CONTACT

Phone: +30 2109972480
AFS: LGGGYNYP
Email: hellas.ais@hcaa.gr
d20d@hcaa.gr
Address: P.O. BOX 70360
16610 GLYFADA

GREECE

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

AIRAC

AIP AMDT 01/22

Effective Date: 24 FEB 2022

Publication Date: 13 JAN 2022

1. Amendment content

GEN

GEN 3.1	Editorial changes

ENR

ENR 2.1	KERKIRA APP frequencies converted to 8.33 kHz channels
ENR 3.1	KERKIRA APP frequencies converted to 8.33 kHz channels
ENR 3.3	KERKIRA APP frequencies converted to 8.33 kHz channels

AD

AD 1.6.29 TANAGRA	Updated information in: • 1.6.29.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA
AD 1.6.35 KARDITSA / MIRINI	Updated information in: • 1.6.35.13 DECLARED DISTANCES
AD1.6.37 IGOUMENITSA / MARGARITI	Updated information in: • 1.6.37.22 FLIGHT PROCEDURES
AD 2 LGAV	Updated information in: • 2.18 ATS COMMUNICATION FACILITIES • 2.22 FLIGHT PROCEDURES Revision of: • AD 2-LGAV-ADC • AD 2-LGAV-SID-1 • AD 2-LGAV-SID-4 • AD 2-LGAV-SID-9 • AD 2-LGAV-SID-11
AD 2 LGBL	Updated information in: • 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA • 2.12 RUNWAY PHYSICAL CHARACTERISTICS
AD 2 LGKA	Revision of: • AD 2-LGKA-SID-1 • AD 2-LGKA-SID-2
AD 2 LGKF	Revision of: • AD 2-LGKF-IAC-3
AD 2 LGKR	Updated information in: • 2.18 ATS COMMUNICATION FACILITIES Introduction of: • AD 2-LGKR-ASMAC Revision of: • AD 2-LGKR-ADC • AD 2-LGKR-APDC

	Withdrawal of: • AD 2-LGKR-VEC
AD 2 LGKZ	Revision of: • AD 2-LGKZ-IAC-1
AD 2 LGPZ	Revision of: • AD 2-LGPZ-SID-1
AD 2 LGRP	Updated information in: • 2.18 ATS COMMUNICATION FACILITIES Revision of: • AD 2-LGRP-ADC • AD 2-LGRP-APDC • AD 2-LGRP-IAC-1 • AD 2-LGRP-IAC-2 • AD 2-LGRP-IAC-3 • AD 2-LGRP-IAC-4 • AD 2-LGRP-IAC-5 • AD 2-LGRP-IAC-6

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:

AICs	**NIL**
SUPs	**NIL**
NOTAM	**A3645/21, A3701/21, A3744/21, D0670/21**

5. New AICs & SUPs in this Amendment:

AICs	**NIL**
SUPs	**NIL**

6. Insert / remove the pages as shown hereunder:

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
GEN			
GEN 0.2-2	24 FEB 22	GEN 0.2-2	30 DEC 21
GEN 0.4-1	24 FEB 22	GEN 0.4-1	30 DEC 21
GEN 0.4-2	24 FEB 22	GEN 0.4-2	30 DEC 21
GEN 0.4-3	24 FEB 22	GEN 0.4-3	30 DEC 21
GEN 0.4-4	24 FEB 22	GEN 0.4-4	30 DEC 21
GEN 0.4-5	24 FEB 22	GEN 0.4-5	30 DEC 21
GEN 0.4-6	24 FEB 22	GEN 0.4-6	30 DEC 21
GEN 0.4-7	24 FEB 22	GEN 0.4-7	30 DEC 21
GEN 0.4-8	24 FEB 22	GEN 0.4-8	30 DEC 21
GEN 0.4-9	24 FEB 22	GEN 0.4-9	30 DEC 21
GEN 0.4-10	24 FEB 22	GEN 0.4-10	30 DEC 21
GEN 0.4-11	24 FEB 22	GEN 0.4-11	30 DEC 21
GEN 0.4-12	24 FEB 22	GEN 0.4-12	30 DEC 21

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
GEN 0.4-13	24 FEB 22	GEN 0.4-13	30 DEC 21
GEN 0.4-14	24 FEB 22	GEN 0.4-14	30 DEC 21
GEN 0.4-15	24 FEB 22	GEN 0.4-15	30 DEC 21
GEN 0.4-16	24 FEB 22	GEN 0.4-16	30 DEC 21
GEN 0.4-17	24 FEB 22	GEN 0.4-17	30 DEC 21
GEN 0.4-18	24 FEB 22	GEN 0.4-18	30 DEC 21
GEN 0.4-19	24 FEB 22	GEN 0.4-19	30 DEC 21
GEN 0.4-20	24 FEB 22	GEN 0.4-20	30 DEC 21
GEN 0.4-21	24 FEB 22	GEN 0.4-21	30 DEC 21
GEN 0.4-22	24 FEB 22	GEN 0.4-22	30 DEC 21
GEN 0.4-23	24 FEB 22	GEN 0.4-23	30 DEC 21
GEN 0.5-1	24 FEB 22	GEN 0.5-1	10 SEP 20
GEN 0.5-2	24 FEB 22		
GEN 3.1-5	24 FEB 22	GEN 3.1-5	30 DEC 21
GEN 3.1-6	24 FEB 22	GEN 3.1-6	30 DEC 21
ENR			
ENR 2.1-19	24 FEB 22	ENR 2.1-19	31 DEC 20
ENR 3.1-3	24 FEB 22	ENR 3.1-3	31 DEC 20
ENR 3.1-13	24 FEB 22	ENR 3.1-13	31 DEC 20
ENR 3.1-27	24 FEB 22	ENR 3.1-27	31 DEC 20
ENR 3.3-14	24 FEB 22	ENR 3.3-14	25 FEB 21
ENR 3.3-21	24 FEB 22	ENR 3.3-21	25 FEB 21
ENR 3.3-22	24 FEB 22	ENR 3.3-22	25 FEB 21
ENR 3.3-25	24 FEB 22	ENR 3.3-25	25 FEB 21
ENR 3.3-26	24 FEB 22	ENR 3.3-26	25 FEB 21
ENR 3.3-34	24 FEB 22	ENR 3.3-34	25 FEB 21
ENR 3.3-37	24 FEB 22	ENR 3.3-37	25 FEB 21
ENR 3.3-40	24 FEB 22	ENR 3.3-40	25 FEB 21
ENR 3.3-59	24 FEB 22	ENR 3.3-59	25 FEB 21
ENR 3.3-68	24 FEB 22	ENR 3.3-68	25 FEB 21
ENR 3.3-70	24 FEB 22	ENR 3.3-70	25 FEB 21
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AD 1.6.1-1	24 FEB 22	AD 1.6.1-1	02 MAY 13
		AD 1.6.1-2	28 JUN 12
		AD 1.6.1-3	02 MAY 13
AD 1.6.7-1	24 FEB 22	AD 1.6.7-1	05 NOV 20
AD 1.6.14-1	24 FEB 22	AD 1.6.14-1	28 JUN 12
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AD 1.6.41-1	24 FEB 22	AD 1.6.41-1	05 NOV 20
AD 2 LGAD-4	24 FEB 22	AD 2 LGAD-4	30 DEC 21
AD 2 LGAV-5	24 FEB 22	AD 2 LGAV-5	09 SEP 21
AD 2 LGAV-8	24 FEB 22	AD 2 LGAV-8	10 SEP 20
AD 2 LGAV-10	24 FEB 22	AD 2 LGAV-10	15 JUL 21
AD 2 LGAV-11	24 FEB 22	AD 2 LGAV-11	15 JUL 21
AD 2 LGAV-12	24 FEB 22	AD 2 LGAV-12	15 JUL 21
AD 2 LGAV-13	24 FEB 22	AD 2 LGAV-13	28 MAR 19
AD 2 LGAV-14	24 FEB 22	AD 2 LGAV-14	28 MAR 19
AD 2 LGAV-15	24 FEB 22	AD 2 LGAV-15	28 MAR 19
AD 2 LGAV-16	24 FEB 22	AD 2 LGAV-16	28 MAR 19
AD 2 LGAV-17	24 FEB 22	AD 2 LGAV-17	15 JUL 21
AD 2 LGAV-18	24 FEB 22	AD 2 LGAV-18	15 JUL 21
AD 2 LGAV-19	24 FEB 22	AD 2 LGAV-19	15 JUL 21
AD 2 LGAV-20	24 FEB 22	AD 2 LGAV-20	15 JUL 21
AD 2 LGAV-21	24 FEB 22	AD 2 LGAV-21	15 JUL 21
AD 2 LGAV-22	24 FEB 22	AD 2 LGAV-22	15 JUL 21
AD 2 LGAV-23	24 FEB 22	AD 2 LGAV-23	15 JUL 21

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
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AD 2 LGAV-25	24 FEB 22	AD 2 LGAV-25	13 AUG 20
AD 2 LGAV-26	24 FEB 22	AD 2 LGAV-26	15 JUL 21
AD 2 LGAV-27	24 FEB 22	AD 2 LGAV-27	15 JUL 21
AD 2 LGAV-28	24 FEB 22	AD 2 LGAV-28	15 JUL 21
AD 2 LGAV-29	24 FEB 22	AD 2 LGAV-29	05 NOV 20
AD 2 LGAV-30	24 FEB 22	AD 2 LGAV-30	15 JUL 21
AD 2 LGAV-31	24 FEB 22	AD 2 LGAV-31	05 NOV 20
AD 2 LGAV-32	24 FEB 22	AD 2 LGAV-32	05 NOV 20
AD 2 LGAV-33	24 FEB 22	AD 2 LGAV-33	15 JUL 21
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		AD 2 LGAV-38	15 JUL 21
AD 2-LGAV-ADC	24 FEB 22	AD 2-LGAV-ADC	15 JUL 21
AD 2-LGAV-SID-1	24 FEB 22	AD 2-LGAV-SID-1	25 MAR 21
AD 2-LGAV-SID-4	24 FEB 22	AD 2-LGAV-SID-4	25 MAR 21
AD 2-LGAV-SID-9	24 FEB 22	AD 2-LGAV-SID-9	18 JUN 20
AD 2-LGAV-SID-11	24 FEB 22	AD 2-LGAV-SID-11	25 MAR 21
AD 2 LGBL-3	24 FEB 22	AD 2 LGBL-3	28 JUN 12
AD 2 LGBL-4	24 FEB 22	AD 2 LGBL-4	30 DEC 21
AD 2 LGEL-2	24 FEB 22	AD 2 LGEL-2	20 MAY 21
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AD 2 LGEL-5	24 FEB 22	AD 2 LGEL-5	19 JUL 18
AD 2 LGEL-6	24 FEB 22	AD 2 LGEL-6	31 DEC 20
AD 2 LGEL-7	24 FEB 22	AD 2 LGEL-7	03 APR 14
AD 2 LGEL-8	24 FEB 22	AD 2 LGEL-8	28 JUN 12
AD 2 LGEL-9	24 FEB 22	AD 2 LGEL-9	28 JUN 12
AD 2 LGEL-10	24 FEB 22	AD 2 LGEL-10	31 DEC 20
		AD 2 LGEL-11	19 JUL 18
AD 2 LGKA-10	24 FEB 22	AD 2 LGKA-10	09 SEP 21
AD 2-LGKA-SID-1	24 FEB 22	AD 2-LGKA-SID-1	27 FEB 20
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AD 2 LGKF-11	24 FEB 22	AD 2 LGKF-11	12 AUG 21
AD 2-LGKF-IAC-3	24 FEB 22	AD 2-LGKF-IAC-3	12 DEC 13
AD 2 LGKR-4	24 FEB 22	AD 2 LGKR-4	30 DEC 21
AD 2 LGKR-7	24 FEB 22	AD 2 LGKR-7	13 AUG 20
AD 2 LGKR-14	24 FEB 22	AD 2 LGKR-14	30 DEC 21
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AD 2-LGKR-APDC	24 FEB 22	AD 2-LGKR-APDC	30 DEC 21
		AD 2-LGKR-VEC	08 NOV 18
AD 2-LGKR-ASMAC	24 FEB 22		
AD 2 LGKZ-8	24 FEB 22	AD 2 LGKZ-8	05 NOV 20
AD 2 LGKZ-9	24 FEB 22	AD 2 LGKZ-9	10 SEP 20
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AD 2 LGLM-4	24 FEB 22	AD 2 LGLM-4	30 DEC 21
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AD 2 LGLM-8	24 FEB 22	AD 2 LGLM-8	28 JUN 12
AD 2 LGPZ-9	24 FEB 22	AD 2 LGPZ-9	30 DEC 21
AD 2 LGPZ-10	24 FEB 22	AD 2 LGPZ-10	30 DEC 21
AD 2 LGPZ-11	24 FEB 22	AD 2 LGPZ-11	30 DEC 21
AD 2-LGPZ-SID-1	24 FEB 22	AD 2-LGPZ-SID-1	07 DEC 17
AD 2 LGRP-8	24 FEB 22	AD 2 LGRP-8	20 MAY 21
AD 2 LGRP-10	24 FEB 22	AD 2 LGRP-10	15 JUL 21
AD 2 LGRP-11	24 FEB 22	AD 2 LGRP-11	20 MAY 21
AD 2 LGRP-14	24 FEB 22	AD 2 LGRP-14	20 MAY 21
AD 2 LGRP-15	24 FEB 22	AD 2 LGRP-15	15 JUL 21
AD 2-LGRP-ADC	24 FEB 22	AD 2-LGRP-ADC	15 JUL 21
AD 2-LGRP-APDC	24 FEB 22	AD 2-LGRP-APDC	31 DEC 20
AD 2-LGRP-IAC-1	24 FEB 22	AD 2-LGRP-IAC-1	25 APR 19

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
AD 2-LGRP-IAC-2	24 FEB 22	AD 2-LGRP-IAC-2	25 APR 19
AD 2-LGRP-IAC-3	24 FEB 22	AD 2-LGRP-IAC-3	25 APR 19
AD 2-LGRP-IAC-4	24 FEB 22	AD 2-LGRP-IAC-4	25 APR 19
AD 2-LGRP-IAC-5	24 FEB 22	AD 2-LGRP-IAC-5	25 APR 19
AD 2-LGRP-IAC-6	24 FEB 22	AD 2-LGRP-IAC-6	27 FEB 20
AD 2 LGSO-8	24 FEB 22	AD 2 LGSO-8	25 MAR 21

AIRAC AIP AMENDMENT			
NR/Year	**Publication date**	**Effective date**	**Inserted by**
02/17	22 DEC 16	02 FEB 17	C. SFAKIANAKIS
03/17	19 JAN 17	02 MAR 17	C. SFAKIANAKIS
04/17	16 FEB 17	30 MAR 17	C. SFAKIANAKIS
05/17	16 MAR 17	27 APR 17	C. SFAKIANAKIS
06/17	11 MAY 17	22 JUN 17	C. SFAKIANAKIS
07/17	06 JUL 17	17 AUG 17	C. SFAKIANAKIS
08/17	31 AUG 17	12 OCT 17	C. SFAKIANAKIS
09/17	26 OCT 17	07 DEC 17	C. SFAKIANAKIS
	2018		
01/18	03 NOV 17	04 JAN 18	C. SFAKIANAKIS
02/18	03 NOV 17	01 FEB 18	C. SFAKIANAKIS
03/18	18 JAN 18	01 MAR 18	C. SFAKIANAKIS
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05/18	15 MAR 18	26 APR 18	C. SFAKIANAKIS
06/18	07 JUN 18	19 JUL 18	D/20/D
07/18	5 JUL 18	16 AUG 18	L. TOURNAVITIS
08/18	2 AUG 18	13 SEP 18	L. TOURNAVITIS
09/18	27 SEP 18	08 NOE 18	L. TOURNAVITIS
10/18	25 OCT 18	06 DEC 18	L. TOURNAVITIS
	2019		
01/19	22 NOV 18	03 JAN 19	L. TOURNAVITIS
02/19	17 JAN 19	28 FEB 19	L. TOURNAVITIS
03/19	14 FEB 19	28 MAR 19	L. TOURNAVITIS
04/19	14 MAR 19	25 APR 19	L. TOURNAVITIS
05/19	11 APR 19	23 MAY 19	L. TOURNAVITIS
06/19	09 MAY 19	20 JUN 19	L. TOURNAVITIS
07/19	06 JUN 19	18 JUL 19	L. TOURNAVITIS
08/19	4 JUL 19	15 AUG 19	L. TOURNAVITIS

AIRAC AIP AMENDMENT			
NR/Year	**Publication date**	**Effective date**	**Inserted by**
09/19	1 AUG 19	12 SEP 19	L. TOURNAVITIS
10/19	26 SEP 19	07 NOV 19	L. TOURNAVITIS
11/19	24 OCT 19	05 DEC 19	L. TOURNAVITIS
	2020		
01/20	21 NOV 19	02 JAN 20	L. TOURNAVITIS
02/20	16 JAN 20	27 FEB 20	L. TOURNAVITIS
03/20	13 FEB 20	26 MAR 20	L. TOURNAVITIS
04/20	12 MAR 20	23 APR 20	L. TOURNAVITIS
05/20	09 APR 20	21 MAY 20	L. TOURNAVITIS
06/20	07 MAY 20	18 JUN 20	L. TOURNAVITIS
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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
	2022		
01/22	13 JAN 22	24 FEB 22	L. TOURNAVITIS

GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 0.2-1	02 MAR 17
GEN 0.2-2	24 FEB 22
GEN 0.3-1	09 SEP 21
GEN 0.4-1	24 FEB 22
GEN 0.4-2	24 FEB 22
GEN 0.4-3	24 FEB 22
GEN 0.4-4	24 FEB 22
GEN 0.4-5	24 FEB 22
GEN 0.4-6	24 FEB 22
GEN 0.4-7	24 FEB 22
GEN 0.4-8	24 FEB 22
GEN 0.4-9	24 FEB 22
GEN 0.4-10	24 FEB 22
GEN 0.4-11	24 FEB 22
GEN 0.4-12	24 FEB 22
GEN 0.4-13	24 FEB 22
GEN 0.4-14	24 FEB 22
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GEN 0.4-16	24 FEB 22
GEN 0.4-17	24 FEB 22
GEN 0.4-18	24 FEB 22
GEN 0.4-19	24 FEB 22
GEN 0.4-20	24 FEB 22
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GEN 0.4-22	24 FEB 22
GEN 0.4-23	24 FEB 22
GEN 0.5-1	24 FEB 22
GEN 0.5-2	24 FEB 22
GEN 0.6-1	20 MAY 21
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GEN 0.6-3	20 MAY 21
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GEN 1.3-1	25 MAR 21
GEN 1.3-2	25 MAR 21
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GEN 2.6-1	28 JUN 12
GEN 2.6-2	28 JUN 12
GEN 2.6-3	28 JUN 12
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GEN 2.6-6	28 JUN 12
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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
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GEN 4.1-3	19 JUL 18
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AD 3.62-2	30 APR 15
AD 3.62-3	28 JUN 12
AD 3.63	
AD 3.63-1	06 MAR 14
AD 3.63-2	22 AUG 13
AD 3.63-3	28 JUN 12
AD 3.64	
AD 3.64-1	09 JAN 14
AD 3.64-2	28 JUN 12
AD 3.64-3	28 JUN 12
AD 3.65	
AD 3.65-1	28 JUN 12
AD 3.65-2	28 JUN 12
AD 3.65-3	28 JUN 12
AD 3.66	
AD 3.66-1	09 JAN 14
AD 3.66-2	02 MAY 13
AD 3.66-3	28 JUN 12
AD 3.67	
AD 3.67-1	09 JAN 14
AD 3.67-2	06 FEB 14
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AD 3.68	
AD 3.68-1	26 JUL 12
AD 3.68-2	26 JUL 12
AD 3.68-3	28 JUN 12
AD 3.69	
AD 3.69-1	28 JAN 21
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Page	Date
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
AD 3.72	
AD 3.72-1	28 MAR 19
AD 3.72-2	28 MAR 19
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AD 3.73	
AD 3.73-1	20 JUN 19
AD 3.73-2	20 JUN 19
AD 3.73-3	20 JUN 19

GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

<table>
<tr><th>AIP page(s) affected</th><th>Amendment text</th><th>Introduced by AIP Amendment NR</th></tr>
<tr><td>AD 2-LGKC-ADC
AD 2-LGKC-AOC A-1</td><td>To read on airport name Kithira/ Alexandros Aristotelous Onassis Airport, instead of Kithira Airport.</td><td>AIRAC AMDT 10/14</td></tr>
<tr><td>AD 2-LGAV-IAC-8, 9, 10, 11, 12, 13, 14, 17, 18, 19, 20, 21</td><td>On the plan view, amend to read RADAR DIRECTOR EAST 130.025 instead of 118.475.</td><td>AIRAC AMDT 01/22</td></tr>
<tr><td>AD 2-LGAV-SID-6, 8, 13, 14</td><td>On the plan view, amend to read ARRIVAL WEST 132.975 instead of 119.100.</td><td>AIRAC AMDT 01/22</td></tr>
<tr><td>AD 2-LGAV-STAR-1, 3</td><td>On the plan view, amend to read ARRIVAL WEST 132.975 instead of 119.100.</td><td>AIRAC AMDT 01/22</td></tr>
<tr><td>AD 2-LGAV-ASMAC</td><td>On the plan view, amend to read ARRIVAL WEST 132.975 instead of 119.100.</td><td>AIRAC AMDT 01/22</td></tr>
<tr><td>AD 2-LGKF-AOC A-1</td><td>To read on airport name Kefallinia/Anna Pollatou Airport, instead of Kefallinia Airport.</td><td>AIRAC AMDT 02/15</td></tr>
<tr><td>AD 2 LGKJ-ADC</td><td>Hand Amend to read table “RWY – DIRECTION – THR – THR ELEVATION” as following:
<table><tr><th>RWY</th><th>DIRECTION</th><th>THR</th><th>THR ELEVATION</th></tr><tr><td>13</td><td>133°</td><td>36°08’39.63’’N
029°34’24.10’’E</td><td>148.73</td></tr><tr><td>31</td><td>313°</td><td>36°08’20.51’’N
029°34’45.60’’E</td><td>139.48</td></tr></table>For changes & corrections check AD2-LGKJ-5 PAGE AD 2.14 & AD 2.15.</td><td>AIRAC AMDT 06/15</td></tr>
<tr><td>AD 2-LGKO-AOC A-1</td><td>Amend to read: MAG VAR / Annual change: 4°12'E (4.20°E) (JAN 2013) / 6' 06´´E (0.1017°E).</td><td>AIRAC AMDT 04/15</td></tr>
<tr><td>AD 2-LGKR-AOC A-1</td><td>To read new obstacle: BLDG ELEV 6.60 M, 8 M from RWY end, and 85 M left from extended RWY Centreline.</td><td>AIRAC AMDT 01/12</td></tr>
<tr><td>AD 2-LGKR-AOC A-1</td><td>A) Magnetic Variation: 4° 20 E (4.33°E) (JAN 2019)
Annual Change: 6.00’ E (0.1° E)
B) On the plan view amend RWY Designators 17-35 to correct 16-34 as appropriate.</td><td>AIRAC AMDT 04/19</td></tr>
<tr><td>AD 2-LGKR-IAC-1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11</td><td>On the plan view, amend to read APP, TWR & ATIS: 122.355, 120.855 & 126.355 instead of 122.350, 120.850 &126.350 respectively.</td><td>AIRAC AMDT 01/22</td></tr>
<tr><td>AD 2-LGKR-SID-1, 2, 3, 4, 5, 6, 7</td><td>On the plan view, amend to read APP, TWR & ATIS: 122.355, 120.855 & 126.355 instead of 122.350, 120.850 &126.350 respectively.</td><td>AIRAC AMDT 01/22</td></tr>
<tr><td>AD 2-LGKR-STAR-1, 2, 3, 4, 5, 6</td><td>On the plan view, amend to read APP, TWR & ATIS: 122.355, 120.855 & 126.355 instead of 122.350, 120.850 &126.350 respectively.</td><td>AIRAC AMDT 01/22</td></tr>
<tr><td>AD 2-LGKR-VFR</td><td>On the plan view, amend to read APP, TWR & ATIS: 122.355, 120.855 & 126.355 instead of 122.350, 120.850 &126.350 respectively.</td><td>AIRAC AMDT 01/22</td></tr>
<tr><td>AD 2-LGKL-ADC</td><td>On the template OF KAM VOR/DME, new coordinates to be inserted: 370359.21N 0220126.13E.</td><td>AIRAC AMDT 05/11</td></tr>
<tr><td>AD 2-LGKV-AOC A-1</td><td>Magnetic Variation: 4°52’ E (4.87°E) (JAN 2019) Annual Change: 5’14’’E (0.0856° E)</td><td>AIRAC AMDT 03/19</td></tr>
</table>

AD 2-LGKV-AOC A-1	Amend RWY name to read RWY 05-23 instead of RWY 05R-23L in Declared distances and Diagram.	AIRAC AMDT 10/18
AD 2-LGKY-ADC	In ATS COMMUNICATION FACILITIES table, insert below AFIS / KALYMNOS INFORMATION: Column 1: Insert: G/A/G Column 2: Insert: KALYMNOS RADIO Column 3: Insert new HF CH: 5637kHz and 2989kHz Column 4: Insert: Primary freq., and Primary freq.	AIRAC AMDT 09/15
AD 2-LGSK-AOC A	A) Magnetic Variation: 4°37'E(4.62°E)(JAN 2019) Annual Change: 5'35''E (0.0931°E) B) On the plan view amend RWY Designators 02-20 to correct 01-19 as appropriate.	AIRAC AMDT 04/19
AD 2-LGSO-ADC	To read SYROS NDB SYR new coordinates: 372524.73N 0245653.42E.	AIRAC AMDT 03/12
AD 2-LGZA-SID-1, 2, 3, 4, 5, 6	On the plan view, amend to read new coordinates of ARAXOS VOR/DME 112.70 MHz as follows: 380932.34N 0212545.85E.	AIRAC AMDT 07/13
AD 2-LGZA-STAR-5, 6	On the plan view, amend to read new coordinates of ARAXOS VOR/DME 112.70 MHz as follows: 380932.34N 0212545.85E.	AIRAC AMDT 10/13

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 3.1.5.1.1** 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 3.1.5.1.1**, 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**, **GEN 3.1.5.3.1** 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 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 Sets

3.1.6.1 NIL

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ VHF channel	Purpose/ Remarks
1	2	3	4	5
2.1.5 TERMINAL CONTROL AREAS (cont.)				
2.1.5.6 KERKIRA TMA	ATHINAI ACC	ATHINAI CONTROL/ RADAR GR, EN H24		(see also **ENR 2.1.3**)
394300N 0201800E - 392700N 0202910E - 384700N 0195630E - 390500N 0190600E - 395800N 0193600E, then following the North and Northeast boundaries of ATHINAI - TIRANA FIRs to 394300N 0201800E.			131.330 134.325 125.985 133.725	Sector LGGGKRKU Sector LGGGKRKL Sector LGGGKFNU Sector LGGGKFNL
a) FL 460 FL 245			370.525 MHz	MIL
Class of airspace: Class C			281.375 MHz	MIL
	KERKIRA APP	KERKIRA APPROACH/ RADAR GR, EN H24		(see **LGKR AD 2.18**)
b) FL 245 1000 FT ABOVE SFC			122.355	Coverage: FL 250 / 50 NM
Class of airspace: Class C : FL 195 and above			118.080	Coverage: FL 250 / 50 NM
Class D: 1000 FT ABOVE SFC – FL 195			278.250 MHz	MIL
2.1.5.7 KOS TMA	ATHINAI ACC	ATHINAI CONTROL/ RADAR GR, EN H24		(see also **ENR 2.1.3**)
A circle, 17 NM radius centered on KOS/ IPPOKRATIS APP limited to the East by ATHINAI - ISTANBUL FIR boundaries..			126.125 133.325	Sector LGGGRDSU Sector LGGGRDSL
a) FL 145 FL 095			279.150 MHz	MIL
Class of airspace: Class E			233.575 MHz	MIL
b) FL 095 1000 FT ABOVE SFC	KOS APP	KOS APPROACH GR, EN H24		(see **LGKO AD 2.18**)
Class of airspace: Class D			119.950	Coverage: FL 100 / 25 NM
2.1.5.8 LIMNOS TMA	MAKEDONIA ACC	MAKEDONIA CONTROL/ RADAR GR, EN H24		(see also **ENR 2.1.4**)
401900N 0245400E - 401900N 0250300E - 400800N 0252830E - 394500N 0252830E - 393000N 0245400E - 394200N 0243500E - 394900N 0243500E.			133.425 133.575 127.475 133.650	Sector LGMDKVLU Sector LGMDKVLL Sector LGMDLMOU Sector LGMDLMOL
a) FL 245 FL 155			378.375 MHz	MIL
Class of airspace: Class C : FL 195 and above			360.300 MHz	MIL
Class E: FL 155 – FL 195				
(cont.)				

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit Minimum altitude Airspace classification	Lateral Limits (NM)	IFR cruising levels		Remarks Controlling unit VHF channel
				Minimum FL Odd	Minimum FL Even	
1	2	3	4	5		6
A14 **(RNAV 5)**						
▲ KERKIRA VOR/DME (KRK)		FL 245 6500 FT ALT Class C above FL 195 Class E at FL 195 and below	10			KERKIRA APP: 122.355
392638N 0200422E	138° 318° 17.1 NM			090 ↓	080 ↑	ATHINAI ACC: 134.325 / LGGGKRK 133.725 / LGGGKFNL 125.200 / LGGGMILL 127.975 / LGGGSIT 123.725 / LGGGKAV
Δ MALED						
391315N 0201812E	138° 318° 12.6 NM			090 ↓	080 ↑	
Δ NIDRI						
390321N 0202823E	138° 318° 13.7 NM			090 ↓	080 ↑	AWY affected by: - **LGD100** (see **ENR 5.1.3**) - **LGC101** (MIL-SIT) (see **ENR 5.1.4**) - **TRIPOLIS** (see **ENR 5.3.1**)
Δ ROTSA						
385228N 0203914E	138° 318° 21.5 NM			090 ↓	080 ↑	
Δ SOTEG						
383539N 0205629E	136° 316° 34.7 NM			090 ↓	080 ↑	
▲ ARAXOS VOR/DME (ARA)						
380932N 0212545E	133° 313° 62.5 NM	FL 245 FL 095 Class C above FL 195 Class E at FL 195 and below		110 ↓	100 ↑	
▲ TRIPOLIS VOR/DME (TRL) (1)						
372414N 0222025E	107° 288° 48.5 NM			110 ↓	100 ↑	
Δ EKTOS						
370725N 0231731E (cont.**)**						

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

Route designator (RNP /RNAV) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit Minimum altitude Airspace classification	Lateral Limits (NM)	IFR cruising levels		Remarks Controlling unit VHF channel
				Minimum FL Odd	Minimum FL Even	
1	2	3	4	5		6
G12 **(RNAV 5)**						
▲ KERKIRA VOR/DME (KRK)		FL 245 7500 FT ALT	10			KERKIRA APP: 122.355
392638N 0200422E	063° 243° 17.0 NM	Class C above FL 195 Class E at FL 195 and below				
Δ PARAX				090 ↓	080 ↑	
393336N 0202435E	063° 243° 21.0 NM	FL 245 8500 FT ALT Class C above FL 195 Class E at FL 195 and below				ATHINAI ACC: 134.325 / LGGGKRKL
▲ IOANNINA VOR/DME (YNN)				110 ↓	100 ↑	
394200N 0204916E	063° 243°					
Δ PIKOS	37.1 NM			130 ↓	120 ↑	MAKEDONIA ACC: 132.375 / LGMDWL 133.575 / LGMDKVLL
395742N 0213300E	063° 243°	FL 245 FL 115				
Δ KOGIS	22.9 NM			130 ↓	120 ↑	MAKEDONIA APP 120.800
400713N 0215948E	063° 243°	Class C above FL 195				ARNAS-ASKOS MFA-FL245 ATS provided by: MAKEDONIA APP
Δ LOPOS	25.1 NM	Class E at FL 195 and below		130 ↓	120 ↑	
401727N 0223001E	063° 243°					
Δ ELPIS	5.2 NM			130 ↓	120 ↑	AWY affected by: - **LGD77** (see **ENR 5.1.3**)
401934N 0223611E	063° 243°					
▲ THESSALONIKI VOR/DME (TSL)	19.4 NM			130 ↓	120 ↑	
402725N 0225928E	074° 254°					
Δ ARNAS	22.8 NM			090 ↓	080 ↑	
403141N 0232850E	074° 254°	FL 245 FL 075				
Δ PEREN	22.6 NM			090 ↓	080 ↑	
403548N 0235804E	074° 254°	Class C above FL 195				
Δ ASKOS	14.0 NM	Class E at FL 195 and below		090 ↓	080 ↑	
403817N 0241613E	074° 254°					
Δ SUTIS	22.1 NM			090 ↓	080 ↑	
404207N 0244455E						
(cont.)						

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

Route designator (RNP /RNAV) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit Minimum altitude Airspace classification	Lateral Limits (NM)	IFR cruising levels		Remarks Controlling unit VHF channel
				Minimum FL Odd	Minimum FL Even	
1	2	3	4	5		6
R19 (RNAV 5)						
▲ KERKIRA VOR/DME (KRK)	114° / 294°	FL 245 / FL 095	10			
392638N 0200422E	16.0 NM	Class C above FL 195				
Δ LATSO					100 ↑	KERKIRA APP122.355
391912N 0202255E	114° / 294°	Class E at FL 195 and below				ATHINAI ACC: 134.325 / LGGGKRKL 125.200 / LGGGMILL 133.325 / LGGGRDSL 123.725 / LGGGKAV
Δ VARDI	83.0 NM				100 ↑	
384019N 0215704E	114° / 294°					
Δ XANIS	12.5 NM	FL 245 / FL 115			120 ↑	
383420N 0221109E	114° / 294°	Class C above FL 195				
Δ GERMI	51.1 NM				120 ↑	
380956N 0230728E	114° / 294°	Class E at FL 195 and below				
▲ ATHINAI VOR/DME (ATV)	36.2 NM				120 ↑	
375319N 0234816E	128° / 308°	FL 245 / 6500 FT ALT				
▲ KEA VOR/DME (KEA)	30.7 NM	Class C above FL 195		090 ↓	080 ↑	
373326N 0241752E	105° / 285°	Class E at FL 195 and below				
Δ VARIX	36.9 NM			090 ↓	080 ↑	
372150N 0250203E	105° / 285°					
▲ RIPLI	16.6 NM	FL 245 / 5500 FT ALT		070 ↓	080 ↑	
371633N 0252146E	110° / 290°	Class C above FL 195				
Δ PIDAX	7.7 NM			070 ↓	080 ↑	
371341N 0253041E	110° / 290°	Class E at FL 195 and below				
Δ AKINA	38.3NM			070 ↓	080 ↑	
365849N 0261455E						
(cont.)						

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels Minimum FL Odd	IFR cruising levels Minimum FL Even	Remarks Controlling unit VHF Channel
1	2	3		4	5	6	7
L612/UL612 (RNAV 5)							
▲ NOSTO (FIR BDRY) 394900N 0190000E	KRK 290° 54.4NM 33 FT		39.1	FL 660 FL 095			For continuation see AIP ITALY
Δ EKVIS 392301N 0193801E	KRK 256° 20.7NM 33 FT	127°	32.1	Class C above FL 195	110 ↓		ATHINAI ACC: 134.325, 133.725, 124.625, 125.200, 127.975, 123.725
Δ APSOG 390132N 0200851E	KRK 161° 25.3NM 33 FT		5.1	Class E at FL 195 and below	110 ↓		KERKIRA APP: 122.355
Δ ORTOS 375805N 0201345E	KRK 162° 29.4NM 33 FT			FL 660 FL 115			Segment NOSTO - lateral limits of KERKIRA TMA, from MEA - FL245, ATS provided by KERKIRA APP
		126°	74.3	Class C above FL 195			Segment ARAXOS-IXIMA: Affected by TRIPOLIS (see **ENR 5.3-2**)
▲ ARAXOS VOR/DME (ARA) 380932N 0212545E	NIL			Class E at FL 195 and below	130 ↓		TRL-IXIMA CDR1 H24. -FL205-FL660: The non availability is published daily in EAUP/EUUP. -FL095-FL205: MON – THU: 0400-2100 and FRI: 0400-1300.Available by ATC only. All other times CDR1.
▲ TRIPOLIS VOR/DME (TRL) 372414N 0222025E	NIL	132°	62.5		110 ↓		
			60.1		110 ↓		IXIMA-SIT CDR1 H24
Δ IXIMA 364847N 0232125E	MIL 270° 56.0NM 654 FT			FL 660 FL 095			
			41.0	Class C above FL 195	110 ↓		ALTN route: TRL M/UM601 MIL L/UL617 SIT
Δ MANOK 362418N 0240222E	MIL 224° 30.9NM 654 FT						
			19.7	Class E at FL 195 and below			Segment IXIMA – GOSEX Affected by: - **LGD76** (see **ENR 5.1.8**) - **LGD83** (see **ENR 5.1.9**)
Δ RUSOS 361230N 0242159E	MIL 189° 33.1NM 654 FT	121°			110 ↓		
			50.3		110 ↓		
Δ GOSEX 354201N 0251129E	SIT 303° 61.8NM 2631 FT		61.8		110 ↓		Segment MANOK-SIT Affected by: - **LGC101** (see **ENR 5.1.13**)
▲ SITIA VOR/DME (SIT) 350406N 0261121E	NIL						For continuation see AIP EGYPT
▲ KUMBI (FIR BDRY) 334250N 0284500E	SIT 118° 150.8NM 2631 FT	118°	150.8	FL 660 FL 075 Class C above FL 195 Class E at FL 195 and below	090 ↓		

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels		Remarks Controlling unit VHF Channel
					Minimum FL Odd	Minimum FL Even	
1	2	3		4	5	6	7
L869/UL869 (RNAV 5)							
▲ LATAN (FIR BDRY) 391736N 0190000E	KRK 256° 50.6NM 33 FT	075° 256°	29.9	FL 660 FL 095 Class C above FL 195 Class E at FL 195 and below	110 ↓	100 ↑	For continuation see AIP ITALY ATHINAI ACC: 131.330 134.325 KERKIRA APP: 122.355 The responsibility for the provision of ATS has been delegated from ATHINAI ACC to KERKIRA APP between position LATAN and lateral limits of KERKIRA TMA from SFC - FL245.
Δ EKVIS 392301N 0193801E	KRK 256° 20.7NM 33 FT		4.7		110 ↓	100 ↑	
Δ BEDEX 392350N 0194400E	KRK 256° 16.0NM 33 FT		16.0		110 ↓	100 ↑	
▲ KERKIRA VOR/DME (KRK) 392638N 0200422E	NIL						

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels Minimum FL Odd	IFR cruising levels Minimum FL Even	Remarks Controlling unit VHF Channel
1	2	3		4	5	6	7
L995/UL995 (RNAV 5)							For continuation see AIP ITALY
▲ TIGRA (FIR BDRY) 400324N 0190000E	KRK 302° 61.6NM 33 FT	122° 303°	61.6	FL 660 FL 075 Class C above FL 195 Class E at FL 195 and below	090 ↓	080 ↑	
▲ KERKIRA VOR/DME (KRK) 392638N 0200422E	NIL	295°	16.2	FL 660 FL 095 Class C above FL 195		100 ↑	ATHINAI ACC: 131.330 134.325 123.825 125.200 126.125 133.325 123.725
Δ LATSO 391912N 0202255E	KRK 113° 16.2NM 33 FT		82.9	Class E at FL 195 and below		100 ↑	
▲ VARDI 384019N 0215704E	ARA 035° 39.3NM 73 FT		12.5	FL 660 FL 115 Class C above FL 195 Class E at FL 195 and below		120 ↑	KERKIRA APP 122.355
Δ XANIS 383420N 0221109E	ARA 056° 43.3NM 73 FT		51.1			120 ↑	
Δ GERMI 380956N 0230728E	ATV 293° 36.2NM 2400 FT	293°	36.2			120 ↑	
▲ ATHINAI VOR/DME (ATV) 375319N 0234816E	NIL	126° 306°	30.7	FL 660 6500FT ALT Class C above FL 195 Class E at FL 195 and below	090 ↓	080 ↑	
▲ KEA VOR/DME (KEA) 373326N 0241752E	NIL	104° 285°	36.9	FL 660 5500 FT ALT Class C above FL 195 Class E at FL 195 and below	070 ↓	080 ↑	
Δ VARIX 372150N 0250203E	KEA 105° 36.9NM 1399 FT		16.6		070 ↓	080 ↑	
▲ RIPLI 371633N 0252146E	KEA 105° 53.5NM 1399 FT	108° 289°	7.7		070 ↓	080 ↑	
Δ PIDAX 371341N 0253041E	KEA 105° 61.1NM 1399 FT		38.3		070 ↓	080 ↑	
Δ AKINA 365849N 0261455E	RDS 289° 96.3NM 1572 FT						
(cont.)							

