	High Ground, 273.80M NIL / LGTD LIM R F1	372559.34 N 0252136.62 E	
16/APPROACH 34/TAKE-OFF	High Ground, 372.80M NIL / LGTD LIM R F7	372911.60 N 0252000.67 E	High Ground, 150.20M NIL / LGTD LIL R F2	372558.40 N 0252112.36 E	
			High Ground, 145.11M NIL / LGTD LIL R F3	372558.78 N 0252106.07 E	
			High Ground, 125.85M NIL / LGTD LII R F4	372558.29 N 0252053.79 E	
			Building (Windmill) 139.81M NIL / LGTD LIL R F5	372554.14 N 0252050.50 E	

## LGMK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MIKONOS
2	Hours of service MET Office outside hours	HO ATHINAI
3	Office responsible for TAF preparation Period of validity	ATHINAI 9 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation, Telephone
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	MIKONOS TWR, MIKONOS APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 22890 24777, +30 6983526346 Email <a href="mailto:meteo.mykonos@hnms.gr">meteo.mykonos@hnms.gr</a>

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

1	Apron surface and strength	Surface: asphalt Strength: NIL
2	Taxiway width, surface and strength	Width: NIL Surface: asphalt Strength: NIL
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

**LGML 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 annex 14 requirements.
2	RWY and TWY markings and LGT	LGT: RWY: Threshold, end, .edge. TWY: Edge. Markings: RWY: Designation, Threshold, Centerline, side stripes TWY: NIL
3	Stop bars	NIL
4	Remarks	See also LGML AD chart ICAO

**LGML AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/ Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
08	See relevant LGML AOC chart-ICAO				Obstacles not lighted.
26	See relevant LGML AOC chart-ICAO				

**LGML AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	MILOS
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	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	MILOS AFIS, ATHINA ACC
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL : +30 22870 31162, +30 6983526345.

## LGML 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
08	084°	795 X 25	NIL asphalt	364147.43N 0242821.56E	THR 2.99 M/ 9.81 FT TDZ: NIL
26	264°	795 X 25	NIL asphalt	364150.27N 0242853.38E	THR 3.77 M/ 12.37 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
08	NIL	NIL	NIL	NIL	NIL	NIL	See relevant LGML AD and AOC chart-ICAO
26	NIL	NIL	NIL	NIL	NIL	NIL	

## LGML AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	795	795	795	795	NIL
26	795	795	795	795	NIL

## LGMT AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
14	See relevant LGMT AOC charts-ICAO				Main obstacles lighted
32	See relevant LGMT AOC charts-ICAO				

## LGMT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MITILINI/ ODYSSEAS ELYTIS
2	Hours of service MET Office outside hours	H24 MITILINI
3	Office responsible for TAF preparation Period of validity	ATHINAI 9 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation, Telephone
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	MITILINI TWR, MITILINI APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 2251061286, +30 6983526347. Email <a href="mailto:meteo.mytilene@hnms.gr">meteo.mytilene@hnms.gr</a>

6	Flight documentation Language(s) used	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	NAXOS AFIS.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL : +30 22850 29046, +30 6983526348.

**LGNX 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
18	181°	900 x 30	PCN 11/F/B/X/T asphalt	370506.87N 0252205.58E	THR 3.29 M/ 10.80 FT TDZ: NIL
36	001°	900 x 30	PCN 11/F/B/X/T asphalt	370437.67N 0252204.94E	THR 3.29 M/ 10.80 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
18	NIL	NIL	NIL	NIL	NIL	NIL	See also LGNX AD and AOC chart-ICAO.
36	NIL	NIL	NIL	NIL	NIL	NIL	

**LGNX AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	900	900	900	900	
36	900	900	900	900	NIL

## LGPA AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
17	NIL		Not available		
35	NIL		Not available		

## LGPA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	PAROS
2	Hours of service MET Office outside hours	HO ATHINAI
3	Office responsible for TAF preparation Period of validity	ATHINAI 9 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation, Telephone.
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	PAROS AFIS, ATHINAI ACC
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 2284092052, +30 6983526350.



			High Ground, 100M NIL / LGTD LIM R NR 5	363455.46 N 0262330.53 E	
			High Ground, 108M NIL / LGTD LIM R NR 6	363444.12 N 0262408.30 E	
			High Ground, 185M NIL / LGTD LIM R NR 7	363445.79 N 0262440.41 E	

**LGPL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	ASTYPALAIA / 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	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	ASTYPALAIA AFIS.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 22430 61107, +30 6983526320.