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels		Remarks Controlling unit VHF Channel
					Minimum FL Odd	Minimum FL Even	
1	2	3		4	5	6	7
M127/UM127 (RNAV 5)							
▲ NIKRO (FIR BDRY) 393957N 0200712E	KRK 005° 13.5NM 33 FT			FL 660 FL 105 Class C above FL 195 Class E at FL 195 and below		120 ↑	For continuation see AIP ALBANIA ATHINAI ACC: 131.330 134.325 KERKIRA APP: 122.355
▲ KERKIRA VOR/DME (KRK) 392638N 0200422E	NIL	005°	13.5				

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels		Remarks Controlling unit VHF Channel
					Minimum FL Odd	Minimum FL Even	
1	2	3		4	5	6	7
M600/UM600 (RNAV 5)							
▲ DINOB (FIR BDRY) 384327N 0190000E	KRK 225° 66.0NM 33 FT		23.7	FL 660 FL 095 Class C above FL 195 Class E at FL 195 and below	110 ↓	100 ↑	For continuation see AIP ITALY ATHINAI ACC: 125.985 133.725 131.330 134.325 MAKEDONIA ACC: 133.880 132.375 KERKIRA APP: 122.355 The responsibility for the provision of ATS has been delegated from ATHINAI ACC to KERKIRA APP between position DINOB and lateral limits of KERKIRA TMA from SFC - FL245. AWY affected by: - **LGD77** (see **ENR 5.1.8**)
Δ IDIMI 385901N 0192257E	KRK 226° 42.3NM 33 FT	045° 226°	42.3	FL 660 4000 FT ALT Class C above FL 195 Class E at FL 195 and below	070 ↓	060 ↑	
▲ KERKIRA VOR/DME (KRK) 392638N 0200422E	NIL						
			17.1	FL 660 7500 FT ALT Class C above FL 195 Class E at FL 195 and below	090 ↓	080 ↑	
Δ PARAX 393336N 0202435E	KRK 062° 17.1NM 33 FT	062° 242°					
			20.8	FL 660 8500 FT ALT Class C above FL 195 Class E at FL 195 and below	110 ↓	100 ↑	
▲ IOANNINA VOR/DME (YNN) 394200N 0204917E	NIL						
			37.1		130 ↓	120 ↑	
Δ PIKOS 395742N 0213300E	TSL 241° 72.5NM 773 FT						
			22.9		130 ↓	120 ↑	
Δ KOGIS 400713N 0215948E	TSL 241° 49.6NM 773 FT						
			25.1	FL 660 FL 115 Class C above FL 195 Class E at FL 195 and below	130 ↓	120 ↑	
Δ LOPOS 401727N 0223001E	TSL 241° 24.6NM 773 FT	061° 241°					
			5.2		130 ↓	120 ↑	
Δ ELPIS 401934N 0223611E	TSL 241° 19.4NM 773 FT						
			19.4		130 ↓	120 ↑	
▲ THESSALONIKI VOR/DME (TSL) 402725N 0225928E	NIL						

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels Minimum FL Odd	IFR cruising levels Minimum FL Even	Remarks Controlling unit VHF Channel
1	2	3		4	5	6	7
M872/UM872 (RNAV 5)							
▲ LATAN (FIR BDRY) 391736N 0190000E	KRK 255° 50.6NM 33 FT		74.8	FL 660 7500 FT ALT	090 ↓	100 ↑	For continuation see AIP ITALY ATHINAI ACC: 125.985 133.725 124.625
Δ ASTUS 382438N 0200756E	KFN 311° 25.0NM 68 FT	131° 312°	8.1	Class C above FL 195 Class E at FL 195 and below	090 ↓	100 ↑	SOUDA APP: 118.125 KERKIRA APP: 122.355
Δ ENESI 381850N 0201513E	KFN 311° 16.9NM 68 FT		16.9		090 ↓	100 ↑	KFN - ETILI -FL260-FL660: CDR1 H24. The non availability is published daily in EAUP/EUUP. -FL105-FL260: MON-THU: 0400-2100 FRI: 0400-1300 available by ATC only. All other times CDR1.
▲ KEFALLINIA VOR/DME (KFN) 380647N 0203017E	NIL						
			182.8	FL 660 FL 105 Class C above FL 195	110 ↓	120 ↑	
Δ ETILI 354954N 0230231E	PLH 315° 47.8NM 120 FT	134° 315°	47.8	Class E at FL 195 and below	110 ↓	120 ↑	ALTN route: KFN M/UM601 TRL L/UL604 PLH.
▲ PALEOCHORA VOR/DME (PLH) 351339N 0234051E	NIL						The responsibility for the provision of ATS has been delegated from ATHINAI ACC to KERKIRA APP between position LATAN and lateral limits of KERKIRA TMA from SFC to FL245.
			60.5			100 ↑	
Δ LINGI 343043N 0243244E	PLH 131° 60.4NM 120 FT	312°	42.9	FL 660 FL 095 Class C above FL 195 Class E at FL 195 and below			
▲ METRU (FIR BDRY) 340000N 0250900E	PLH 132° 103.4NM 120 FT					100 ↑	For continuation see AIP EGYPT

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels		Remarks Controlling unit VHF Channel
					Minimum FL Odd	Minimum FL Even	
1	2	3		4	5	6	7
N1/UN1 (RNAV 5)							
▲ LATAN (FIR BDRY) 391736N 0190000E	KRK 255° 50.6NM 33 FT		54.0	FL 660 FL 085 Class C above FL 195 Class E at FL 195 and below		100 ↑	For continuation see AIP ITALY ATHINAI ACC: 125.985 133.725 KERKIRA APP: 122.355
Δ VAXOR 384922N 0195915E	KRK 178° 37.4NM 33 FT	297°	52.0			100 ↑	
Δ OSDES 382142N 0205534E	ARA 293° 26.6NM 73 FT	293°	26.6			100 ↑	
▲ ARAXOS VOR/DME (ARA) 380932N 0212545E	NIL						

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels		Remarks Controlling unit VHF Channel
					Minimum FL Odd	Minimum FL Even	
1	2	3		4	5	6	7
N7/UN7 (RNAV 5)							
▲ NOSTO (FIR BDRY) 394900N 0190000E	KRK 290° 54.4NM 33 FT		70.3	FL 660 FL 105 Class C above FL 195 Class E at FL 195 and below			For continuation see AIP ITALY ATHINAI ACC: 125.985 133.725 131.330 134.325 KERKIRA APP: 122.355
Δ KEROS 390718N 0201326E	KRK 156° 20.6NM 33 FT	122°			110 ↓		
Δ ROTSA 385228N 0203914E	KRK 137° 43.6NM 33 FT		24.9		110 ↓		
▲ NEMES 374223N 0223451E	DDM 290° 33.2NM 3651 FT	123°	114.6		110 ↓		

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels		Remarks Controlling unit VHF Channel
					Minimum FL Odd	Minimum FL Even	
1	2	3		4	5	6	7
N732/UN732 (RNAV 5)							
▲ PITAS (FIR BDRY) 395400N 0195040E	KRK 335° 29.3NM 33 FT	155° 335°	29.3	FL 660 FL 105 Class C above FL 195 Class E at FL 195 and below			For continuation see AIP ALBANIA ATHINAI ACC: 131.330 134.325 125.985 133.725 KERKIRA APP: 122.355
▲ KERKIRA VOR/DME (KRK) 392638N 0200422E	NIL				110 ↓		
Δ RIPID 390515N 0201124E	KRK 162° 22NM 33 FT	162° 342°	22.0	FL 660 7500 FT ALT Class C above FL 195 Class E at FL 195 and below	090 ↓	100 ↑	
Δ ORTOS 385805N 0201345E	KRK 162° 29.4NM 33 FT		7.4		090 ↓	100 ↑	
▲ KEFALLINIA VOR/DME (KFN) 380647N 0203017E	NIL		52.7		090 ↓	100 ↑	

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels		Remarks Controlling unit VHF Channel
					Minimum FL Odd	Minimum FL Even	
1	2	3		4	5	6	7
T75/UT75 (RNAV 5)							
▲ TIGRA (FIR BDRY) 400324N 0190000E	KRK 302° 61.6NM 33 FT	135°	52.0	FL 660 6500 FT ALT Class C above FL 195 Class E at FL 195 and below			For continuation see AIP ITALY ATHINAI ACC: 131.330 134.325
▲ BEDEX 392350N 0194400E	KRK 256° 16.0NM 33 FT				090 ↓		KERKIRA APP: 122.355

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels		Remarks Controlling unit VHF Channel
					Minimum FL Odd	Minimum FL Even	
1	2	3		4	5	6	7
T321/UT321 (RNAV 5)							
▲ KERKIRA VOR/DME (KRK) 392638N 0200422E	NIL		28.6	FL 660 7500 FT ALT			ATHINAI ACC: 131.330 134.325 125.985 133.725
Δ BERGU 385758N 0200602E	KRK 173° 28.6NM 33 FT	173°		Class C above FL 195	090 ↓		KERKIRA APP: 122.355
			33.3	Class E at FL 195 and below			
Δ ASTUS 382438N 0200756E	KFN 311° 25.0NM 68 FT				090 ↓		

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

AD 1.3 INDEX TO AERODROMES / HELIPORTS

1.3.1 The list is sorted in alphabetical order by aerodrome/heliport name.

Note 1: *The location indicators marked with an asterisk (*) cannot be used in the address component of AFTN messages.*

Note 2: *Grouping Indicator: - I: International – D: Domestic – M: Municipal – MIL: Military – P: Private – W: Water Aerodrome, HEL: Heliport (see also **AD 1.4**).*

Note 3: *Private flights from and to Greek aerodromes/heliports are permitted in accordance with the procedures referred in **GEN 1.2.5**.*

Note 4: ***AD 1.6*** *section contains Directory of Category B Greek aerodromes (not available for public use). See also **AD 1.1.1** and **AD 1.4.***

Note 5: ***AD 3*** *section contains Directory of national Greek heliports (see also **AD 1.1.1** and **AD 1.4**). International heliports are not available in Greece.*

Note 6: *LGTG is available for INTL-NTL flights with destination Hellenic Aerospace Industry (HAI) and only for maintenance purposes, prior previous agreement with HAI. Notification to LGTG ATC and coordination with relevant customs and police authorities is required by HAI.*

Aerodrome			Type of traffic permitted to use the aerodrome			Reference to AD Section and remarks
Location indicator	Aerodrome/ heliport name	Grouping indicator	International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non-scheduled P = Private MIL = Military	
1a	1b	1c	2	3	4	5
	AGATHONISSI	M/HEL	NTL	VFR	P	AD 3.1
	AGIOS EFSTRATIOS	M/HEL	NTL	VFR	P	AD 3.2
LGAG	AGRINION MIL	MIL	NTL	CLOSED	MIL	AD 1.6.1
	AGRINION AEROCLUB	P	NTL	VFR	P	AD 1.6.2
	AITOLOAKARNANIA/ASTAKOS-PLATIGIALI PORT (AKARPORT)	P/HEL	NTL	VFR	P	AD 3.3
LGAX	ALEXANDRIA	MIL	NTL	IFR - VFR	MIL	AD 1.6.3
LGAL	ALEXANDROUPOLIS / DIMOKRITOS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGAL
	ALEXANDROUPOLIS / GENERAL HOSPITAL	D/HEL	NTL	VFR	P	AD 3.4
LGBL	ALMIROS / NEA ANCHIALOS	I/MIL	INTL - NTL	IFR - VFR	S – NS	AD 2 LGBL
	ALONISSOS	M/HEL	NTL	VFR	P	AD 3.5
	AMORGOS	M/HEL	NTL	VFR	P	AD 3.6
	ANAFI	M/HEL	NTL	VFR	P	AD 3.7
LGAD	ANDRAVIDA	I/MIL	INTL - NTL	IFR - VFR	S – NS	AD 2 LGAD
	ANDROS	M/HEL	NTL	VFR	P	AD 3.8
	ANTIKITHIRA	M/HEL	NTL	VFR	P	AD 3.9
	ANTIPAROS	M/HEL	NTL	VFR	P	AD 3.10
	ARACHTHOS (CAPTAIN ANASTASIOS BALATSOUKAS)	P	NTL	CLOSED	P	AD 1.6.41
LGRX	ARAXOS	I/MIL	INTL - NTL	IFR - VFR	S – NS	AD 2 LGRX
	ARKIOI	M/HEL	NTL	VFR	P	AD 3.11
LGPL	ASTYPALAIA	D	NTL	VFR	S – NS – P	AD 2 LGPL
LGAV	ATHINAI / ELEFTHERIOS VENIZELOS	I/P	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGAV

AD 1.6 DIRECTORY OF CATEGORY B AERODROMES / AIRFIELDS

AD 1.6.1 AGRINION MIL

AERODROME CLOSED

AD 1.6.7 EPITALIO

AERODROME CLOSED

AD 1.6.14 LAMIA

AERODROME CLOSED

AD 1.6.29 TANAGRA

AD 1.6.29.1 AERODROME NAME AND INDICATORS

1. Location Indicator	2. Name	3. Grouping Indicator
LGTG	TANAGRA	MIL

AD 1.6.29.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	381956N 0233258E
2	Direction and distance from (city)	BRG 190˚, 8 NM south of Chalkis city.
3	Elevation/Reference temperature	148.13 M (486 FT) / NIL
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	3º35'E (3.58ºE) (JAN 2010) / 4.25'E (0.0708ºE)
6	AD Administration, address, telephone, telefax, telex, AFS	Hellenic Air Force (HAF) Tanagra Airport GR 32009 TANAGRA TEL:+30 22620 58203-4 (HAF) FAX: NIL TLX: 299306 LGTG AFTN: LGTGYXYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	CAA services not provided. AD is available only for INTL-NTL flights with destination Hellenic Aerospace Industry (HAI) and only for maintenance purposes. Prior agreement with HAI is required. Notification to LGTG ATC and coordination with relevant customs and police authorities concerning scheduled flights is required by HAI.

AD 1.6.29.3 OPERATIONAL HOURS

1	AD Administration	HJ (HAF)
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	HJ (HAF)
5	ATS Reporting Office (ARO)	HJ (HAF)
6	MET Briefing Office	H24 (MET)
7	ATS	HJ (HAF)
12	Remarks	During night O/R RWY 28 only

AD 1.6.34.10 AERODROME OBSTACLES

1	In approach/TKOF areas: Obstacle type/ Elevation/ Markings/ LGT	NIL
2	In circling area and at AD: Obstacle type/ Elevation/ Markings/ LGT	NIL
3	Remarks	NIL

AD 1.6.35.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

AD 1.6.35.12 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
09	88.52	680 x 20	NIL/ ASPHALT	0%	NIL	NIL	740 x 60	NIL
27	268.52	680 x 20	NIL/ ASPHALT	0%	NIL	NIL	740 x 60	

AD 1.6.35.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	680	680	680	590	THR displaced by 90 M
27	680	680	680	680	NIL

AD 1.6.35.14 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
09	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
27	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL		

AD 1.6.35.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

AD 1.6.35.16 HELICOPTER LANDING AREA

NIL

AD 1.6.35.17 ATS AIRSPACE

1	Designation and lateral limits	NIL
2	Vertical limits	NIL
3	Airspace classification	G
4	ATS unit call sign Language(s)	NIL
5	Transition altitude	NIL
6	Remarks	NIL

AD 1.6.37.17 ATS AIRSPACE

1	Designation and lateral limits	NIL
2	Vertical limits	NIL
3	Airspace classification	G
4	ATS unit call sign Language(s)	NIL
5	Transition altitude	NIL
6	Remarks	NIL

AD 1.6.37.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency / VHF CH	Operational hours	Remarks
1	**2**	**3**	**4**	**5**
ATS services not provided				

AD 1.6.37.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (ft aMSL)	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
Radio NAV facilities not available						

AD 1.6.37.20 LOCAL TRAFFIC REGULATIONS

1.6.37.20.1 Airport regulations

1.6.37.20.1.1 Due to existing fixed object within RWY transitional surface, when the western or south-western crosswind component exceeds 10 Kts, landing and/or take-off is not permitted for ultralight aircraft operations.

AD 1.6.37.21 NOISE ABATEMENT PROCEDURES

1.6.37.21.1 NIL

AD 1.6.37.22 FLIGHT PROCEDURES

1.6.37.22.1 General

1.6.37.22.1.1 Aircraft shall conform to AIP-Greece ENR 1.2.7 Communication requirements for VFR Flights, ENR 1.2.8, AD 2-LGKR 2.22.4.6 (Transponder operation for VFR flights) and AD 2-LGKR 2.22.5 (Procedures for VFR flights within KERKIRA TMA), chart AD 2-LGKR-VFR.

1.6.37.22.1.2 All aircrafts shall contact LGKR TWR at 120.855MHz or LGKR APP at 122.355MHZ.

1.6.37.22.1.3 Highest altitude for airfield area is 1.000 ft. For highest altitude prior LGKR APP clearance is required.

AD 1.6.37.23 ADDITIONAL INFORMATION

1.6.37.23.1 NIL

AD 1.6.37.24 CHARTS RELATED TO AERODROME

NIL

AD 1.6.41 ARACHTHOS (CAPTAIN ANASTASIOS BALATSOUKAS)

AERODROME CLOSED

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

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
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

LGAV 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
03R	037°	4000 x 45	PCN 64 F / B / W / T Asphalt	375533.37N 0235643.84E 375709.21N 0235815.03E	THR 82.50M/ 270.60 FT TDZ: NIL
21L	217°	4000 x 45	PCN 64 F / B / W / T Asphalt	375701.44N 0235807.63E 375525.60N 0235636.45E	THR 92.20 M/ 302.42 FT TDZ: NIL
03L	037°	3800 x 45	PCN 64 F / B / W / T Asphalt	375525.24N 0235515.37E 375655.92N 0235641.60E	THR 77.80 M/ 255.18 FT TDZ: NIL
21R	217°	3800 x 45	PCN 64 F / B / W / T Asphalt	375648.14N 0235634.21E 375517.46N 0235507.99E	THR 86.00 M/ 282.08 FT TDZ: NIL

Slope of RWY-SWY		SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	OFZ	Remarks
7		8	9	10	11	12	13
03R	NIL	NIL	NIL	4120 x 300	220 x 90	NIL	All RWYs Surfaces: first 800 M concrete (both directions) with PCN 63R/B/W/T See also relevant LGAV AD and AOC charts-ICAO
21L	NIL	NIL	NIL	4120 x 300	220 x 90	NIL	
03L	NIL	NIL	NIL	3920 x 300	220 x 90	NIL	
21R	NIL	NIL	NIL	3920 x 300	220 x 90	NIL	

LGAV AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03R	4000	4000	4000	3700	Threshold Displacement 300 M
21L	4000	4000	4000	3700	Threshold Displacement 300 M
03L	3800	3800	3800	3500	Threshold Displacement 300 M
21R	3800	3800	3800	3500	Threshold Displacement 300 M
03R	3900	3900	3900		Intersection take-off D2
03R	2950	2950	2950		Intersection take-off D4
03R	2500	2500	2500		Intersection take-off D5
21L	2950	2950	2950		Intersection take-off D11
21L	3950	3950	3950		Intersection take-off D12
03L	3750	3750	3750		Intersection take-off A2
03L	2950	2950	2950		Intersection take-off A4
03L	2500	2500	2500		Intersection take-off A5
21R	3700	3700	3700		Intersection take-off A13

LGAV AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	APP service is provided by ATHINAI APP unit (see **ENR 2.1.5.2**)			
TWR	VENIZELOS TOWER	136.275 118.625 278.700 MHz 122.100 257.800 MHz 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24 H24	Primary RWY 03L/21R Cover. FL 40 / 25 NM Primary RWY 03R/21L Cover. FL 40 / 25 NM MIL RWY 03L/21R and 03R/21L RGA MIL RGA Emergency MIL Emergency
	VENIZELOS INFORMATION	136.025 278.700 MHz	H24 H24	VFR flights Cover. FL 250/ 50 NM MIL
	VENIZELOS DELIVERY	118.680 280.550 MHz	H24 H24	Coverage FL 40/ 25 NM MIL
	VENIZELOS GROUND	121.755 121.955 121.805 121.905 280.550 MHz 279.200 MHz	H24 H24 H24 H24 H24 H24	Primary North, Cover. 5 NM / AD surface Primary South, Cover. 5 NM / AD surface Coverage 5 NM / AD surface Coverage 5 NM / AD surface MIL MIL
	VENIZELOS EMERGENCY	121.680	H24	Freq. used for RFFS and AD EME situations. Coverage 5 NM / AD surface
G/A/G	VENIZELOS RADIO	5637 kHz 2989 kHz	H24: 0400–1700 H24: 1700-0400	Primary Primary
ATIS (ARR / DEP)	ATHINAI ELEFTHERIOS VENIZELOS AIRPORT INFORMATION	136.125	H24	Coverage FL 200 / 60 NM
All ATS Communication Facilities under responsibility of CAA. For ATIS see also **ENR 1.1.1.8.3.3**				

LGAV 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
ATHINAI VOR/DME (5°E / 2019) (5°E)	ATV	114.40 MHz CH 91X	H24	375319.24N 0234816.19E	2378 FT / 724.9 M	Coverage FL 500 / 120 NM
DIDIMON VOR/DME (5°E / 2019) (5°E)	DDM	117.20 MHz CH 119X	H24	372839.61N 0231301.81E	3651 FT / 1113.16 M	Cover. FL 500 / 150 NM
KARISTOS VOR/DME (5°E / 2019) (5°E)	KRO	112.20 MHz CH 59X	H24	375938.90N 0242941.67E	2023 FT / 616.81 M	Coverage FL 500 / 120 NM
KEA VOR/DME (5°E / 2019) (5°E)	KEA	115.00 MHz CH 97X	H24	373325.79N 0241755.32E	1399 FT / 426. 53 M	Coverage FL 500 / 150 NM

LGAV AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

2.20.1.1 All flights operating to/from ATHINAI/ ELEFTHERIOS VENIZELOS Airport are required to submit flight schedule information preferably in IATA SSIM (Standard Schedules Information Manual) format to the following address:

Aviation Scheduling and Allocation Planning Unit of Athens International Airport S.A.
Athinai/ Eleftherios Venizelos Airport
GR 19019 SPATA
TEL: +30 210 3531 425/6/7/8/9
FAX +30 210 3532 254
SITA: ATHIAXH, ATHSCXH
e-mail: sched-planning@aia.gr

2.20.1.2 Due to operational reasons, prior written notice and written approval by the Airport Duty Officer (ADO) is necessary for landing and parking of light private aircraft of MTOW less than 5700 KG, not belonging to commercial air transport operators. Relevant requests should be made, at least 3 hours prior to the intended time of arrival, to:

Airport Duty Officer (ADO)
Athens International Airport S.A.
Athinai/ Eleftherios Venizelos Airport
GR 19019 SPATA
TEL: +30 210 3540 000
FAX: +30 210 3540 095
e-mail: ASOC_Senior_Srv@aia.gr.

2.20.1.2.1 The following categories of aircraft are exempted from the above restriction:

a) Rotorcraft,
b) State aircraft and aircraft, regardless of weight, conducting hospital or SAR flights or in a state of emergency,
c) Aircraft rendering assistance in emergency cases or being on a disaster relief mission.

2.20.2 Taxiing to and from stands

2.20.2.1 Ground Movement:

a) All taxiing aircraft shall follow the Taxiway Centre Line or the Aircraft Stand Lead–in Line. No deviations or shortcuts are permitted unless guided by a Leader Van (Follow Me) and relevant adjacent areas are properly safeguarded.
b) All taxi instructions are issued by the appropriate ATC unit (see **LGAV AD 2.18**, call sign VENIZELOS GROUND), via radio communication.
c) Assistance from Leader Van (Follow Me) Vehicle can be requested via ATC. Follow Me guidance is mandatory for all cargo and C area stands (stand number starting with “F” for cargo and “C” for C area), except stand F02 and on stands that the aircraft operator and its assigned ground handler have obtained special approval by the airport operator.
d) Aircraft are permitted to taxi only if permanent radio contact with ATC can be maintained during the entire taxiing manoeuvre, unless guided by a Leader Van (Follow Me).
e) The pilot shall always adhere to the signals of the Leader Van (Follow Me) and the Marshaller. Marshaller guidance is mandatory for entering or leaving a stand, except when A-VDGS is available and activated or when under tow (including push-back).
f) Aircraft may leave nose-in aircraft stands only with the aid of towing trucks. Use of reverse thrust is only allowed in exceptional cases, only at remote stands and under flight crew’s responsibility. Prior to the commencement of a power-back process, the pilot in command shall confirm to ATC that all safety measures have been taken. The flight crew must receive the relevant clearance by ATC and must remain in contact with the ground handler, ensuring all safety measures are taken in front and behind the aircraft. When powering back, an aircraft must initially move straight back and after crossing the service road, turn to align with the taxiway centerline, always adhering to the instructions of the marshaller.
g) Aircraft are permitted to taxi only at the indispensable minimum engine speed.
h) In order to avoid any damage, aircraft of types L-1011, DC-10 and MD-11 are not allowed to increase the power of engine No. 2 beyond its idle motion speed when taxiing in the vicinity of buildings.
i) Non-marked parking areas may also be assigned for parking. In such cases aircraft will be guided by a Leader Van (Follow Me).
j) A380, B747-8, B777, A340-500, A340-600, A350 Special Procedures
Movement of these aircraft types shall use judgemental oversteering while taxiing in order to keep the required minimum main gear edge clearance.
k) At contact parking positions of the main terminal and the satellite, the wing tip clearance between aircraft parked on adjacent positions may be reduced to 4.5 M.
l) Taxiway C between taxiway link D12 and taxiway link D9 (abeam parking position G01) is closed. Taxiway links D12 and D10 between taxiways C and D are also closed. Any aircraft movements in this area shall be performed under Leader Van (Follow Me) guidance.
m) An alternative parallel taxilane system has been established on taxiway K as shown on the Aircraft Parking/Docking chart-ICAO (see **AD 2-LGAV-APDC**), as taxilane K-Blue and taxilane K-Orange. Taxiing on this system is permitted only during aviation day-time and visibility over 1500 M for aircraft with a wing span not exceeding 36 M. Taxilanes K-blue and K-orange are used for aircraft entering or pushing back from/to stands B31-B45 according to the limitations of TABLE 2 and TABLE 3 (**LGAV AD 2.20.6.2.5**). Taxilane K-orange is also used for aircraft entering or exiting stands B50-B66 according to the limitations of TABLE 4.
Taxiway links C1 and C2 have been established as shown on the Aircraft Parking/Docking chart-ICAO (see **LGAV AD 2.24**). Taxiing on this system is permitted only during aviation daytime and visibility over 1500 M.
n) On taxiway C, between intersection D1 and D10, in case of works in progress on the fuel hydrant system installations adjacent to the TWY strip, the minimum separation distance between the taxiway centerline and a temporary object (vehicle well

o) marked with rotating beacon) may be temporarily reduced to 32.25 M for Category D aircraft (max span 52 M). Works are carried out during aviation daytime and visibility over 1500 M. Due to reduced wing-tip clearance, adhere strictly to the yellow taxi guidance line. Taxi speed to be adjusted accordingly. For code E aircraft (max span 65 M) only aircraft towing will be possible on the above-mentioned part of taxiway C. Code F aircraft are not allowed to taxi, either on own power or under towing.

2.20.2.2 Surface Movement Guidance Concept:

a) Taxiway centre line lights, intermediate holding position lights and stop bars are installed in order to facilitate ground movement control during adverse weather operations and/or during night time.
b) Whenever CAT II Low Visibility Procedures (LVP) are in operation (see **LGAV AD 2.22.11**), taxiing is restricted for all aircraft to taxiways with operating centre line lights, unless otherwise instructed.
c) The taxiway centre line lights within the ILS sensitive area from RWY 03R/21L towards TWY D and from RWY 03L/21R towards TWY A are colour coded (yellow/green). Landed aircraft are requested to report clear of the colour coded centre line lights to indicate that the aircraft has vacated the ILS sensitive area.
d) Intermediate TWY Holding Position Lights
Intermediate Holding Position Lights are operated together with the centre line lighting and consist of three unidirectional surface lights showing amber in the direction of approach to the intersection, disposed at 90° to the taxiway centre line and partly displaced laterally to centre line. If the traffic situation requires, aircraft may be instructed to hold at a specific Intermediate Holding Position. If no such instruction is given, aircraft may taxi across the Intermediate Holding Position marking without a specific clearance.
e) Stop bars
1. Stop bars are installed at CAT II holding positions and are operated independently of the centre line lighting, consisting of unidirectional surface lights showing red in the direction of approach to a runway CAT II holding position, spaced at intervals of 3 M across the overall width of a taxiway at approximately 90° to the taxiway centre line. Taxiing across stop bars by aircraft and vehicles is strictly prohibited when they are switched on. An illuminated RED stop bar means STOP. Clearances of any kind do not cover permission for taxiing across an operating red stop bar. Aircraft and vehicles may cross stop bars only when ATC has given verbal permission to proceed and the stop bar lights are switched off.
2. If a single illuminated red stop bar cannot be switched-off, the following contingency measures will apply:
a) Pilots will be notified in advance
b) An alternative taxi route where the stop bars are serviceable will be used
c) If an alternative taxi route is not available:
- ATC will request a Follow-Me vehicle to be positioned in front of the aircraft, with the explanation that this specific stop bar is unserviceable.
- The aircraft and the Follow-Me vehicle shall be transferred to the appropriate ATC frequency
- The pilot will be requested to report the Follow-Me vehicle in sight
- ATC will issue permission to both the Follow-Me driver and the pilot, when to cross the activated stop bar and enter the RWY.
f) Remote Holding Positions
Subject to availability and traffic, aircraft holding might be performed on taxiways B, Z, G and D at the discretion of the ATC Ground Controller. Remote holding positions might be used for holding arriving aircraft in case of occupied stands and also for releasing occupied stands by departing aircraft.

2.20.2.3 Taxiing on aircraft stand taxilanes

a) TWY E is an aircraft stand taxilane with reduced minimum separation distances between taxilane centre line and objects.
b) The separation distance between the centre line and objects is as minimum of 42.5 M. Wing-tip-clearance for category E aircraft on aircraft stand taxilanes is as minimum 7.5 M to the edge or 5 M to 3 M - height-limited objects.
c) Due to reduced wing-tip-clearance adhere strictly to the yellow taxiway centre lines. Taxi speed to be adjusted accordingly.

2.20.3 Parking Area for General/Business Aviation (GA/BA)

2.20.3.1 Parking stands at all apron areas may be allocated for GA/BA aircraft, depending on availability.

a) Arriving aircraft taxiing-in to park at the following apron areas:
1. G stands (G01-G20)
2. C stands (C01-C67)
3. F stands (F01, F02, F03, F04, F05, F06, F07, F08,F09, F11)
4. Alternate parking stands B17A, A31B, A39A, A40A, A41A, A41B, A46A, A49A, A49B, A50A, B67A, F02A, F02B, F02C, F02D, F02E, F02F, F02G, F02H, F04A, F04B, F04C, F04D, F04E, F04F, F04G, F04H, F06A, F06B, F06C, F06D, F06E, F06F, F06G, F06H, F08A, F08B, F08C, F08D, F08E, F08F, F08G, F08H, F08I, F09A, F09B, F11A, F11B
shall be guided by a Leader Van (Follow Me).
b) For departing general aviation aircraft from roll through parking stands, the following procedure shall apply per area as follows:
G stands (G01-G20), F stands (F01-F08I) and B67A: After receiving an ATC clearance, departing aircraft may taxi out of these stands without Leader Van guidance. Guidance is available upon request.
C stands (C01-C67) and alternate parking stands B17A, A31B, A39A, A40A, A41A, A41B, A46A, A49A, A49B, A50A: After receiving an ATC clearance, departing aircraft shall taxi out only under Leader Van guidance.
c) When taxiing inside the G Stands (G01-G20) Parking Area, pilots shall observe the restrictions of the maximum permissible wing spans for the relevant taxiing corridors as displayed in the local markings.
d) During adverse weather conditions with strong winds or gusting, all GA/BA aircraft shall be secured, under the responsibility of the aircraft operator.

2.20.4 Parking area for helicopters

2.20.4.1 There are 16 helicopter parking positions available, 13 (H01, H02, H03, H04, H05, H06, H07, H10, H11, H12, H13, H14, serving helicopters of a maximum overall length of 13.10 M (max rotor diameter 11.31 M), 1 (H08) serving helicopters of a maximum overall length of 17.46 M (max rotor diameter 14.63 M) and 2 (H15, H16) serving helicopters of a maximum overall

length of 16.00 M (max rotor diameter 13.50M). For operational reasons, helicopters can also be accommodated on other apron stands. See also **AD 2-LGAV-APDC**.

2.20.4.2 When approaching or departing to/from the heliport FATO, overflying of other aircraft at low heights is prohibited. Caution is advised for the lighting poles at the adjacent apron area of G Stands (G01-G20) surrounding the heliport. Overflying airport terminal buildings should be avoided.

2.20.5 Aircraft de/anti-icing operations

2.20.5.1 Aircraft de/anti-icing operations are performed under the responsibility of the aircraft operator and/or the ground handler. Aircraft de/anti-icing is allowed at all parking stands. Prior coordination with the Airport Services Operations Center (ASOC) is necessary.

2.20.6 Taxiing - limitations

2.20.6.1 Procedures for arriving aircraft

2.20.6.1.1 All aircraft stands are allocated by the Airport Services Operations Center (ASOC) and communicated to pilots via ATC RTF, together with the relevant taxi instructions.

2.20.6.1.2 Guidance for aircraft parking is provide either by means of A-VDGS (Advanced Visual Docking Guidance System) for Nose-In Stands, or by a marshaller. Pilots shall not enter the aircraft stand, until the A-VDGS is activated or a marshaller has signalled to proceed.

2.20.6.1.3 If the crew realizes, when taxiing into a nose-in position equipped with A-VDGS that the latter is switched off or out of order, the aircraft shall stop immediately. Current status shall be reported to ATC/Ground Control unit, via radio, waiting for further instructions.

2.20.6.1.4 Parking of aircraft at parking stands not provided with A-VDGS and departing from a roll-through stand is only permitted under the instructions of a marshaller.

2.20.6.1.5 Advanced Visual Docking Guidance System (A-VDGS)

2.20.6.1.5.1 The A-VDGS System is of the Safedock type. The Pilot Display Unit (PDU) provides active azimuth and stop-distance guidance to pilots, supporting safe, efficient and precise automated aircraft parking during all weather conditions. Due to the digital display presentation, both pilots get the correct alignment information as well as the closing-rate and stop information. Two PDU models are installed at LGAV, namely T1 & T2, directly related to the use of different laser sensors with below capabilities:

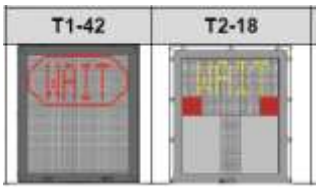
T1-42 with wide scanning range & T2-18 with narrow scanning range

Note: Both T1 & T2 units serve parking stands with i) single straight lead-in line and ii) multiple lead-in lines (either straight and angled, or two parallel ones).

2.20.6.1.5.2 The PDU is also used as a Ramp Information Display System (RIDS), to further improve exchange of operational information. Milestone information is shared between stakeholders, thus allowing enhanced turnaround management. RIDS provides flight and ground crew with real-time data such as aircraft type, flight number, parking stand, updated Estimated Time of Arrival/Departure (ETA/ETD), countdown timers for departure/arrival and free text.

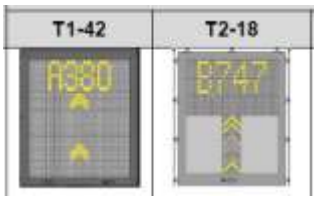
2.20.6.1.5.3 The docking process & event-triggered messages on the PDU.

1. System Self-Test: "WAIT" is displayed and a calibration check (self-test) of the A-VDGS unit is carried out by the Safedock system to confirm docking accuracy.

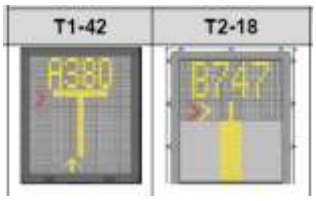


2. Capture/Active (awaiting aircraft): Floating arrows indicate the system is in active mode to detect the approaching aircraft. Check that the correct aircraft type is displayed on the PDU.

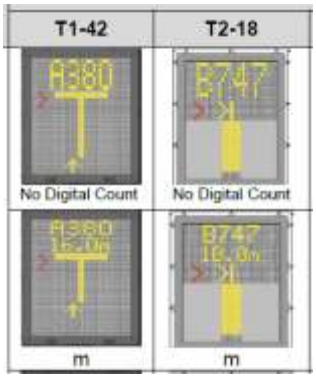
Warning: The pilot must not proceed beyond any Passenger Boarding Bridge, unless the floating arrows have been superseded by the closing rate indication, meaning that the aircraft is not getting yet active guidance information from the PDU.



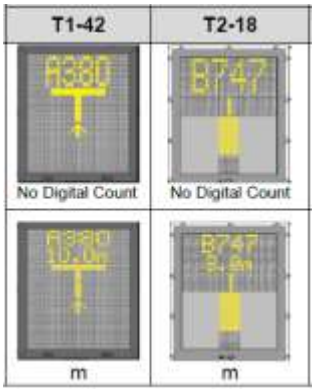
3. Tracking/Docking (aircraft approaching the stand): The system has captured the aircraft and is actively tracking it, in order to verify its profile against the pre-selected aircraft type. When aircraft has been identified, the floating arrows are replaced by the yellow center line indicator. The red arrow indicates the direction to turn for azimuth guidance and the yellow shows the aircraft position in relation to center line. The centerline “distance to go” indicator changes from floating arrows to a filled closing-rate bar. This bar shrinks as the aircraft nears its configured stop-position.



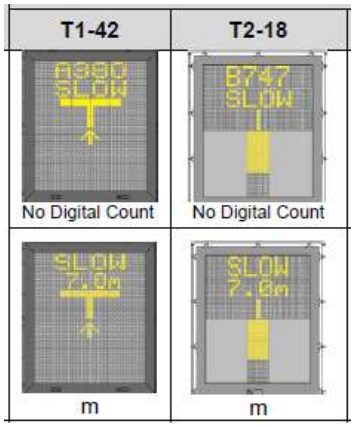
4. Stop-Distance - Closing Rate: Digital countdown begins when the aircraft is 30 meters from its stop position. When the aircraft is within the last 15 meters the distance to go/closing rate indicator decreases at increments of about 0.2-0.3m.



5. Aligned to Centre: The aircraft is at the displayed distance from the stop-position. The absence of any direction arrow indicates an aircraft on the centerline.

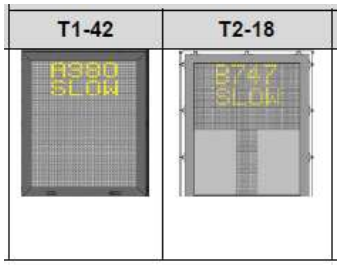


6. Slow (Decrease Speed): When an aircraft is coming faster than the configured speed.



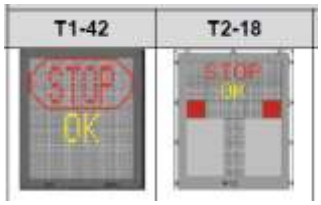
SLOW is also indicated in cases of heavy fog, rain or snow, where the visibility of the docking system might be reduced. When the system is activated and in Capture Mode, the PDU disables the floating arrows and shows SLOW and the Aircraft Type. As soon as the system detects the approaching aircraft, the vertical closing-rate bar appears.

Warning: The pilot must not proceed beyond the Passenger Boarding Bridge, unless the closing-rate bar is shown.

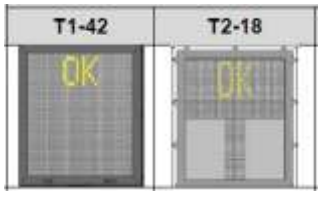


7. Stop position reached: When the correct stop-position is reached, the PDU will show STOP, with a red border or with red lights.

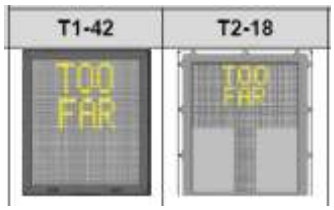
8. Stop-Short: If the aircraft is found standing still but has not reached the intended stop-position (up to 5m short of the stop-position), the message STOP and OK will be displayed on the PDU.



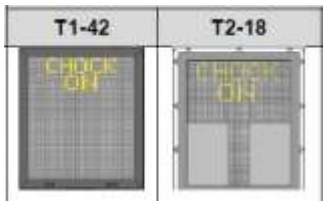
9. Docking completed: When the aircraft has come to complete stop, the message OK will be displayed on the PDU.



10. Overshoot: If the aircraft overshoots the stop-position, the PDU displays STOP (with RED border/bars), followed by TOO FAR after the aircraft comes to a complete stop.

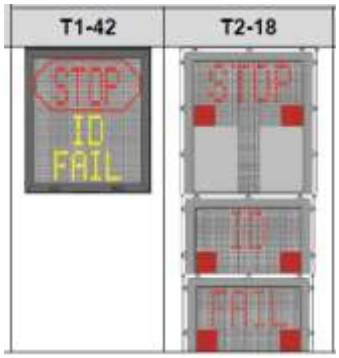


11. Chocks on: The CHOCK ON status is displayed on the PDU via the corresponding button press by the Ground Handler on the Operator Panel at the Rotunda.



12. Lost Aircraft Detection: If the detected aircraft is lost during docking, before 15m to stop-position, the PDU displays WAIT. This is a system event and not a fault. The system requires time for safety check, apron sweeps, aircraft capture and ID checks before the closing rate to stop-position. The docking continues as soon as the system detects the aircraft again.

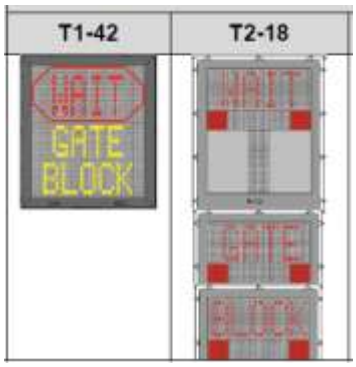
13. Failed Aircraft Verification (ID Fail): If, for any reason, aircraft verification is not confirmed 15m before the stop-position, the PDU will display STOP, followed by ID FAIL. Depending on the case, the docking can be resumed after positive aircraft identification, or alternatively, the aircraft shall be marshalled-in or towed-in to the correct stop-position.



14. Power Failure: In case of power failure, the PDU will be completely black. Current status shall be reported to ATC, Ground Control unit, via radio waiting for further instructions.

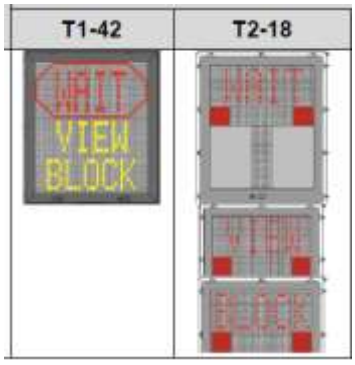
15. Gate Blocked: If an object is found to be blocking the view from the A-VDGS unit towards the aircraft and closer than the stop-position, this will be reported as a blocking object and the PDU displays WAIT, followed by GATE BLOCK.

Warning: The pilot must not proceed beyond the Passenger Boarding Bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.



16. View Blocked: If the view towards the approaching aircraft is hindered, the PDU displays WAIT, followed by VIEW BLOCK.

Warning: The pilot must not proceed beyond the Passenger Boarding Bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.



17. Emergency Stop: When the Emergency-Stop button is activated for whatever reason, the PDU displays STOP with red border/bars. Should an unsafe condition arise during the aircraft docking, the Emergency Stop button shall be activated by the responsible personnel through the Operator Panel at the Rotunda, or the cabin of the Passenger Boarding Bridge.

18. Configuration/System Error: Any error related to system configuration that occurs during docking operation, generates an ERROR message on the PDU. If it occurs during docking, the red STOP border/bars will also light-up.

19. Approach Error: In case that an aircraft enters by mistake the wrong lead-in line of a stand with multiple lead-in lines, the system will check that the aircraft nose must be within defined limits (configurable) in terms of azimuthal distance from the centerline. If aircraft nose is out of the defined limits, it will display an “APPR ERR” message. In this case, it is likely that aircraft will have to be towed, if the deviation from the assigned lead-in line is unrecoverable. This is a unique feature developed for LGAV and is available only at a limited number of parking stands, namely A07, A07A, A09, A09A, A13 & A13A.

2.20.6.1.6 Marshalling service is under the responsibility of the ground handling agents.

2.20.6.1.7 No ground personnel shall approach an arriving aircraft and no connection of the passenger boarding bridge, or any other ground servicing equipment, with the aircraft shall be made until such aircraft has come to a complete stop, all engines are shut-down and chocks are placed on the wheels.

2.20.6.1.8 Flight crews are reminded of the extreme importance of maintaining a careful lookout at all times.

2.20.6.1.9 For angled stands, A07A, A09A & A13A, the aircraft shall taxi-in following the yellow dashed angled lead-in line, only under Leader Van (Follow-Me) guidance. For stands A07, A09 & A13, the aircraft shall taxi-in following the yellow continuous lead-in line, without Leader Van guidance. In both cases, ATC Ground Control will provide appropriate instructions. Flight crews are kindly advised to communicate precisely the ATC Ground Control instructions to the push-back crew.

2.20.6.1.10 "Wing-Walking" procedures during aircraft parking are strictly prohibited, unless the aircraft operator and its assigned ground handler have obtained special approval by the airport operator.

2.20.6.2 Push-back and Taxi-out procedure

2.20.6.2.1 No aircraft shall initiate a push-back or start taxiing without obtaining clearance from ATC. Push-back or taxiing clearance from a position may only be requested if the manoeuvre can be performed immediately.

2.20.6.2.2 "Wing-Walking" procedures during aircraft push-back are strictly prohibited, unless the aircraft operator and its assigned ground handler have obtained special approval by the airport operator.

2.20.6.2.3 When pilots request push-back and/or taxi, they shall indicate their aircraft parking stand (and facing for roll-through stands B50-B67).

2.20.6.2.4 During the pushback procedure the aircraft must be aligned on the taxiway and positioned with the nose gear abeam the lead-in line of the stand it is vacating, except on angled stands A13A, A09A and A07A that aircraft have to be positioned with the nose gear abeam stand A13, A09 and A07 respectively.

Movement of aircraft from/to other adjacent parking positions can be performed, according to the rules of the following Tables 1, 2, 3 & 4.

a) TABLE 1: All aircraft parking positions except B30 to B45.

1	2	3	4	5
ICAO aircraft code	Simultaneous Pushback from adjacent parking position	Limitations to the adjacent parking position in front of the pushback aircraft	Limitations to the adjacent parking position behind the pushback aircraft	Limitations to the second adjacent parking position behind the pushback aircraft
"C" e.g. B737, A321	NOT allowed	Aircraft movement is allowed (except aircraft of ICAO code "E" to parking positions B13/B15)	Aircraft movement is NOT allowed	NONE
"D" e.g. B757, A300	NOT allowed	Aircraft movement is allowed (except aircraft of ICAO code "E" to parking positions B13/B15)	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed
"E" e.g. B747, A340	NOT allowed	Aircraft movement is allowed (except aircraft of ICAO code "D" and "E" to parking positions B13/B15)	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed

Movements to/from opposite stands on taxiways H and G are subject to additional limitations. An aircraft may enter a stand on the opposite side from where the aircraft has pushed back, only if one stand in front and behind the departing aircraft remains clear for ICAO code C aircraft and one stand in front and two behind for code D, E or F aircraft, respectively.

b) TABLE 2: Aircraft parking positions B30 to B45.