**LGPL 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	150°	989 x 30	NIL asphalt	363501.65N 0262221.40E	THR 43.48 M / 142.61 FT TDZ: NIL
33	330°	989 x 30	NIL asphalt	363433.83N 0262241.23E	THR 50.38 M / 165.25 FT TDZ: NIL

## LGPZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	PREVEZA/ AKTION / II
2	Hours of service MET Office outside hours	H24 ATHINAI
3	Office responsible for TAF preparation Periods of validity	ATHINAI 24 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	NO TREND
5	Briefing/consultation provided	Personal Consultation at MET Office daily from MON to FRI 0400-1200.
6	Flight documentation Language(s) used	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	Weather Radar at MET Office. On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	AKTION TWR, AKTION APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 26820 22353, +30 6983529721.

## LGPZ 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
07L	068°	2871×45	PCN 57/F/B/W/T asphalt	385514.57N 0204458.20E 385549.32N 0204648.80E 26.73M	THR: 2.73 M / 8.95 FT TDZ: 12 FT
25R	248°	2871× 45	PCN 57/F/B/W/T asphalt	385547.50N 0204643.00 E 385514.57N 0204458.20E 26.86M	THR 3.32 M / 10.89 FT TDZ: NIL
07R	NIL	NIL	PCN 67/F/B/X/T asphalt	NIL	RWY 07R/25L is used only as TWY, although marked and lighted as RWY.
25L	NIL	NIL	PCN 67/F/B/X/T asphalt	NIL	

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
07L	NIL	NIL	NIL	NIL	2950×150	NIL	See relevant LGPZ AD and AOC charts-ICAO. Shoulders 3 M on either side.
25R	NIL	NIL	NIL	NIL	2950×150	NIL	

## 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 ILS/DME CAT I, RWY 07L (4°E / 2019) ILS/LLZ (4°E)	IPRV	110.90 MHz	HJ	385550.67N 0204653.08E		Coverage FL 62.5 / 25 NM
GP		330.800 MHz		385522.05N 0204510.87E		Coverage FL 23 / 10 NM GP angle 2.75
DME		CH 46X		385522.05N 0204511.22E	32 FT / 9.78 M	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 <b>GEN 2.5</b> and <b>ENR 4.1</b>						

## 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](mailto: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 Parking stands Restrictions.

2.20.1.2.1 Available parking stands for aircraft accommodation up to ICAO code letter aircraft category C. To operate ad-hoc with greater than ICAO code letter aircraft category C, aircraft carriers shall submit relevant request via e-mail to:

[flightscheduling@fraport-greece.com](mailto:flightscheduling@fraport-greece.com). The request shall be made at least 10 days before the date planned and shall contain the following data:

- Aircraft type.
- Expected date and time of arrival.

## 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](mailto: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 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

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

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

2.20.1.7 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.

2.20.1.9 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.

## **2.20.2 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 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.

2.20.2.1.5 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 Taxi out or pushback clearance may be requested only if the pilot can perform the maneuver immediately.

2.20.2.2.3 When pilot request taxi out or pushback 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 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 TWY 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.

2.20.2.2.5 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 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**

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 [PVKdm@fraport-greece.com](mailto: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**.

**LGPZ AD 2.24 CHARTS RELATED TO AERODROME**

Chart name	Date	Page
<b>Aerodrome Chart – ICAO: - PREVEZA/ AKTION</b>	15 JUL 21	AD 2-LGPZ-ADC
<b>Aircraft Parking/ Docking Chart – ICAO: - PREVEZA/AKTION</b>	23 MAY 19	AD 2- LGPZ- APDC
<b>Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 07L/25R / LGPZ AOC</b>	7 JUL 05	AD 2-LGPZ-AOC A-1
<b>Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -</b>	NIL	NIL
<b>Precision Approach Terrain Chart – ICAO: -</b>	NIL	NIL
<b>Instrument Approach Chart (IAC) – ICAO: - VOR RWY 07L / LGPZ 1</b>	07 DEC 07	AD 2-LGPZ-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 25R	19 JUL 18	AD 2-LGPZ-IAC-2
Instrument Approach Chart (IAC) – ICAO: - NDBa RWY 07L / LGPZ 7	07 DEC 07	AD 2-LGPZ-IAC-3
Instrument Approach Chart (IAC) – ICAO: - NDBb RWY 07L / LGPZ 8	07 DEC 07	AD 2-LGPZ-IAC-4
<b>Visual Approach Chart (VAC) – ICAO:</b>	NIL	NIL
<b>Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 07L / LGPZ 5</b>	07 DEC 07	AD 2-LGPZ-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 25R / LGPZ 6	07 DEC 07	AD 2-LGPZ-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - NDB RWY 07L / LGPZ 10	07 DEC 07	AD 2-LGPZ-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - NDB RWY 25R / LGPZ 11	07 DEC 07	AD 2-LGPZ-SID-4
<b>Visual Approach Chart (VAC) – ICAO:</b>	NIL	NIL
<b>Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR/DME RWY 07L / LGPZ 3</b>	07 DEC 07	AD 2-LGPZ-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR/DME RWY 25R / LGPZ 4	07 DEC 07	AD 2-LGPZ-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - NDB RWY 07L / LGPZ 9	07 DEC 07	AD 2-LGPZ-STAR-3
<b>Terminal Area Chart - ICAO - VFR routes: -</b>	NIL	NIL
<b>TAR System Coverage Chart – VEC area: -</b>	NIL	NIL
<b>ATC Surveillance Minmum Altitude Chart (ASMAC) – ICAO:</b>	NIL	NIL
<b>ATC Surveillance Minmum Altitude Chart (ASMAC) – ICAO:</b>	NIL	NIL

**LGRP AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	3
a	b	c	a	b	
06	See relevant LGRP AOC charts-ICAO				GP mast 8 M high, 92 M North of RWY 06/24 axis and 370 M from THR RWY 24. Properly marked. All Obstructions marked day & night.
24	See relevant LGRP AOC charts-ICAO				

**LGRP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	RODOS/ DIAGORAS / II
2	Hours of service MET Office outside hours	H24 RODOS
3	Office responsible for TAF preparation Period of validity	ATHINAI 24 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	TREND with every METAR ATHINAI
5	Briefing/consultation provided	Personal consultation
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	DIAGORAS TWR, RODOS APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 22410 82878, +30 6983526353. Email <a href="mailto:meteo.rhodes@hnms.gr">meteo.rhodes@hnms.gr</a>



**LGRX AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	ARAXOS
2	Hours of service MET Office outside hours	H24 ARAXOS
3	Office responsible for TAF preparation Periods of validity	REGIONAL CENTRE ATA (LARISSA) 9 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	NO TREND
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	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	ARAXOS TWR, ANDRAVIDA APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 6983529716.

**LGRX AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG (degrees and minutes)	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	
18R	183°	3352 X 45	LCN 45 concrete and asphalt	380952.23N 0212535.81E 380810.14N 0212528.63E  24.83	THR: 11.37 M/ 37.29 FT TDZ: NIL	
36L	003°	3352 X 45	LCN 45 concrete and asphalt	380816.76N 0212529.09E 380958.68N 0212536.26E  24.76	THR: 14.12 M/ 46.31 FT TDZ: NIL	
Slope of RWY-SWY		SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	REMARKS
7		8	9	10	11	12
18R	NIL	NIL	NIL	NIL	NIL	See relevant LGRX AOC charts-ICAO. Arresting Gear (hook): RWY 18 barrier: 472 M from THR inwards.
36L	NIL	NIL	NIL	NIL	NIL	RWY 36 barrier: 528 M from THR inwards.

## LGSA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	CHANIA/ IOANNIS DASKALOGIANNIS / II
2	Hours of service MET Office outside hours	H24 CHANIA
3	Office responsible for TAF preparation Periods of validity	ATHINAI 24 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	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	Receiver for satellite cloud picture
9	ATS units provided with information	SOUDA TWR, SOUDA APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 2821005677, +30 6983529715. Email <a href="mailto:meteo.chania@hnms.gr">meteo.chania@hnms.gr</a>

## LGSA 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
11	112°	3348 x 45	PCN 53/F/B/X/U asphalt (first 160 concrete)	353212.75N 0240802.32E	THR 130.93 M/ 429.45 FT TDZ: NIL
29	292°	3348 x 45	PCN 53/F/B/X/U asphalt (first 215 concrete)	353132.61N 0241005.81E	THR 149.40 M/ 490.03 FT TDZ: NIL