1	2	3	4	5	6
ICAO aircraft code	Simultaneous Pushback from adjacent parking position	Limitations to the adjacent parking position in front of the pushback aircraft	Limitations to the adjacent parking position behind the pushback aircraft	Limitations to the second adjacent parking position behind the pushback aircraft	Limitations to the third adjacent parking position behind the pushback aircraft
"C" e.g. B737, A321	NOT allowed	Aircraft movement is allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	NONE
"D" e.g. B757, A300	NOT allowed	Aircraft movement is allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed

c) TABLE 3**.** Aircraft Parking Positions B31-B45: ICAO aircraft code C pushing-back to K-blue versus simultaneous pushing-back to or entering from K-orange.

1	2	3	4	5
ICAO code of aircraft Pushing-back to or entering from K-orange	limitations to the adjacent stand in front of the pushback aircraft	limitations to the adjacent stand behind the aircraft pushing-back	limitations to the second adjacent stand behind the aircraft pushing-back	limitations to the third adjacent stand behind the aircraft pushing-back
"C" e.g. B737, A321	Aircraft movement is allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	NONE

d) TABLE 4. ICAO aircraft code C pushing-back/entering from/to Aircraft Parking Positions B31-B45 to/from K-orange versus pushing-back or entering K-orange from Aircraft Parking Positions B50 to B66.

1	2	3	4	5	6
ICAO code of aircraft pushing-back or entering K-orange from/to Stands B31-B45	Limitations to the parking position (B50-B66), abeam the aircraft on K-orange	Limitations to the adjacent parking position (B50-B66), in front of the aircraft on K-orange	Limitations to the adjacent parking position (B50-B66), behind the aircraft on K-orange	Limitations to the second adjacent parking position (B50-B66), behind the aircraft on K-orange	Limitations to the third adjacent parking position (B50-B66), behind the aircraft on K-orange
"C" e.g. B737, A321	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed	Aircraft movement is NOT allowed

2.20.6.2.5 If an aircraft has pushed back from stand B44, then no movement is allowed on stand B42. If a push back clearance has been issued for stand B44, then the next available position for pushback is stand B36.

2.20.6.2.6 Apart from these rules, and in order to expedite traffic whenever operational conditions permit, air traffic controllers can request from an aircraft to perform extended pushback with the nose gear abeam the lead-in line of another parking position, or perform a face-to-face pushback.

2.20.6.2.7 Starting-up engines for aircraft requiring push-back is commenced when the aircraft is aligned on the TWY centreline or after crossing the apron service road, in order to protect personnel and equipment from the jet-blast and engine suction.

2.20.6.2.9 During starting-up on a roll-through stand, or in exceptional cases when a pilot wishes to start one engine at the stand before push-back, the safeguarding of the aircraft is the responsibility of the airline and the ground handler. In these cases, the ground staff shall take the appropriate measures in order to safeguard the area around the aircraft and especially, to prevent any personnel or vehicle from passing behind or near the intake of the running engine, and to ensure that the jet blast during this procedure does not affect aircraft taxiing on the TWY behind.

2.20.6.2.10 Aircraft parked at stands B66 and B67, must use minimum power when taxiing out, particularly when turning left or right to join TWY's Y1 or Y2, in order not to affect adjacent stands and service roads with their jet blast.

2.20.6.2.11 For all parking positions, simultaneous tail to tail push-back may be approved, provided that there are two empty stands between two ICAO code C aircraft, three for ICAO code D and E and four for ICAO code F, respectively.

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

2.20.7.1 Touch-and-go's, successive landings and take-offs, of one and the same aircraft for training purposes require the prior permission by the Airport Duty Officer (ADO).

2.20.8 Helicopter traffic - limitation

NIL

2.20.9 Aircraft Towings

2.20.9.1 Towing of aircraft requires the prior permission of ATC. Towed aircraft should always be guided by a Leader Van vehicle (Follow Me). Ground handling staff shall take safety measures according to the relevant procedures.

2.20.9.2 If the towing of an aircraft is requested by the Airport Services Operations Centre (ASOC) for operational or safety reasons, the aircraft operator shall make all necessary arrangements in order to tow the aircraft without delay.

2.20.9.3 During night hours or during Low Visibility Procedures (LVP) in operation (see LGAV AD 2.22.12), towed aircraft should have at least their navigation lights on.

2.20.10 Engine run-ups

2.20.10.1 All maintenance engine run-ups, regardless of when conducted, require the prior notification to Airport Services Operations Centre (ASOC) and the relevant permission by the Airport Duty Officer (ADO), while ATC shall timely be informed for traffic management.

2.20.10.2 Run-ups should be performed between 0700 and 2300 local time. The following are exempted:

– Idle power tests of aircraft engines.
– Aircraft scheduled for a revenue flight departing that morning, if the run-up cannot be completed between 0700 and 2300 local time.
– Unscheduled maintenance operations due to an unexpected abnormality that had been discovered during an inbound flight to LGAV AD which requires further diagnosis, adjustment or replacement parts to assure a safe outbound flight.
– Aircraft diverted to LGAV AD and requiring engine tests for the continuation of the flight.
– Aircraft serving in an emergency status such as Search and Rescue, ambulance, transport of emergency supplies and/or personnel, serving State and Law enforcement, military or mission pertinent to National Security.

2.20.10.3 Engine run-up on ground idle for instrument check may be conducted at all stands provided that:

– Prior approval is obtained from the Airport Duty Officer (ADO).
– Power settings are limited to ground idle.
– Engine ground run duration is short.
– The aircraft operator must ensure that their ramp personnel / ground handling staff will take all safety measures to safeguard the area, alerting any nearby vehicle and pedestrian traffic to keep clear of engine intakes, exhaust gases, propellers, jet-blast etc.

2.20.10.4 Engine run up on more than Ground Idle shall be conducted on TWY B between links A2-A4 and A11-A13 provided that:

- ASOC is informed and relevant approval is obtained by the Airport Duty Officer (ADO).
- The aircraft heading will be at the discretion of ATC, based on the prevailing wind conditions and to avoid interference with aircraft operations.
- Aircraft have to taxi (towed or own power) from / to that location under the escort of a Leader Van (Follow Me).

***Note**: An alternative run-up position may be proposed according to operational needs*.

2.20.11 Disabled Aircraft

2.20.11.1 Provisions shall be made by aircraft operators to remove disabled aircraft from the maneuvering area without delay. The maintenance personnel must ensure that no safety issues arise from their operation in the manoeuvring area (e.g. FOD) and fully comply with the aerodrome safety rules and their own company maintenance procedures. The aircraft operators are responsible to take all necessary measures to avoid spillages. If they occur, spillages must be reported to ASOC immediately and cleaned up by the Airport Company shall be made by aircraft operators to remove disabled aircraft from the maneuvering area without delay. The aircraft operators are responsible to take all necessary measures to avoid spillages. If they occur, spillages must be reported to ASOC immediately and cleaned up by the Airport Company.

LGAV AD 2.21 NOISE ABATEMENT PROCEDURES

Part I

2.21.1 General provisions

2.21.1.1 All aircraft, including jet and propeller airplanes and helicopters, operating at LGAV – ATHINAI/ ELEFTHERIOS VENIZELOS must comply with the Noise Abatement Procedures unless otherwise stated.

2.21.1.2 The purpose of this regulation is to minimize noise exposure in the residential areas in the vicinity of the airport without compromising flight safety.

2.21.1.3 Definitions

- Residential areas include Artemis, Rafina, Markopoulo, Koropi and Spata.
- In connection with the Noise Abatement Procedures, the term "day" covers the period between 0700 and 2300 hours local time, excluding the “afternoon” which covers the period 1500-1800 hours local time, while the term “night” covers the period between 2300 and 0700 hours local time.

2.21.1.4 In connection with the Noise Abatement Procedures, a permanent Noise Monitoring System has been installed in residential areas in the vicinity of LGAV – ATHINAI/ ELEFTHERIOS VENIZELOS.

2.21.1.5 Rapid changes in engine power should be avoided unless flight safety reasons render them imperative.

2.21.1.6 Helicopters routes should be designed to avoid residential areas.

2.21.1.7 During parking at aircraft stands supplied with ground power unit and preconditioned air, the use of Auxiliary Power Units (APU) should not exceed 15 minutes upon arrival to the aircraft stand or 15 minutes before departure from the aircraft stand.

2.21.1.8 Engine run-ups above idle should only be performed during the day in the designated areas in accordance with para LGAV AD 2.20.10.

2.21.2 Arrival procedures

a) The standard arrival procedures are designed according to noise abatement considerations and will be assigned by the appropriate ATC unit in accordance with operational requirements.
b) Use delayed gear and flap extension and low power/drag configurations consistent with safe operating procedures.
c) VFR flights approaching to land are requested to make adjustments for a short final approach, unless otherwise instructed by ATC.
d) Use minimal reverse thrust consistent with safe operating procedures.

2.21.3 Departure procedures

a) Thrust Reduction-Acceleration
Unless for safety reasons, all aircraft departing from RWY 03L and RWY 03R shall not reduce take-off thrust until a minimum altitude of 1800 FT MSL has been reached and shall not accelerate above initial climb speed (V2+10) or change take-off flap and slat configuration until minimum of 3300 FT MSL has been reached. Propeller-driven aircraft whose MTOW does not exceed 5700 KG are excluded.
b) SID 4 RWY 03R is assigned by ATC in conjunction with the provisions of 2.22.7.2 whereby radar vectors may be applied when the aircraft is at or above an altitude of 4300 FT MSL or above the sea.

2.21.4 Altitude restrictions

2.21.4.1 All aircraft departing from or arriving at LGAV – ATHINAI/ ELEFTHERIOS VENIZELOS should avoid overflying residential areas. If unable to do so, they should fly over these areas for the minimum required time while maintaining the minimum safe altitude.

2.21.5 Runway use during the “afternoon” and “night”

2.21.5.1 Aircraft shall not depart from RWY 03R or land on RWY 21L during the “afternoon” and “night”.

2.21.5.2 LGAV – ATHINAI/ ELEFTHERIOS VENIZELOS is operating H24. However, the following night restrictions apply:

a) During “night” local training flights require the approval of the Airport Duty Officer (ADO).
b) Night “night” restrictions should not be applicable for Airmail Services, governmental flights, ambulance flights, police helicopters, other humanitarian aid services and emergency flights.

2.21.6 Runway use for Chapter 2, Marginal Chapter 3 and Military Aircraft

a) Chapter 2 aircraft granted an exemption to use LGAV – ATHINAI/ELEFTHERIOS VENIZELOS, shall not depart from RWY 03R or land on RWY 21L on a 24-hour basis. Before departing, pilots shall inform the ATC unit of their status, upon the start-up clearance request.
b) The following aircraft types shall not depart from RWY 03R or land on RWY 21L on a 24-hour basis:

Antonov An-124	McDonell Douglas DC-10
Antonov An-225	Ilyushin 62
Boeing B707	Ilyushin 76/ IL78-82
Boeing B727	Ilyushin 96
Boeing B737-200	Lockheed TriStar L1011
Boeing B747-200/300	Tupolev TU-134A
British Aerospace BAE-125-1000	Tupolev TU-154M
McDonell Douglas DC-8	Yakovlev YAK-40
McDonell Douglas DC-9	Yakovlev YAK-42

c) All military aircraft shall not depart from RWY 03R or land on RWY 21L on a 24-hour basis. Military aircraft of a type equivalent to a commercial aircraft type (e.g. KC135 corresponding to B707) and not included in the above list are not subject to this restriction.

2.21.7 Deviations

2.21.7.1 Deviations from the above may be accepted for safety reasons, during extreme weather conditions, when capacity demand requires, or when operational restrictions or operational requirements apply.

LGAV AD 2.22 FLIGHT PROCEDURES

2.22.1 General

NIL

2.22.2 Runway in use

2.22.2.1 RWY 03L/R normally will be used in preference to RWY 21L/R when tail wind component is no greater than 5 (five) KT and the runways surfaces are dry while also taking into account the Noise Abatement Procedures (LGAV AD 2.21).

2.22.2.2 See also Runways operations at ATHINAI/ ELEFTHERIOS VENIZELOS Airport (**LGAV AD 2.22.10**)

2.22.3 Procedures for IFR flights within ATHINAI TMA and ATHINAI ELEFTHERIOS VENIZELOS CTR

2.22.3.1 Entry procedures

2.22.3.1.1 Inbound routes

2.22.3.1.1.1 All IFR flights entering ATHINAI TMA (see **ENR 2.1.5.2**) shall follow the established standard arrival routes to the appropriate radio navigational aids unless an alternative route has been assigned. Standard arrival routes are shown in appropriate charts contained (**LGAV AD 2.24**).

2.22.3.2 Speed control

2.22.3.2.1 All aircraft within ATHINAI TMA shall reduce speed 250Kts IAS when below FL100, unless otherwise instructed by ATHINAI APP.

2.22.3.2.2 However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed above, the aircraft may be operated at the minimum speed provided that approach control is promptly notified.

2.22.3.3 Approach instructions

2.22.3.3.1 Pilots of aircraft entering ATHINAI TMA will be given instructions by ATHINAI APP, which will normally include:

a) Clearance limit or published STAR or vectoring instructions,
b) Flight level,
c) Expected approach time, only if holding is anticipated.

2.22.3.3.2 Speed Limitations

2.22.3.3.2.1 A speed limitation of 250 kts IAS maximum applies to all flights below 3 050m (10 000 ft) AMSL within ATH TMA. Pilots of aircraft types, which for technical or safety reasons cannot maintain this speed, shall inform ATHINAI APP on initial contact and a suitable instruction shall be issued by ATHINAI APP.

2.22.3.3.2.2 Furthermore, the following speed limits apply to arriving aircraft within ATH TMA for separation reasons, are mandatory and shall be flown as accurately as possible, unless otherwise instructed by ATHINAI APP:

- 220kts IAS at or below 5000ft, when established on the final approach course or until 14NM from the landing threshold, whichever occurs first;
- 180kts IAS at a distance of 8NM from the landing threshold;
- 160kts IAS at a distance of 6NM from the landing threshold;

2.22.3.3.2.3 Aircraft unable to maintain these speeds shall inform ATHINAI APP on initial contact.

2.22.3.3.2.4 When an indicated airspeed is not specified by ATHINAI APP, it is expected that the pilot will comply with the requirements in **LGAV AD 2.22.3.3.2** above.

2.22.3.3.3 For IFR flights within ATHINAI ELEFTHERIOS VENIZELOS CTR see also relevant LGAV IAC charts (**LGAV AD 2.24**).

2.22.3.3.4 In case of radar vectoring, the intermediate approach segment may be partially omitted. ATHINAI APP will then issue vectors to direct the aircraft to a position from where final approach can be started or a visual approach can be completed.

2.22.3.4 Visual Approaches

2.22.3.4.1 In addition to the conditions of application stated in **ENR 1.3.12**, aircraft approaching visually are subject to the following restrictions, for environmental reasons, unless otherwise instructed by ATC :

a) Aircraft on a visual approach for runway 03R or runway 03L shall join runway final at a distance not less than 10 NM from the intended runway's threshold and at an altitude not lower than 3000 ft (QNH).
b) Aircraft on a visual approach for runway 21L or runway 21R shall join runway final at a distance not less than of 8 NM from the intended runway's threshold and at an altitude not lower than 2500 ft (QNH).

2.22.4 Radar procedures within ATHINAI TMA

2.22.4.1 ATHINAI Approach Control Unit (see **ENR 2.1.5.2**) provides terminal area surveillance radar (TAR) services, according to ICAO DOC 4444, part VI.

2.22.4.2 Aircraft operating IFR and/or VFR flights within ATHINAI TMA shall be equipped with functioning transponder with Code 4096 capability on Mode A and automatic altitude transmission on Mode C.

2.22.4.3 Further details can be obtained in **ENR 1.6.15** (Use of radar in ATHINAI TMA) and ATHINAI TMA TAR System Coverage Chart (see **LGAV AD 2.24** AD 2-LGAV-ASMAC chart).

2.22.4.4 Use of radar in ATHINAI ELEFTHERIOS VENIZELOS ATZ

2.22.4.4.1 General information

2.22.4.4.1.1 ATHINAI/ ELEFTHERIOS VENIZELOS Aerodrome Control Unit (VENIZELOS TWR) uses radar data in the aerodrome control service, in order to augment the visual observation of the traffic on the manoeuvring area and in AD vicinity.

2.22.4.4.1.2 Control of aerodrome traffic is mainly based on visual observation. The availability and use of radar data (as specified in **LGAV AD 2.22.4.4.2** bellow) is not detrimental to the visual observation of aerodrome traffic and it is not intended to provide full radar services.

2.22.4.4.1.3 Radar data are derived from two sources:

a) The Terminal Area Surveillance Radar (TAR) system that is also used by ATHINAI APP, and
b) The Surface Movement Radar (SMR) system that is installed at ATHINAI/ ELEFHERIOS VENIZELOS Airport.

2.22.4.4.2 The application of radar service

2.22.4.4.2.1 TAR derived data are used in the provision of aerodrome control service to perform the following functions:

a) Monitoring the landing order and spacing of arriving aircraft.
b) Monitoring of aircraft on final approach, when IMC prevail at the aerodrome.
c) Assist in providing initial separation, as soon as possible, in the event of a missed approach.
d) Integration of VFR traffic entering the ATZ into the traffic circuit or into the flow of arriving IFR traffic.
e) Establishing radar separation between succeeding IFR aircraft, departing from the same runway.
f) Provide traffic information and advices to pilots.
g) Provide navigation assistance (direction or suggested heading) to VFR flights within ATZ.

Note 1: *The Tower controller in order to facilitate operations may provide pilots flying VFR with generalized instructions e.g. "PROCEED NORTH BOUND ENTER A RIGHT DOWNWIND RUNWAY TWO ONE RIGHT" or provide suggested heading in case navigational assistance is requested by the pilot or deemed necessary by the controller.*

Note 2: *Once initial radar identification of a VFR aircraft has been established and the appropriate instructions/advisories have been issued, radar monitoring may be discontinued.*

2.22.4.4.2.2 The above functions may be provided to the extent practicable, since tower controller is not always able to monitor the radar display, the reason being that the Tower controller's primary means of surveillance is visually scanning the airport and the local area.

2.22.4.4.2.3 The standard methods to determine the positions of aircraft and vehicles on the manoeuvring area are the visual observation and/or radio position reports.

2.22.4.4.2.4 Taking into account the technical limitations, SMR derived data may be used, during poor visibility and/or at night, to supplement these standard methods for the control of traffic on the manoeuvring area.

2.22.4.4.2.5 The use of SMR does not in any way relieve the pilots of taxiing aircraft or drivers of vehicles of any of their responsibilities in respect of avoiding collisions with other objects or structures on the ground.

Note 1: *Except under special circumstances (e.g. emergencies), directional taxi information will not be issued in the form of specific heading instructions. Phraseology to be used: e.g. TURN (left/right) ON THE TAXIWAY YOU ARE APPROACHING.*

Note 2: *Technical limitations may affect the operational efficiency and use of SMR e.g. aircraft/vehicle size, line of sight limitations, heavy rain causing clutter, resolution difficulties, etc.*

2.22.5 Procedures for VFR flights within ATHINAI TMA

2.22.5.1 VFR flights shall follow the VFR routes and altitudes within ATHINAI TMA (see relevant chart in LGAV AD 2.24).

2.22.6 Procedures for VFR flights within ATHINAI ELEFTHERIOS VENIZELOS ATZ

2.22.6.1 VFR flights - including helicopters - shall request clearance to start engines on the respective Start-Up/Clearance Delivery frequency (see **LGAV AD 2.18**, call sign VENIZELOS DELIVERY).

2.22.7 Standard instrument departure procedure (SID) – Visual departures

2.22.7.1 See relevant LGAV SID charts (**LGAV AD 2.24**).

2.22.7.2 For ATC reasons radar vectoring may be applied, above minimum vectoring altitudes, in which case, SIDs will be partially omitted.

2.22.7.3 Visual departures

2.22.7.3.1 Visual departure procedures from RWYs 03R/03L, subject to ATC approval, only for turboprop aircraft, shall be executed under the following conditions:

- As specified in detail in AIP Greece ENR 1 paragraph 1.3.12
- Aircraft shall make a right turn as soon as possible, remaining well cleared of the Main Terminal Building and all significant obstacles charted on published SIDs in AIP Greece
- Initial climb shall be up to 4000ft AMSL
- Initial roll-out heading after the turn shall be between 085 – 120 degrees
- Further instructions for climbing and routing are to be expected from ATC
- In case of RCF, aircraft are to proceed to KEA climbing to 6000ft AMSL and execute an appropriate Instrument Approach Procedure published in AIP Greece

Note 1: *All noise abatement procedures as well as the speed limitations in 2.21 and 2.21.3a remain applicable.*

2.22.8 Procedures for departing aircraft

2.22.8.1 Start-up and ATC clearance

2.22.8.1.1 Pilots shall request clearance for starting the engines and ATC clearance on the respective Start-Up/ Clearance Delivery frequency (see **LGAV AD 2.18**, call sign VENIZELOS DELIVERY).

2.22.8.1.2 Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up.

2.22.8.1.3 Upon receiving start-up and ATC clearance, pilots will be instructed to contact the appropriate Ground Control frequency (see **LGAV AD 2.18**, call sign VENIZELOS GROUND) for push-back and taxi or for taxi clearance (where push-back is not necessary).

2.22.8.1.4 Pilots shall inform the ATC unit on the appropriate start-up/clearance delivery frequency, if unable to be ready to taxi within 10 minutes from start-up time.

2.22.9 Intersection Take-offs

2.22.9.1 Intersection take off is permitted during aviation daytime only with visibility not less than 3 KM for taxi links A4, A5, D4, D5 and D11 (**see LGAV AD 2.13** and **AD 2-LGAV-ADC**).2.22.9.1.1 An aircraft may be cleared to depart from an intersection take-off position as follows:

a) Before taxiing, upon request of the pilot and acceptance by the ATC, or
b) If initiated by ATC and accepted by the pilot.