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
11	NIL	NIL	NIL	NIL	See relevant LGSA AD and AOC charts-ICAO.
29	NIL	NIL	NIL	NIL	Arresting system of both RWYs. Arrestor barriers (nets) 17 M before THR of RWY 29, HGT 1.6M, not lighted. Arrestor gear wire under-floor type

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	
(cont.)			High Ground 55M NIL / LGTD LIL R	391052.84 N 0233009.56 E	Part of threshold of RWY 19 not visible from TWR
			High Ground 10M NIL / LGTD LIL R	391024.21 N 0233003.69 E	
			High Ground 70M NIL / LGTD LIM R	391025.33 N 0232933.59 E	
			High Ground 121M NIL / LGTD LIM R	391046.21 N 0232945.84 E	

#### LGSK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	SKIATHOS/ ALEXANDROS PAPADIAMANDIS / III
2	Hours of service MET Office outside hours	HO ATHINAI
3	Office responsible for TAF preparation Period of validity	ATHINAI 9 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation, Telephone
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	SKIATHOS TWR, SKIATHOS APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 24270 21775, +30 6983526358. Email <a href="mailto:meteo.skiathos@hnms.gr">meteo.skiathos@hnms.gr</a>

## LGSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	SAMOS/ ARISTARCHOS OF SAMOS / III
2	Hours of service MET Office outside hours	HO ATHINAI
3	Office responsible for TAF preparation Period of validity	ATHINAI 9 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation, Telephone
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	SAMOS TWR, SAMOS APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 22730 61477, +30 6983526355. Email <a href="mailto:meteo.samos@hnms.gr">meteo.samos@hnms.gr</a>

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

1	Apron surface and strength	Surface: asphalt Strength: NIL
2	Taxiway width, surface and strength	Width: NIL Surface: asphalt Strength: NIL
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

**LGSO 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 annex 14 requirements.
2	RWY and TWY markings and LGT	LGT: RWY: Threshold, end, edge. TWY: Edge. Markings: RWY: Designation, Threshold, centerline, side stripes. TWY: NIL
3	Stop bars	NIL
4	Remarks	NIL

**LGSO AD 2.10 AERODROME OBSTACLES**

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

**LGSO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	SYROS/ DIMITRIOS VIKELAS
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	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	SYROS AFIS, ATHINAI APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 2281077745, +30 6983526359.

## LGSO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG (degrees and minutes)	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
18	181°	1080 x 30	PCN 34/F/B/X/U asphalt	372540.48N 0245700.31E	THR 68.72 M/ 225.40 FT TDZ: NIL
36	001°	1080 x 30	PCN 34/F/B/X/U asphalt	372505.47N 0245659.23E	THR 72.01 M/ 236.19 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
18	0,13%	NIL	NIL	NIL	1 200 x 80	NIL	See also LGSO AD and AOC chart-ICAO. Shoulders 7.5 M either RWY side.
36	NIL	NIL	NIL	NIL	1 200 x 80	NIL	

## LGSO AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	1080	1080	1080	1080	NIL
36	1080	1080	1080	1080	NIL

## LGSR AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	3
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	H24 ATHINAI
3	Office responsible for TAF preparation Period of validity	ATHINAI 24 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	NO TREND
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	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	SANTORINI TWR, SANTORINI APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 22860 31397, +30 6983529725. Email <a href="mailto:meteo.santorini@hnms.gr">meteo.santorini@hnms.gr</a>

5	Briefing/consultation provided	Personal consultation.
6	Flight documentation Language(s) used	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service will be established in the near future.
9	ATS units provided with information	SITIA AFIS, IRAKLION APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL : +30 28430 22236, +30 6983526357.