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

«REQUEST DEPARTURE FROM RUNWAY (number), INTERSECTION (name of intersection) ».

2.22.9.1.3 The aircraft operator / pilot in command shall ensure that the reduced declared distances for intersection take- off are sufficient for the safe operation of the aircraft in compliance with the aircraft operations regulations. See details on Intersection take-off diagram (**LGAV AD 2.22.9.1.6**).

Note: *The following aircraft cannot use the intersection Take-offs: A380, A350, A340, A330, A300, B747, B777, B787, B767, MD11, C5, AN124, AN22, IL76, IL86, and IL96*

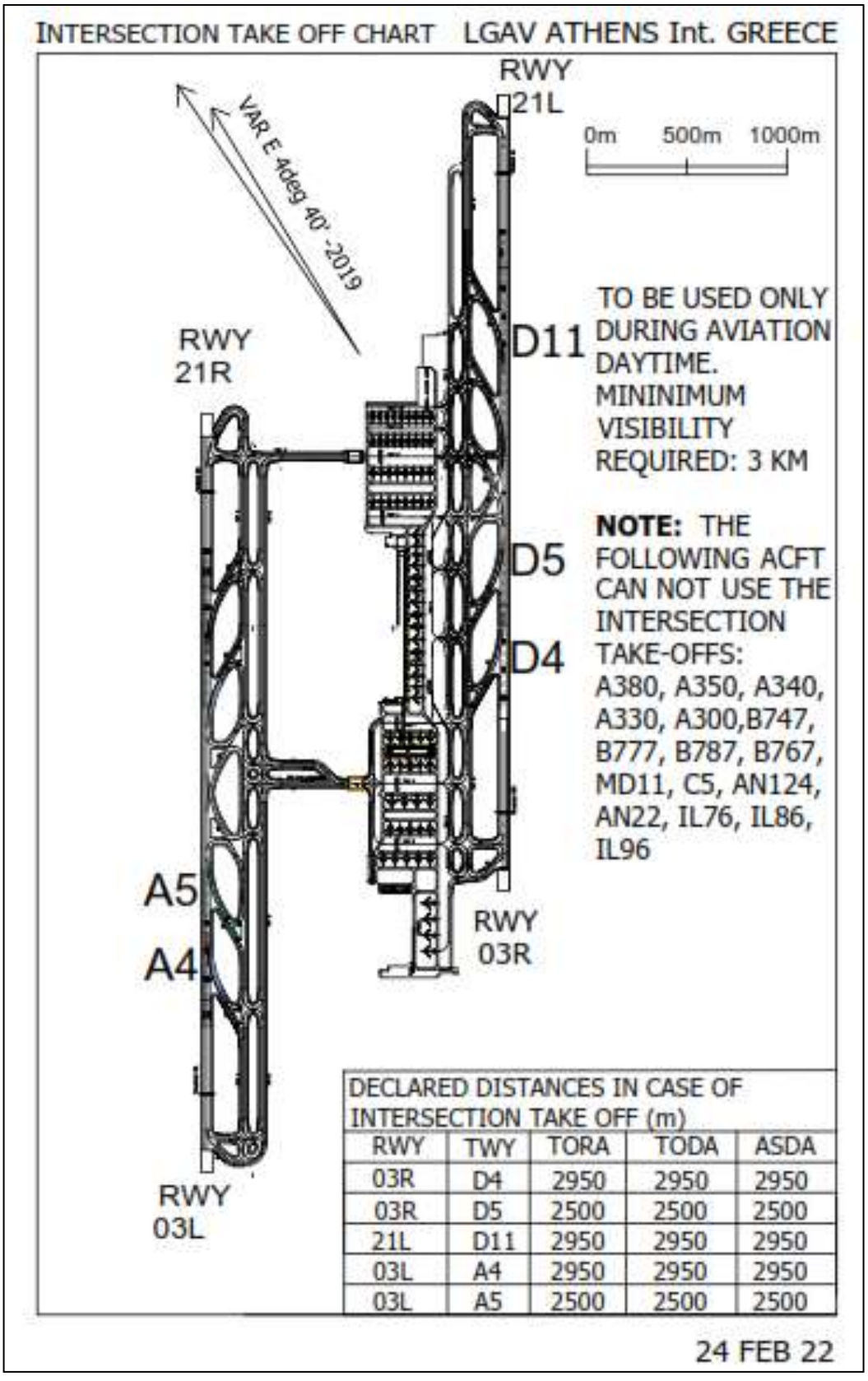
2.22.9.1.4 Declared distances in case of Intersection take-off are as follows:

RWY	TWY	Declared distances	Distances (M)	RWY	TWY	Declared distances	Distances (M)
03R	D4	TORA/TODA/ASDA	2950	**03L**	A4	TORA/TODA/ASDA	2950
	D5	TORA/TODA/ASDA	2500		A5	TORA/TODA/ASDA	2500
21L	D11	TORA/TODA/ASDA	2950				

2.22.9.1.5 Pilots shall report to ATC when ready for departure at a runway intersection, as follows:

«VENIZELOS TOWER (aircraft call sing), AT THE INTERSECTION (name), READY FOR DEPARTURE RUNWAY (name)»

2.22.9.1.6 LGAV Intersection take-off .The above-mentioned restrictions at 2.22.9.1 and the note at 2.22.9.1.3 are not applicable for intersections D2, D12, A2 and A13.



DECLARED DISTANCES IN CASE OF INTERSECTION TAKE OFF (m)

RWY	TWY	TORA	TODA	ASDA
03R	D4	2950	2950	2950
03R	D5	2500	2500	2500
21L	D11	2950	2950	2950
03L	A4	2950	2950	2950
03L	A5	2500	2500	2500

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2.22.10 ICAO code F aircraft operations

2.22.10.1 A380-800 Operations

2.22.10.1.1 A380-800 Ground Operations

- Taxilanes, Y1, Y2, I and J are not available for A380 traffic.
- When an A380 taxies on TWY C or taxilane E then the maximum aircraft type on taxilane E or TWY C is ICAO code E.
- Wing tip clearance on taxiway C to aircraft holding at intermediate holding positions between taxiways C and D is at least 9m.
- Wing tip clearance on taxilane E to the parallel apron service road is at least 3m. Due to the reduced wing tip clearance, adhere strictly to yellow taxiway centre line.
- Leader Van (Follow me) guidance is required when an ICAO code F aircraft taxiing on taxilane E, passes behind a parked ICAO code F aircraft on a contact stand.
- For braking away and during taxi, use minimum power and taxi at low speed.
- When holding short of a Runway, stop at CAT II holding points.
- A380 can be parked on contact stands A13, A13A, A11, A09, A09A, A01, B15, B13, B11, B05, B03, A33, A35, A37 using the A-VDGS system for guidance and on remote parking positions B17, A42, A54, A56 and F02 by Marshaller. Alternatively, in case of unavailability of tow bar on board, TWY G can accommodate the aircraft facing North or South.
- Due to height limitations of available GSE equipment, the top of the aircraft tail fin cannot be fully de-iced.

2.22.10.1.2 Departure of A380-800

- For take-off use the Flight Crew Operating Manual supplementary procedure:

«Operation on Runway + Shoulders less than 58 M wide»

2.22.10.2 B747-8 Operations

- Taxilanes, Y1, Y2, I and J are not available for B747-8 traffic.
- When an B747-8 taxies on TWY C or taxilane E, then the maximum aircraft type on taxilane E or TWY C is ICAO code E
- When holding short of a Runway, aircraft shall stop at CAT II holding points.
- B747-8 can be parked on contact stands A13, A13A, A11, A09, A09A, A03, A01, B13, B11, B05, B03, A33, A35, A37 using the A-VDGS system for guidance and on remote parking positions B17, A42, A54, A56 and F02 by Marshaller. Alternatively, in case of unavailability of tow bar on board, TWY G can accommodate the aircraft facing North or South.

2.22.10.3 A124 Operations

2.22.10.3.1 Taxilanes, E, Y1, Y2, I and J are not available for A124 traffic.

2.22.10.3.2 A124 can be parked on remote parking positions A42, A43, A44, A45, A46, A47, A54, A56 and F02 by Marshaller. Alternatively, in case of unavailability of tow bar on board, TWY G can accommodate the aircraft facing North or South.

2.22.11 Low Visibility Procedures (LVP) Operations

2.22.11.1 LVP Definition and general rules for Low Visibility Operations

2.22.11.1.1 Low Visibility Procedures (LVP) are specific procedures applied at the aerodrome for the purpose of ensuring safe operations during Category II approaches and/or departure operations in RVR conditions less than a value of 550 M.

2.22.11.1.2 RVR values are transmitted to the pilots:

- via ATIS and at least,
- together with approach clearance,
- together with landing clearance or when passing 4 NM, whichever is earlier

2.22.11.1.3 Pilots will not be refused permission to land or take off on “pilot’s discretion”, solely because of bad weather conditions.

2.22.11.1.4 When indicated RVR is below 350 M and/or ceiling is below 100 FT pilots shall be informed that:

“INDICATED RVR VALUES (or CEILING or RVR VALUES AND CEILING) BELOW ICAO MINIMA FOR CAT II OPERATIONS”.

2.22.11.1.5 Initiation and continuation of a Cat II Approach or Low Visibility Take-Off taking into account the reported ceiling and RVR relies solely with the flight commander’s decision and should be based on State and company procedures.

2.22.11.1.6 The Air Traffic Control task is to keep the flight crew informed with accurate and up to date information as to the category of operations which the guidance equipment can support (e.g. ILS Cat I or II), the status of the relevant meteorological equipment and visual aids, and of the implementation of LVP and safeguarding. Based on this information the commander of the aircraft should be satisfied that appropriate LVP are in operation before commencing a Low Visibility Take-Off or a Category II approach.

2.22.11.2 Runways and associated equipment

2.22.11.2.1 Runways 03R/21L and 03L/21R are equipped with ILS and are approved for CAT II operations.

2.22.11.3 Criteria for the initiation and termination of LVP

2.22.11.3.1 The preparation phase will be implemented when visibility falls below 1500 M (RVR ≤ 1400 M) and/ or ceiling is at or below 300 FT and CAT II operations are expected.

2.22.11.3.2 The operations phase will be commenced when the RVR falls to 600 M and/or the ceiling is at or below 200 FT.

2.22.11.3.3 LVP will be terminated when, RVR is greater than 600 M and ceiling is greater than 200 FT and a continuing improvement in these conditions is anticipated.

2.22.11.4 Description of runway exits lighting

2.22.11.4.1 All appropriate runway exits are illuminated and equipped with green/yellow coded taxiway centre line lights and pilots should select the first convenient exit.

2.22.11.5 Description of LVP

2.22.11.5.1 Pilots will be informed by ATIS or RTF when LVP are in operation.

2.22.11.5.2 Normally, during LVP one runway will be used exclusively for landings while the other one will be used for departures (when both runways are available).

2.22.11.5.3 ATC will designate the use of runways according to the prevailing wind, RVR, serviceability of facilities, etc.

2.22.11.5.4 Simultaneous approaches or departures are not permitted in LVP.

2.22.11.5.5 CAT II Approach and Landing:

a) Aircraft will be vectored to intercept the ILS at least 10 NM from touchdown.
b) The ILS localizer sensitive area will be protected when an ILS landing aircraft is within 2 NM from touchdown. ATC will provide suitable spacing between aircraft on final approach to achieve this objective.
c) Runway vacation will be assessed when the aircraft has passed the last of the alternate green and yellow centre line lights. These lights denote the extent of the ILS localizer sensitive area.
d) Landed aircraft shall report:
   - clear of the color coded centre line lights to indicate that the aircraft has vacated the ILS,
   - sensitive area, and
   - upon arrival at the parking stand.

2.22.11.5.6 Departures:

a) Departing aircraft are required to use the following CAT II holding points:
   - Runway 03R: D1, D2
   - Runway 21L: D12, D13
   - Runway 03L: A1, A2
   - Runway 21R: A13, A14
b) Intersection take-offs are not permitted.
c) Whenever LVP are in operation the ILS localizer sensitive area will be protected for all departing aircraft.

2.22.11.5.7 Restrictions on traffic flow:

a) When LVP are in progress some delays are to be anticipated.
b) The number of taxiing aircraft will be determined by ATC according to weather conditions and the availability of surveillance equipment.
c) During LVP operations, vehicles authorized to operate within the maneuvering area are kept to minimum (i.e. for runway inspection, wildlife-bird hazards, emergency/medical operations). Vehicles necessary to operate within the maneuvering area shall always hold position as per ATC instructions, before an Intermediate Holding Position or abeam a lighted visual aid, at least one intersection away from the known position of a moving or stopped aircraft for safe separation purposes. In all cases, crews of taxiing aircraft and vehicle drivers in the maneuvering area shall strictly comply with ATC instructions“

2.22.11.6 Equipment failure and expected effect on flight operations

2.22.11.6.1 ILS Approaches

2.22.11.6.1.1 When ILS is downgraded to CAT I then flight operations are limited to category I.

2.22.11.6.1.2 When touchdown zone RVR is unserviceable then:

a) provided this RVR is considered controlling for the Approach, ATC will advise of mid RVR and touchdown visibility if available.
b) Aircraft commander will decide to continue the approach down to the Decision Height and then either go around or land, the decision based on approach lights and touchdown zone visible lighting.

2.22.11.6.1.3 When standby power supply system is unserviceable then flight operations limited to Category I.

2.22.11.6.1.4 Failure of other systems considered essential during low visibility operations shall be reported to pilot and restriction is depending on flight operation rules.

2.22.11.6.2 Low visibility departure operations

2.22.11.6.2.1 When touchdown zone or other RVR measuring point unserviceable then Low visibility departure operation is depending on flight operation rules. Take off alternative may be considered.

2.22.11.6.2.2 When standby power supply system is unserviceable restriction is depending on flight operation rules.

2.22.11.6.2.3 Failure of other systems, considered essential during low visibility operations, shall be reported to pilot and restriction is depending on flight operation rules.

2.22.12 Runways operations at ATHINAI/ ELEFTHERIOS VENIZELOS Airport

2.22.12.1 Modes of runway operations at LGAV

2.22.12.1.1 Segregated Parallel Operations

a) One runway is used exclusively for approaches (landings), while the other is used exclusively for departures.

2.22.12.1.2 Semi-mixed Parallel Operations

a) One runway is used exclusively for approaches while the other runway is used for both approaches and departures, or
b) One runway is used exclusively for departures while the other runway is used for both departures and approaches.

2.22.12.1.3 Single Runway Operations

2.22.12.2 Change of landing runway

2.22.12.2.1 A controller may suggest to an aircraft, at any point of intermediate or final approach segment, a change of landing runway (right to left or left to right) with a visual approach to the adjacent runway.

2.22.12.2.1.1 A landing runway change suggestion shall be applied only during daytime and when:

a) visual meteorological conditions prevail at the aerodrome and
b) the aircraft is at a distance greater than 5 NM from the new runway's threshold.

2.22.12.2.1.2 The pilot has the right to accept or decline the suggestion of the landing runway change.

2.22.12.2.2 The above-mentioned change of landing runway with a visual approach may also be approved upon the pilot's request, with the prerequisite that the above (a) and (b) conditions are met and the traffic permits.

2.22.13.4 Minimum Runway Occupancy Times

2.22.13.4.1 Departures: In line with safety considerations and standard operating procedures, pilots shall ensure that they can perform a rapid line-up and should comply with ATC line-up clearance without delay. As far as practicable, before take-off cockpit checks should be completed prior to line-up, whereas checks required to be performed while on the runway should be kept to the absolute minimum. Take-off roll shall commence immediately after take-off clearance is issued.

2.22.13.4.1.1 In case that flight crews cannot comply with the above requirements, they shall notify ATC as early as possible.

2.22.13.4.2 Arrivals: Rapid exit from the landing runway enables ATC to apply minimum spacing on final approach that will contribute to the maximum runway utilization, thus reducing delays and minimizing the possibility for 'go-arounds'. Unless otherwise instructed by ATC, arriving aircraft are requested to vacate the runway expeditiously. Pilots shall ensure that aircraft have fully vacated the landing runway before stopping. In line with safety considerations and standard operating procedures, pilots should pre-plan the landing and roll-out in such a way that aircraft shall exit the runway at the first practicable rapid exit taxiway, or as instructed by ATC. Rapid Exit Taxiways are marked and lighted on both runways, to facilitate pilots for a more efficient roll-out and runway exit speed.

LGAV AD 2.23 ADDITIONAL INFORMATION

2.23.1 Wildlife Strike Risks

2.23.1.1 Wildlife Species Analysis

2.23.1.1.1 The wildlife species observed at the airport and the vicinity show significant diversity (>200 bird species and a few terrestrial animal species). However, further to the wildlife strike risk assessments, which are updated annually, only a few bird species are considered hazardous for aviation.

2.23.1.1.2 The most hazardous species for aviation, according to their size, behaviour and frequency of strikes with aircraft, are listed in the following table:

Species (or group of species)	Size* (mean body mass in grams)	Flocking behaviour	Time of Year	Time of Day	Comments
Yellow-legged gulls	Large (1100gr)	Mostly in flocks, rarely solitary	Seasonal (daily during the breeding period from April to July; on days with adverse weather from November to March)	From first to last light	Details of their indicative movements in relation to the airport are provided in MAP 1 below
Starlings	Small (80 gr)	In large dense flocks	Winter migrants (November to February	From first to last light	Details of their indicative movements in relation to the airport are provided in MAP 2 below
Large birds of prey (Buzzard species)	Medium and large (800-1300 gr)	Solitary	Seasonal (September to April)	From first to last light	
Resident birds of prey (Falcon species)	Medium (200-800 gr)	Solitary	All year long	From first to last light	
Doves (mostly domestic Rock doves)	Medium (150 gr)	Usually in flocks, rarely solitary	All year long	From first to last light	
Migrant birds of prey (Harrier and falcon species)	Medium (200-650 gr)	Solitary, although some falcons may appear in large numbers during migration but not true flocks	Seasonal (mainly from March to May, more rarely from August to October)	From first to last light	
Large migrant birds (storks, herons, flamingos etc.)	Large (1000-3500 gr)	Usually solitary, storks occasionally in flocks	Seasonal (from March to May and August to October)	From first to last light	
Waterfowl (geese and ducks)	Medium and Large (320 - 3200 gr)	In flocks, rarely solitary	Seasonal (from November to March)	From first to last light	

* Bird sizes: Small: < 100 gr - Medium: 100 - 1000 gr - Large: > 1000 gr

2.23.1.1.3 Details about the seasonal presence of the above mentioned species at the airport and the vicinity are communicated via the respective NOTAMs, which are frequently updated.

2.23.1.1.4 In addition to passive long-term risk management measures, wildlife control patrols are deployed from the first to the last light daily, monitoring wildlife activities and, when necessary, applying active short-term control measures including amplified cries of distress and other sounds together with the use of firearms (pyrotechnics or live ammunition).

2.23.1.2 Wildlife Strike Risk Analysis by Height

2.23.1.2.1 The analysis of wildlife strikes to aircraft* versus height above ground level shows the following results:

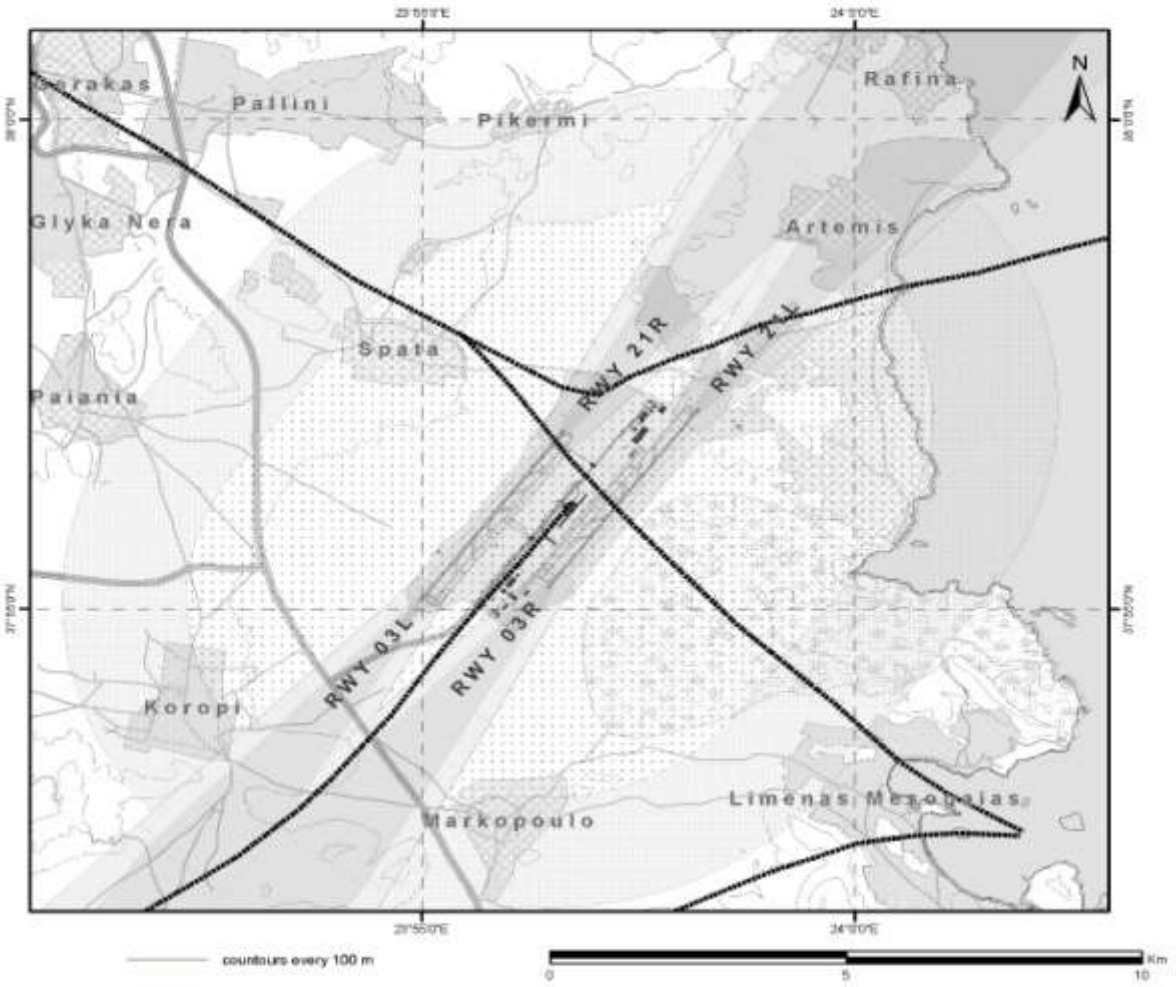
Height (ft AGL)	% wildlife strikes	Risk level
1.500-4.500	1,0	Low
450-1499	1,0	Low
0-449	98,0	High

** Based on data from 2006 to 2020*

2.23.1.3 Bird Paths MAP 1

MAP 1 Indicative Gull Paths

Athens International Airport "Eleftherios Venizelos"
Airport Vicinity
and
Indicative Bird Paths



Obstacle Limitation Surfaces

- STRIP
- Approach Surface
- Take-off Climb Surface
- Conical Surface
- Inner Horizontal Surface

Indicative Bird Paths

Bird species

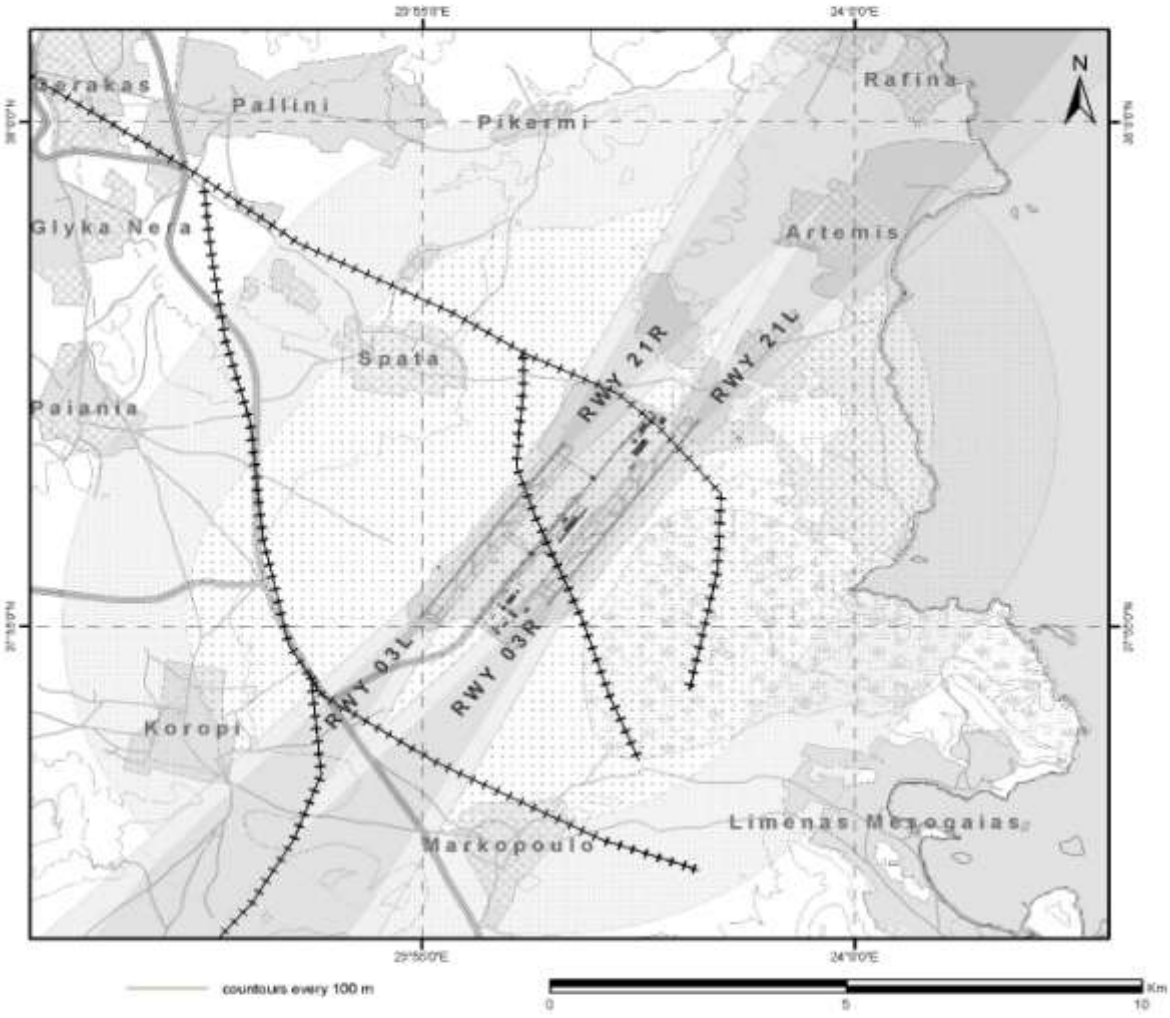
Gulls

Indicative flying altitude:
0 - 100 m AGL when low cloud ceiling
0 - 500 m AGL when high cloud ceiling or clouds few to none

2.23.1.4 Bird Paths MAP 2

MAP 2 Indicative Starling Paths

Athens International Airport "Eleftherios Venizelos"
Airport Vicinity
and
Indicative Bird Paths



Obstacle Limitation Surfaces

- STRIP
- Approach Surface
- Take-off Climb Surface
- Conical Surface
- Inner Horizontal Surface

Indicative Bird Paths

Bird species

- Starlings

Indicative flying altitude:
0 - 500 m AGL

2.23.2 Activation of Ground Proximity Warning System (GPWS)

2.23.2.1 During flight operations at LGAV certain operators reported warnings using GPWS on the approach to RWY 03L around 4.5 NM before landing. Since the construction of the airport is in compliance with ICAO Annex 14 criteria and some hills were cut-off, it is suggested that air operators should extract terrain DATA from the aeronautical charts published in AIP Greece.

2.23.2.2 For more details air operators may address to Hellenic Civil Aviation Authority, Airports Division (HCAA/D3/D, FAX: +30 210 89 46 478).

2.23.3 Significant Obstacles in the vicinity of ATHINAI/ ELEFTHERIOS VENIZELOS aerodrome

2.23.3.1 The following obstacles exist In the vicinity of the airport.

	Area	**Name**	**North**			**East**		
			Deg	Min	Sec	Deg	Min	Sec
LP1	Paiania	Ag. Panteleimon	37	57	44	23	52	13
LP2	Spata	Mpoura Hill	37	58	11	23	53	32
LP3	Spata	Zagani Hill	37	57	53	23	58	8
LP4	Markopoulo	Stroggylopoula	37	52	1	23	53	33
LP5	Markopoulo	Gonia Hill	37	52	39	23	54	2
LP6	Koropi	Palati Hill	37	53	26	23	52	29
Remarks	See also LGAV AD 2 - AOC 1, 2 and 3							

LGAV AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - ATHINAI/ ELEFTHERIOS VENIZELOS	24 FEB 22	AD 2-LGAV-ADC
Aircraft Parking/ Docking Chart – ICAO: - ATHINAI/ ELEFTHERIOS VENIZELOS	15 JUL 21	AD 2-LGAV-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 03R/21L / LGAV AOC 1	1 MAR 01	AD 2-LGAV-AOC A-1
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 03L/21R / LGAV AOC 2	4 SEP 03	AD 2-LGAV-AOC A-2
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: - ATHINAI/ ELEFTHERIOS VENIZELOS / LGAV AOC 3	4 SEP 03	AD 2-LGAV-AOC B-1
Precision Approach Terrain Chart – ICAO: - LGAV RWY 03R/21L	4 SEP 03	AD 2-LGAV-PATC-1
Precision Approach Terrain Chart – ICAO: - LGAV RWY 03L/21R	4 SEP 03	AD 2-LGAV-PATC-2
Instrument Approach Chart (IAC) – ICAO: - ILSz or LOCz RWY 03R	15 JUL 21	AD 2-LGAV-IAC-8
Instrument Approach Chart (IAC) – ICAO: - ILSy or LOCy RWY 03R	12 AUG 21	AD 2-LGAV-IAC-9
Instrument Approach Chart (IAC) – ICAO: - ILSz or LOCz RWY 03L	15 JUL 21	AD 2-LGAV-IAC-10
Instrument Approach Chart (IAC) – ICAO: - ILSy or LOCy RWY 03L	09 SEP 21	AD 2-LGAV-IAC-11
Instrument Approach Chart (IAC) – ICAO: - ILSz or LOCz RWY 21L	15 JUL 21	AD 2-LGAV-IAC-12
Instrument Approach Chart (IAC) – ICAO: - ILSy or LOCy RWY 21L	12 AUG 21	AD 2-LGAV-IAC-13
Instrument Approach Chart (IAC) – ICAO: - ILS or LOC RWY 21R	15 JUL 21	AD 2-LGAV-IAC-14
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 03R	18 JUN 20	AD 2-LGAV-IAC-15
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 03R	18 JUN 20	AD 2-LGAV-IAC-16
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 03L	18 JUN 20	AD 2-LGAV-IAC-17
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 03L	18 JUN 20	AD 2-LGAV-IAC-18
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 21L	18 JUN 20	AD 2-LGAV-IAC-19
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 21L	18 JUN 20	AD 2-LGAV-IAC-20
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 21R	18 JUN 20	AD 2-LGAV-IAC-21
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03R (BASED ON SAT VOR)	24 FEB 22	AD 2-LGAV-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03R (BASED ON SPA VOR)	24 FEB 22	AD 2-LGAV-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03L (BASED ON SAT VOR)	13 AUG 20	AD 2-LGAV-SID-6
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03L (NO INITIAL TRACK GUIDANCE)	18 JUN 20	AD 2-LGAV-SID-8
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 21R (BASED ON SAT VOR)	24 FEB 22	AD 2-LGAV-SID-9
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 21L (BASED ON SPA VOR)	24 FEB 22	AD 2-LGAV-SID-11
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03 L/R	18 JUN 20	AD 2-LGAV-SID-13
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 21 R/L	18 JUN 20	AD 2-LGAV-SID-14
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 03R/L	18 JUN 20	AD 2-LGAV-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 21R/L	18 JUN 20	AD 2-LGAV-STAR-3
Terminal Area Chart - ICAO - VFR routes: - VFR routes ATHINAI TMA	15 JUL 21	AD 2-LGAV-VFR
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO: ATHINAI TMA	18 JUN 20	AD 2-LGAV-ASMAC

ARP 375612.12N 235640.20E AD ELEV 94M / 308.39 FT

RWY	DIRECTION MAG	THRESHOLD	THR Elevation (AMSL) / GUND Elevation	TDZ ELEVATION (AMSL)
03R	32°	375533.37N 235643.84E	82.50 / 38.97	82.50
21L	212°	375701.44N 235807.63E	92.20 / 38.97	92.20
03L	32°	375525.24N 235515.37E	77.80 / 38.97	77.80
21R	212°	375648.14N 235634.21E	86.00 / 38.97	86.00

BEARING STRENGTH

1. Runway pavements are Asphalt/Concrete (800m concrete portions at both ends and asphalt all remaining length).
2. Taxiway and a/c stand Taxilane pavements are asphalt.
3. Apron taxiways are concrete.
4. Apron pavements (incl. a/c stands) are concrete.

All concrete pavements are PCN 63/R/B/W/T type and all asphalt are of PCN 64/F/B/W/T type.

TWYS : 23M WIDE, ASPHALT (STRENGTH 64 / F /B / W /T)

INTERSECTION TAKE OFF CHART

DECLARED DISTANCES IN CASE OF INTERSECTION TAKE OFF [m]

RWY	TWY	TORA	TODA	ASDA
03R	D 4	2950	2950	2950
03R	D 5	2500	2500	2500
21L	D11	2950	2950	2950
03L	A 4	2950	2950	2950
03L	A 5	2500	2500	2500

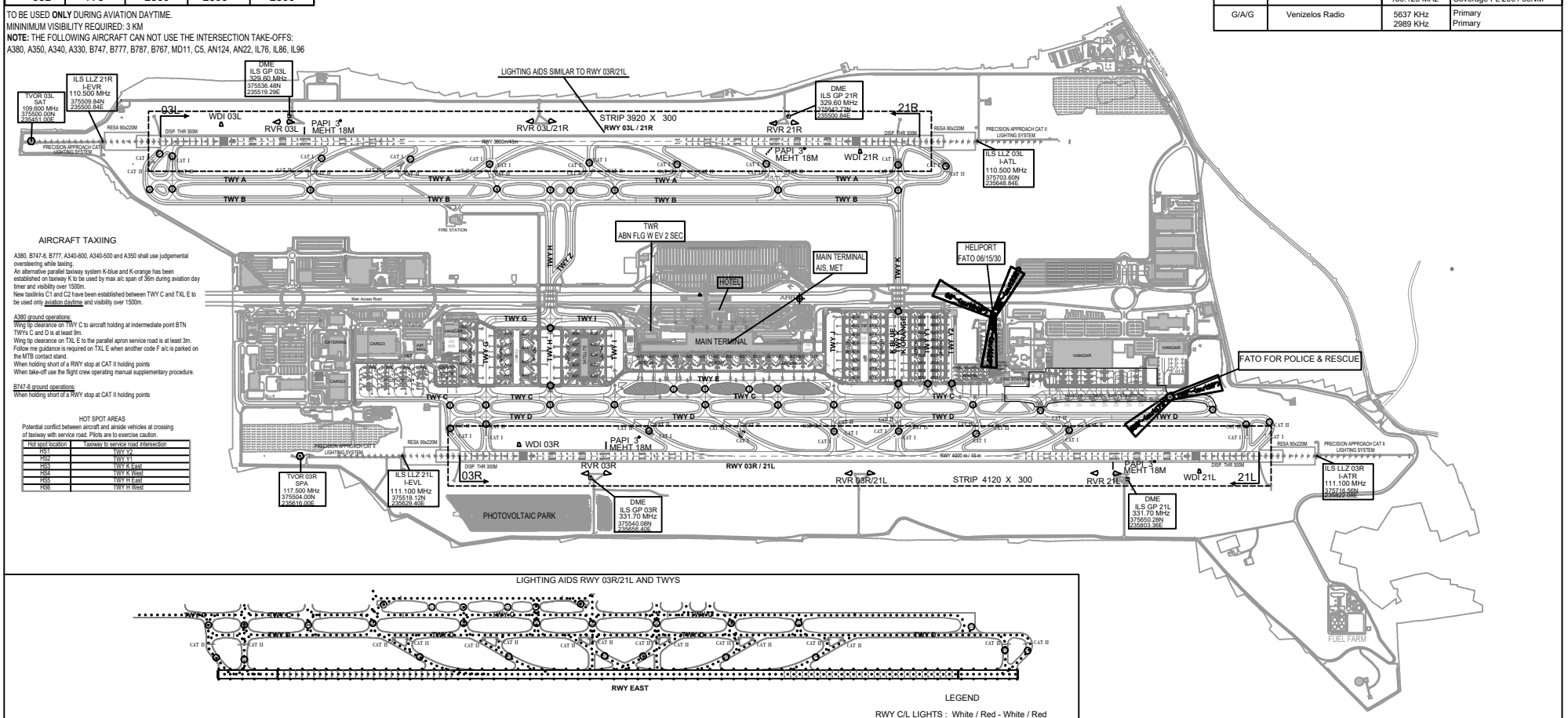
TO BE USED **ONLY** DURING AVIATION DAYTIME.
MININIMUM VISIBILITY REQUIRED: 3 KM
NOTE: THE FOLLOWING AIRCRAFT CAN NOT USE THE INTERSECTION TAKE-OFFS:
A380, A350, A340, A330, B747, B777, B787, B767, MD11, C5, AN124, AN22, IL76, IL86, IL96

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

VAR 4°40'E JAN 2019
ANNUAL RATE OF CHANGE 5'43 E

ATC COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Remarks
1	2	3	4
APP			APP Service is provided by Athinai Approach
TWR	Venizelos Tower	136.275 MHz 118.625 MHz 278.700 MHz 122.100 MHz 257.800 MHz 121.500 MHz 243.000 MHz	RWY 03L/21R RWY 03R/21L MIL RWY 03L/21R and 03R/21L RGA MIL RGA Emergency MIL Emergency
	Venizelos Infornation	136.025 MHz 278.700 MHz	For VFR flights MIL
	Venizelos Delivery	118.680 MHz 280.550 MHz	For VFR flights MIL
	Ground	121.755 MHz 121.955 MHz 121.805 MHz 121.905 MHz 280.550 MHz 279.200 MHz	Ground North Ground South Coverage 5 NM / AD surface Coverage 5 NM / AD surface MIL MIL
	Venizelos Emergency	121.680 MHz	Used for RFFS and AD EME Coverage 5 NM / AD surface
ATIS	Venizelos	136.125 MHz	Coverage FL 200 / 60NM
G/A/G	Venizelos Radio	5637 KHz 2989 KHz	Primary Primary



AIRCRAFT TAXIING

A380, B747-8, B777, A340-600, A340-500 and A350 shall use judgemental oversteering while taxiing.
An alternative parallel taxiway system K-blue and K-orange has been established on taxiway K to be used by max a/c span of 36m during aviation day timer and visibility over 1500m.
New taxilinks C1 and C2 have been established between TWY C and TXL E to be used only aviation daytime and visibility over 1500m.

A380 ground operations:
Wing tip clearance on TWY C to aircraft holding at indermediate point BTN TWYs C and D is at least 9m.
Wing tip clearance on TXL E to the parallel apron service road is at least 3m.
Follow me guidance is required on TXL E when another code F a/c is parked on the MTB contact stand.
When holding short of a RWY stop at CAT II holding points
When take-off use the flight crew operating manual supplementary procedure.

B747-8 ground operations:
When holding short of a RWY stop at CAT II holding points

HOT SPOT AREAS

Potential conflict between aircraft and airside vehicles at crossing of taxiway with service road. Pilots are to exercise caution.

Hot spot location	Taxiway to service road intersection
HS1	TWY Y2
HS2	TWY Y1
HS3	TWY K East
HS4	TWY K West
HS5	TWY H East
HS6	TWY H West

LIGHTING AIDS RWY 03R/21L AND TWYS

SCALE 1 : 15000
METERS

500 0 1000 2000

1000 500 0 2000 4000
FEET

LEGEND

RWY C/L LIGHTS : White / Red - White / Red
RWY EDGE LIGHTS : White,LIH
RWY END LIGHTS : Red
THR LIGHTS : Green
TDZ LIGHTS : CAT II, White
RWY GUARD LIGHTS AT A13 AND D8
TWY C/L LIGHTS : Coded , Green / Yellow
TWY EDGE LIGHTS : Blue, in certain curves
STOP BAR (red) SB
Intermediate Holding Position Lights (amber)
HOT SPOT

CHANGES

1. ATC communication facilities frequency changes

AMENDMENT RECORD

No	DATE	ENTERED BY

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

ATHINAI/ELEFTHERIOS VENIZELOS
RWY03R (BASED ON SAT VOR)

TRANSITION ALTITUDE 9000 ft

ATIS	136.125

ATHINAI DEPARTURE 128.950

TOWER WEST	136.275
TOWER EAST	118.625

ARRIVAL WEST	132.975
ARRIVAL EAST	126.575

BIBEX2J, DDM1J, KOR1J, KRO2J, KEA2J, ROPOX1J


ROPOX
38°10' 12"N
023°45'50"E
ROPOX 1J
R349 ATV
XORKI
38°10' 11"N
023°30'33"E
RIMAX
38°07' 07"N
022°43'01"E
PIKAD
38°03' 41"N
022°41'52"E
RILIN
37°55'54"N
022°40'00"E
NEVRA
38°10'06"N
024°33'37"E
OGSIL
38°09' 46"N
024°45'05"E
7000
4500
3500
MNM SECT ALT
25 NM FROM SAT VOR
KORINTHOS
NDB 392
KOR 37°55'49.48"N
022°56'09.24"E
KOR1J
R269 ATV
KRO 2J
R264 KRO
TURN AT 1100ft
ATHINAI
VOR/DME 114.40
ATV 37°53' 19.24"N
023°48' 16.19"E
SAT
VOR/DME 109.60
SAT 37°55'00.00"N
023°54'51.00"E
KARISTOS
VOR / DME 112.20
KRO 37°59'38.90"N
024°29'41.67"E
KEA2J
BIBEX2J
DDM1J
R224 ATV
AIGINA
NDB 382
EGN 37°45'58.30"N
023°25'34.87"E
NEMES
37°42' 23"N
022°34'51"E
DIDIMON
VOR/DME 117.20
DDM 37°28'39.61"N
023°13'01.82"E
ASTOV
37°25'15"N
022°32'04"E
KEA
VOR/DME 115.00
KEA 37°33'25.79"N
024°17'55.32"E
R124 KEA
SYROS
L 417 kHz
SYR 37°25'24.73"N
024°56'53.42"E
VARIX
37°21' 50"N
025°02'03"E
BIBEX
37°12' 29"N
024°50'04"E
VELOP
37°08' 57"N
023°17'12"E
SOREV
37°05' 49"N
024°25'28"E
BADEL
37°00' 02"N
024°04'26"E
ATHINAI TMA
FL245/1000FT ABOVE SFC
Class of airspace:
C: FL 195 and above
D:1000FT ABOVE SFC-FL195
TANAGRA MTMA
UNL/1000FT ABOVE SFC
KOLPOS ALEPOCHORIOU TRAINING AREA 5500'/MSL
CTR ATHINAI SFC / 7500 FT
CTR ELEFSIS SFC/4000FT
LGR20-SALAMIS (1) 2000 FT-GND/MSL (2) 1000 FT-GND/MSL
LGR21-DHIAPORI 1000 FT - MSL
LGR24-MENIDI 5000FT–3500FTMSL
LGR54-KINETA 1000 FT - MSL
LGR55-PEFKO 1500 FT - MSL
LGR57-ASPROPIRGOS 1100 FT - MSL
LGR58-KOTRONI (1) 1000 FT - GND (2) 2000 FT - GND
LGR59-MANTILI 1000 FT - GND
LGR62-HELLINIKON 1000 FT - GND
LGD67 -NEAPERAMOS (1)4000 FT - GND (2)2000 FT - GND
LGD73-PALEOHORION FL 250 - MSL
LGD75-MEGARA 3700 FT - GND/MSL
LGD85- PETROKARAVO 1000 FT - MSL
LGD97-KOSKINA FL 240 - MSL
LGD100-ASTROS FL 250 - MSL
LGP1-ACROPOLIS 5000 FT - GND
LGP6-MOTOR OIL 2000 FT - GND
LGP7-REVYTHOUSSA 1000 FT - GND
LGP9-PAPAGOS 2000 FT - GND
LGP12-KORIDALLOS 5000 FT - GND
ELEVATIONS, ALTITUDES ARE IN FEET
BEARINGS TRACKS AND RADIALS ARE MAGNETIC
DISTANCES ARE IN NM
VAR 5°E/2020 - Annual Change 5'45"E
NM 0 5 10
SCALE 1:600.000
Contour Legend
7000ft
5000ft
3000ft
2000ft
1000ft
MSL