## LGST 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	50.46°	2074 x 45	PCN 40B/F/X/U asphalt	351236.69N 0260532.83E 351319.52N 0260636.08E 19.17	THR 114.73 M/ 376.4 FT TDZ: NIL
23	230.47°	2074 x 45	PCN 40B/F/X/U asphalt	351319.52N 0260636.08E 351236.69N 0260532.83E 19.21	THR 96.21 M/ 315.56 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	2194 x 150	NIL	See also LGST AD and AOC chart-ICAO.
23	NIL	NIL	NIL	NIL	2194 x 150	NIL	

## LGST AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2074	2074	2074	2074	NIL
23	2074	2074	2074	2074	NIL



**LGSY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	SKIROS / III
2	Hours of service MET Office outside hours	H24 REGIONAL CENTRE ATA (LARISSA)
3	Office responsible for TAF preparation Periods of validity	REGIONAL CENTRE ATA (LARISSA) 9 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation.
6	Flight documentation Language(s) used	Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	SKIROS TWR, SKIROS APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 2220 91811, +30 6983529724.

**LGSY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designation s RWY NR	TRUE BRG (degrees and minutes)	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
17	176°	3002 x 30	PCN 29/F/B/Y/T asphalt	385846.43N 0242911.40E	THR: 4.13 M/ 13.55 FT (RWY end: 3.95 M/ 12.95 FT) TDZ: NIL
35	356°	3002 x 30	PCN 29/F/B/Y/T asphalt	NIL	THR: 11.93 M/ 39.13 FT (RWY end: 13.44 M/ 44.08 FT) TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
17	0.32%	NIL	NIL	NIL	NIL	NIL	Arresting system (Hook): 370 M beyond THR RWY 17 and 230 M beyond THR RWY 35
35	0.32%	NIL	NIL	NIL	NIL	NIL	

## LGTS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
10	See relevant LGTS AOC charts-ICAO				Obstructions marked and lighted.
28	See relevant LGTS AOC charts-ICAO				
16	See relevant LGTS AOC charts-ICAO				
34	See relevant LGTS AOC charts-ICAO				

## LGTS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	THESSALONIKI/ MAKEDONIA
2	Hours of service MET Office outside hours	H24 REGIONAL CENTRE MAKEDONIA
3	Office responsible for TAF preparation Period of validity	24 HR REGIONAL CENTRE MAKEDONIA
4	Trend forecast Interval of issuance Office responsible for Trend preparation	TREND with every METAR REGIONAL CENTRE MAKEDONIA
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	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line connection to meteorological database, weather radar, weather satellite image.
9	ATS units provided with information	MAKEDONIA TWR, MAKEDONIA APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. Runway visual range (RVR) runway equipment. -16 (400 M) -MID (1500 M) -34 (2100 M) from THR RWY 16. TEL: +30 2310473465, +30 6983529713. Email <a href="mailto:meteo.thessaloniki@hnms.gr">meteo.thessaloniki@hnms.gr</a>

## LGZA AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/ Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	3
a	b	c	a	b	
16/34	Skopiotissa, terrain ELEV 491 M, lighted. 098° MAG, 4.5 KM FM ARP, R089 and 2.4 NM FM ZAK VOR/DME	374443N 0205607E	NIL	NIL	See also relevant LGZA AOC chart- ICAO
	Sperdouklorachi, terrain ELEV 215 M. Not lighted. 090° MAG, 2.9 KM FM ARP, R076 and 1.5 NM FM ZAK VOR/DME	374505N 0205503E	NIL	NIL	
	Bochalis. terrain ELEV 196 M lighted. 005° MAG, 3.9 KM FM ARP, R003 and 2.4 NM FM ZAK VOR/DME.	374715N 0205328E	NIL	NIL	
	Tragaki, terrain ELEV 190 M, lighted. 321° MAG, 7.5 KM FM ARP, R323 and 4.4 NM FM ZAK VOR/DME.	374824N 0204958E	NIL	NIL	
	Megalo Vouno, terrain ELEV 606 M. Not lighted. 249° MAG, 7.5 KM FM ARP, R254 and 4.0 NM FM ZAK VOR/DME	374348N 0204816E	NIL	NIL	
	Dafni, terrain ELEV 289 M. Not lighted. 113° MAG, 6.0 KM FM ARP, R108 and 3.3 NM FM ZAK VOR/DME	374342N 0205703E	NIL	NIL	

## LGZA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ZAKINTHOS/ DIONISIOS SOLOMOS
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 Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	ZAKINTHOS TWR, ANDRAVIDA APP

10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 2695022358, +30 6983526326 Email <a href="mailto:meteo.zakynthos@hnms.gr">meteo.zakynthos@hnms.gr</a>
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## 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.