ICAO DOC 8168,VOL. II, 6h ed. Amend 8

Changes: KRO 2J instead of KRO 1J

ATHINAI / "ELEFTHERIOS VENIZELOS"
SAT VOR/DME RWY 03R

SIDs : KRO 2J**, DDM 1J, KOR 1J, KEA 2J, ROPOX 1J, BIBEX 2J.**

GENERAL:

Level restrictions (upper limits) are applied in case of radar failure, RCF and if not otherwise instructed by ATC, in order to secure vertical separation when flying on these SIDs, and on specifically related SIDs from parallel RWY 03L

DESIGNATOR	DESCRIPTION	MAXIMUM IAS / MINIMUM BANK ANGLE	PROCEDURE DESIGN GRADIENT	LEVEL RESTRICTIONS
KRO 2J	Climb on RDL 046 SAT to 1100ft. At 1100ft turn right, intercept RDL 264 KRO inbound to KRO.	210kt / 15° for initial turn.	6.6% (401ft/NM) up to 800ft due to terrain located at about 2300m NE of DER at elevation of about 650ft.	Cross 14DME inbound to KRO at or below 4000ft. Cross 5 DME inbound to KRO at or below 7000ft. Cross KRO at or below 8000ft.
DDM 1J	Climb on RDL 046 SAT to 1100ft. At 1100ft turn right, intercept RDL 264 KRO inbound to KRO. At 14DME inbound to KRO turn right inbound to ATV. Intercept RDL 224 ATV inbound DDM.	210kt / 15° for initial turn.	6.6 % (401ft/NM) up to 800ft due to terrain located at about 2300m NE of DER at elevation of about 650ft.	Cross 14DME inbound to KRO at or below 4000ft. Cross ATV at or below 6000ft.
KOR 1J	Climb on RDL 046 SAT to 1100ft. At 1100ft turn right, intercept RDL 264 KRO inbound to KRO. At 14DME inbound to KRO turn right inbound to ATV. Intercept RDL 269 ATV inbound to KOR.	210kt / 15 ° for initial turn.	6.6 % (401ft/NM) up to 800ft due to terrain located at about 2300m NE of DER at elevation of about 650ft.	Cross 14DME inbound to KRO at or below 4000ft. Cross ATV at or below 6000ft.
KEA 2J	Climb on RDL 046 SAT to 1100ft. At 1100ft turn right, intercept RDL 264 KRO inbound to KRO. At 14DME inbound to KRO turn right inbound to KEA	210kt / 15 ° for initial turn.	6.6 % (401ft/NM) up to 800ft due to terrain located at about 2300m NE of DER at elevation of about 650ft.	Cross 14DME inbound to KRO at or below 4000ft. Cross KEA at or below 6000ft.
ROPOX 1J	Climb on RDL 046 SAT to 1100ft. At 1100ft turn right, intercept RDL 264 KRO inbound to KRO. At 14DME inbound to KRO turn right inbound to ATV. At ATV intercept RDL 349 ATV inbound to ROPOX.	210kt / 15° for initial turn.	6.6 % (401ft/NM) up to 800ft due to terrain located at about 2300m NE of DER at elevation of about 650ft.	Cross 14DME inbound to KRO at or below 4000ft. Cross ATV at or below 6000ft.
BIBEX 2J (This SID should be used for destination PAROS AIRPORT)	Climb on RDL 046 SAT to 1100ft. At 1100ft turn right, intercept RDL 264 KRO inbound to KRO. At 14DME inbound to KRO turn right inbound to KEA. At KEA intercept RDL 124 KEA to BIBEX.	210kt / 15 ° for initial turn.	6.6 % (401ft/NM) up to 800ft due to terrain located at about 2300m NE of DER at elevation of about 650ft.	Cross 14DME inbound to KRO at or below 4000ft. Cross KEA at or below 6000ft.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

ATHINAI/ELEFTHERIOS VENIZELOS
RWY 03R (BASED ON SPA VOR)
BIBEX 2T, DDM 2T, KEA 2T, KRO 3T, KOR 2T, ROPOX 2T

TRANSITION ALTITUDE 9000 ft

ATIS	136.125

ATHINAI DEPARTURE 128.950

TOWER WEST	136.275
TOWER EAST	118.625

ARRIVAL WEST	132.975
ARRIVAL EAST	126.575

ICAO DOC 8168,VOL. II, 6h ed. Amend 8

Change: KRO 3T instead of KRO 2T

ROPOX
38°10' 12"N
023°45'50"E

XORKI
38°10' 11"N
023°30'33"E

RIMAX
38°07' 07"N
022°43'01"E

PIKAD
38°03' 41"N
022°41'52"E

RILIN
37°55' 54"N
022°40'00"E

NEMES
37°42' 23"N
022°34'51"E

ASTOV
37°25' 15"N
022°32'04"E

DIDIMON
VOR/DME 117.20
DDM 37°28'39.61"N
023°13'01.81"E

VELOP
37°08' 57"N
023°17'12"E

SPARTI

BADEL
37°00' 02"N
024°04'26"E

SOREV
37°05' 49"N
024°25'28"E

NEVRA
38°10'06"N
024°33'37"E

OGSIL
38°09' 46"N
024°45'05"E

KARISTOS
VOR / DME 112.20
KRO 37°59'38.90"N
024°29'41.67"E

SPA
VOR/DME 117.50
SPA 37°55'04.00"N
023°56'16.00"E

ATHINAI
VOR/DME 114.40
ATV 37°53' 19.24"N
023°48' 16.19"E

KEA
VOR/DME 115.00
KEA 37°33'25.79"N
024°17'55.32"E

FL240
6000

BIBEX
37°12' 29"N
024°50'04"E

VARIX
37°21' 50"N
025°02'03"E

KORINTHOS
NDB 392
KOR 37°55'49.48"N
022°56'09.22"E

AIGINA
NDB 382
EGN 37°45'58.30"N
023°25'34.87"E

MNM SECT ALT
25 NM FROM SPA VOR
7000
4500
3500

KOLPOS ALEPOCHORIOU TRAINING AREA 5500-MSL

TMA ATHINAI

TMA ATHINAI 1000 FT/FL245

KOR 2T R269 ATV

DDM 2T R224 ATV

ROPOX 2T R349 ATV

KRO 3T R284 KRO

SPA R032 SPA

KEA2T BIBEX2T

BIBEX2T R124 KEA

CTR ELEFSIS SFC/4000FT

CTR ATHINAI SFC / 7500 FT

CTR SYROS SFC / 7000 FT

ATHINAI TMA
FL245/1000FT ABOVE SFC
Class of airspace:
C: FL 195 and above
D:1000FT ABOVE SFC-FL195

KALAMATA MTMA EAST
8500FT/1000FT ABOVE SFC
Class of airspace:E

LGR50 FL240/8000'

PAROS CTR SFC/FL 085

LGR20-SALAMIS	(1) 2000 FT-GND/MSL (2) 1000 FT-GND/MSL
LGR21-DHIAPORI	1000 FT - MSL
LGR24-MENIDI	5000FT–3500FTMSL
LGR54-KINETA	1000 FT - MSL
LGR55-PEFKO	1500 FT - MSL
LGR57-ASPROPIRGOS	1100 FT - MSL
LGR58-KOTRONI	(1) 1000 FT - GND (2) 2000 FT - GND
LGR59-MANTILI	1000 FT - GND
LGR62-HELLINIKON	1000 FT - GND
LGD67 -NEAPERAMOS	(1)4000 FT - GND (2)2000 FT - GND
LGD73-PALEOHORION	FL 250 - MSL
LGD75-MEGARA	3700 FT - GND/MSL
LGD85- PETROKARAVO	1000 FT - MSL
LGD97-KOSKINA	FL 240 - MSL
LGD100-ASTROS	FL 250 - MSL

3700-MSL
LGD84

LGP1-ACROPOLIS	5000 FT - GND
LGP6-MOTOR OIL	2000 FT - GND
LGP7-REVYTHOUSSA	1000 FT - GND
LGP9-PAPAGOS	2000 FT - GND
LGP12-KORIDALLOS	5000 FT - GND

NM 0 5 10
SCALE 1:600.000

ELEVATIONS, ALTITUDES
ARE IN FEET
BEARINGS TRACKS AND RADIALS
ARE MAGNETIC
DISTANCES ARE IN NM
VAR 5°E/2020 - Annual Change 5'45"E

Contour Legend
7000ft
5000ft
3000ft
2000ft
1000ft
MSL

ATHINAI / "ELEFTHERIOS VENIZELOS"
SIDs : SPA VOR/DME RWY 03R

KRO 3T,DDM 2T, KOR 2T, ROPOX 2T, KEA 2T,BIBEX 2T.

DESIGNATOR	DESCRIPTION	MAXIMUM IAS / MINIMUM BANK ANGLE	PROCEDURE DESIGN GRADIENT	LEVEL RESTRICTIONS
KRO 3T	Climb on RDL032 SPA. At 12 DME SPA turn right and intercept RDL284 KRO inbound to KRO.	210kt / 20° During initial turn.	5.0 % (304ft/NM) up to 3000ft.	Nil.
DDM 2T	Climb on RDL032 SPA. At 12 DME SPA turn right inbound to ATV. Then intercept and follow RDL224 ATV inbound to DDM.	210kt / 20° During initial turn.	5.0 % (304ft/NM) up to 3000ft.	Nil.
KOR 2T	Climb on RDL032 SPA At 12 DME SPA turn right inbound to ATV. Then intercept and follow RDL269 ATV inbound to KOR.	210kt / 20° During initial turn.	5.0 % (304ft/NM) up to 3000ft.	Nil.
ROPOX 2T	Climb on RDL032 SPA. At 12 DME SPA turn right inbound to ATV. Then turn right, intercept and follow RDL349 ATV inbound to ROPOX.	210kt / 20° During initial turn.	5.0 % (304ft/NM) up to 3000ft.	Nil.
KEA 2T	Climb on RDL032 SPA. At 12 DME SPA turn right inbound to KEA.	210kt / 20° During initial turn.	5.0 % (304ft/NM) up to 3000ft.	Cross KEA between 6000ft and FL240 inclusive.
BIBEX 2T (This SID should be used for destination PAROS AIRPORT)	Climb on RDL032 SPA. At 12 DME SPA turn right inbound to KEA. At KEA turn left, intercept RDL124 KEA inbound to BIBEX.	210kt / 20° During initial turn.	5.0 % (304ft/NM) up to 3000ft.	Cross KEA between 6000ft and FL240 inclusive.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

ATHINAI/ELEFTHERIOS VENIZELOS
RWY 21R (BASED ON SAT VOR)

**BIBEX 1G, KEA 2G, KOR 1G, DDM 1G
ROPOX 1G, KRO 2G**

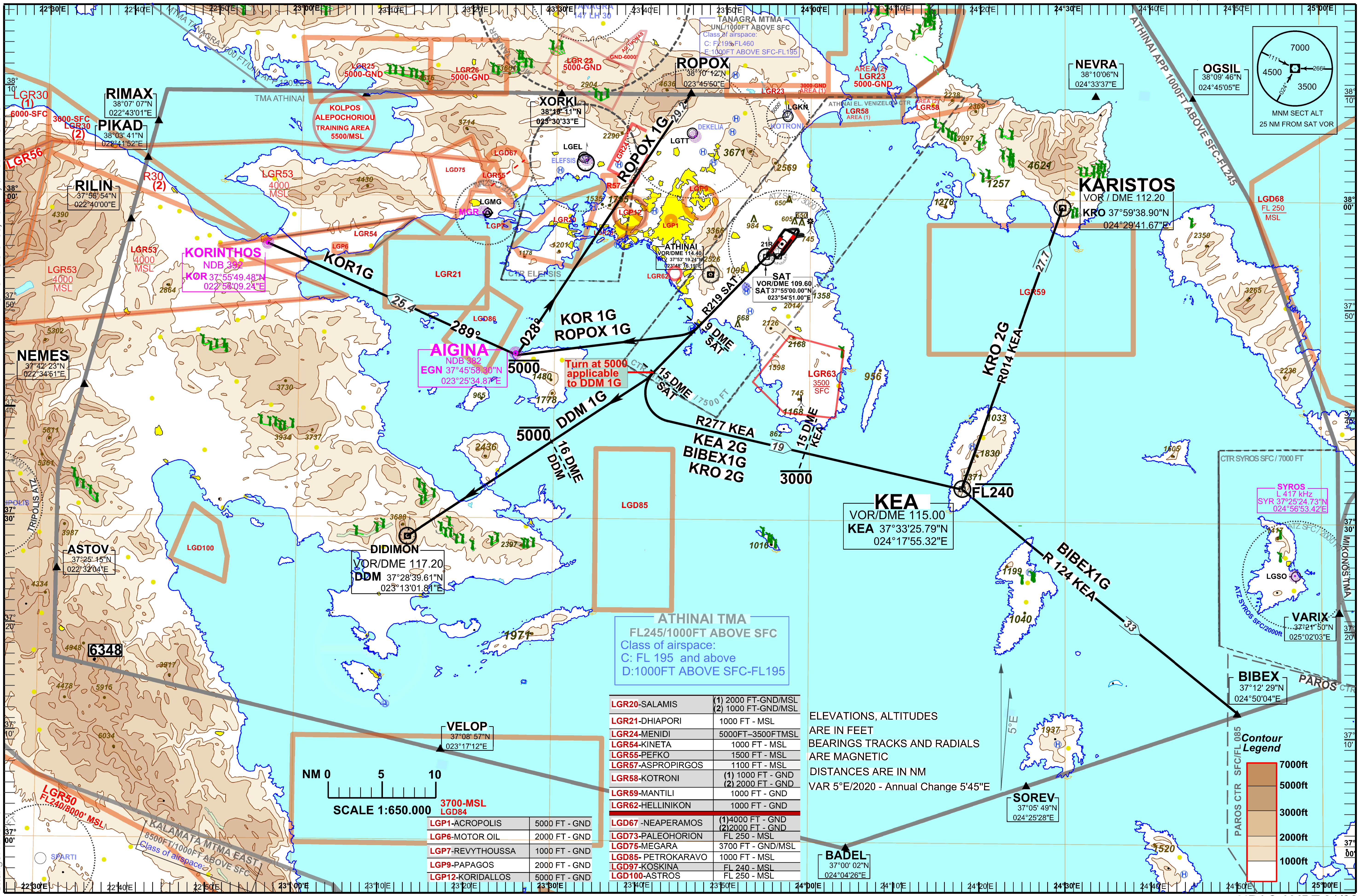
ATHINAI DEPARTURE 128.950

TRANSITION ALTITUDE 9000 ft

ATIS	136.125

TOWER WEST	136.275
TOWER EAST	118.625

ARRIVAL WEST	132.975
ARRIVAL EAST	126.575


RIMAX
38°07' 07"N
022°43'01"E
PIKAD
38°03' 41"N
022°41'52"E
RILIN
37°55' 54"N
022°40'00"E
NEMES
37°42' 23"N
022°34'61"E
ASTOV
37°25' 15"N
022°32'04"E
VELOP
37°08' 57"N
023°17'12"E
BADEL
37°00' 02"N
024°04'26"E
SOREV
37°05' 49"N
024°25'28"E
BIBEX
37°12' 29"N
024°50'04"E
VARIX
37°21' 50"N
025°02'03"E
OGSIL
38°09' 46"N
024°45'05"E
NEVRA
38°10'06"N
024°33'37"E
ROPOX
38°10' 12"N
023°45'50"E
XORKI
38°18' 11"N
023°30'33"E
KORINTHOS
NDB 392
KOR 37°55'49.48"N
022°56'09.24"E
AIGINA
NDB 382
EGN 37°45'58.30"N
023°25'34.87"E
DIDIMON
VOR/DME 117.20
DDM 37°28'39.61"N
023°13'01.81"E
KARISTOS
VOR / DME 112.20
KRO 37°59'38.90"N
024°29'41.67"E
KEA
VOR/DME 115.00
KEA 37°33'25.79"N
024°17'55.32"E
SAT
VOR/DME 109.60
SAT 37°55'00.00"N
023°54'51.00"E
KOR1G
289°
25.4
KOR 1G
ROPOX 1G
ROPOX 1G
028°
29.2
5000
Turn at 5000
applicable
to DDM 1G
DDM 1G
16 DME DDM
R219 SAT
9 DME SAT
15 DME SAT
R277 KEA
KEA 2G
BIBEX1G
KRO 2G
19
3000
15 DME KEA
FL240
KRO 2G
R014 KEA
27.7
BIBEX1G
R 124 KEA
33
ATHINAI TMA
FL245/1000FT ABOVE SFC
Class of airspace:
C: FL 195 and above
D:1000FT ABOVE SFC-FL195
TANAGRA MTMA
KALAMATA MTMA EAST 1
ATHINAI APP 1000FT ABOVE SFC-FL245
TMA ATHINAI
CTR ELEFSIS
CTR SYROS SFC / 7000 FT
PAROS CTR
7000
4500
3500
MNM SECT ALT
25 NM FROM SAT VOR
NM 0 5 10
SCALE 1:650.000
5°E
Contour Legend
7000ft
5000ft
3000ft
2000ft
1000ft

LGR20-SALAMIS	(1) 2000 FT-GND/MSL (2) 1000 FT-GND/MSL
LGR21-DHIAPORI	1000 FT - MSL
LGR24-MENIDI	5000FT–3500FTMSL
LGR54-KINETA	1000 FT - MSL
LGR55-PEFKO	1500 FT - MSL
LGR57-ASPROPIRGOS	1100 FT - MSL
LGR58-KOTRONI	(1) 1000 FT - GND (2) 2000 FT - GND
LGR59-MANTILI	1000 FT - GND
LGR62-HELLINIKON	1000 FT - GND
LGD67 -NEAPERAMOS	(1)4000 FT - GND (2)2000 FT - GND
LGD73-PALEOHORION	FL 250 - MSL
LGD75-MEGARA	3700 FT - GND/MSL
LGD85- PETROKARAVO	1000 FT - MSL
LGD97-KOSKINA	FL 240 - MSL
LGD100-ASTROS	FL 250 - MSL

3700-MSL
LGD84

LGP1-ACROPOLIS	5000 FT - GND
LGP6-MOTOR OIL	2000 FT - GND
LGP7-REVYTHOUSSA	1000 FT - GND
LGP9-PAPAGOS	2000 FT - GND
LGP12-KORIDALLOS	5000 FT - GND

ELEVATIONS, ALTITUDES
ARE IN FEET
BEARINGS TRACKS AND RADIALS
ARE MAGNETIC
DISTANCES ARE IN NM
VAR 5°E/2020 - Annual Change 5'45"E

ICAO DOC 8168,VOL. II, 6th ed. Amend 8

Change: KRO 2G instead of KRO 1G

ATHINAI / ELEFTHERIOS VENIZELOS
SAT VOR/DME RWY 21R

SIDs : ROPOX1G, DDM 1G, KOR1G, KEA 2G, BIBEX 1G,KRO 2G

GENERAL:

Level restrictions are applied in case of radar failure (RCF) and if not otherwise instructed by ATC, in order to secure vertical separation when flying on these SIDs and on specifically related SIDs from parallel RWY 21L.

DESIGNATOR	DESCRIPTION	MAXIMUM IAS / MINIMUM BANK ANGLE	PROCEDURE DESIGN GRADIENT	LEVEL RESTRICTIONS
BIBEX 1G (This SID should be used for destination PAROS AIRPORT)	Climb on runway axis 212°. At SAT or 700ft, whichever is later, intercept RDL 219 SAT. At 15 DME SAT turn left, intercept RDL 277 KEA inbound to KEA. After KEA intercept RDL 124 KEA inbound to BIBEX.	210kt for initial turn / 15°	5% (304 ft/NM)	Cross 15DME inbound to KEA not above 3000ft. Cross KEA at or below FL240.
KEA 2G	Climb on runway axis 212°. At SAT or 700ft, whichever is later, intercept RDL 219 SAT. At 15 DME SAT turn left, intercept RDL 277 KEA inbound to KEA.	210kt for initial turn / 15°	5% (304 ft/NM)	Cross 15DME inbound to KEA not above 3000ft. Cross KEA at or below FL240.
KRO 2G	Climb on runway axis 212°. At SAT or 700ft, whichever is later, intercept RDL 219 SAT. At 15 DME SAT turn left, intercept RDL 277 KEA inbound to KEA. After KEA intercept RDL 014 KEA inbound to KRO.	210kt for initial turn / 15°	5% (304 ft/NM)	Cross 15DME inbound to KEA not above 3000ft. Cross KEA at or below FL240.
DDM 1G	Climb on runway axis 212°. At SAT or 700ft, whichever is later, intercept RDL 219 SAT. At 5000ft turn right inbound to DDM.	210kt for initial turn / 15°	5% (304 ft/NM)	Cross 16 DME inbound to DDM at or below 5000ft.
KOR 1G	Climb on runway axis 212°. At SAT or 700ft, whichever is later, intercept RDL 219 SAT. At 9 DME SAT turn right inbound to EGN. At EGN turn right and follow BRG 289 inbound to KOR.	210kt for initial turn / 15°	5% (304 ft/NM)	Cross EGN at or below 5000ft.
ROPOX 1G	Climb on runway axis 212°. At SAT or 700ft, whichever is later, intercept RDL 219 SAT. At 9 DME SAT turn right inbound to EGN. At EGN turn right and follow BRG 028 inbound to ROPOX.	210kt for initial turn / 15°	5% (304 ft/NM)	Cross EGN at or below 5000ft.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 9000 ft

ATIS	136.125

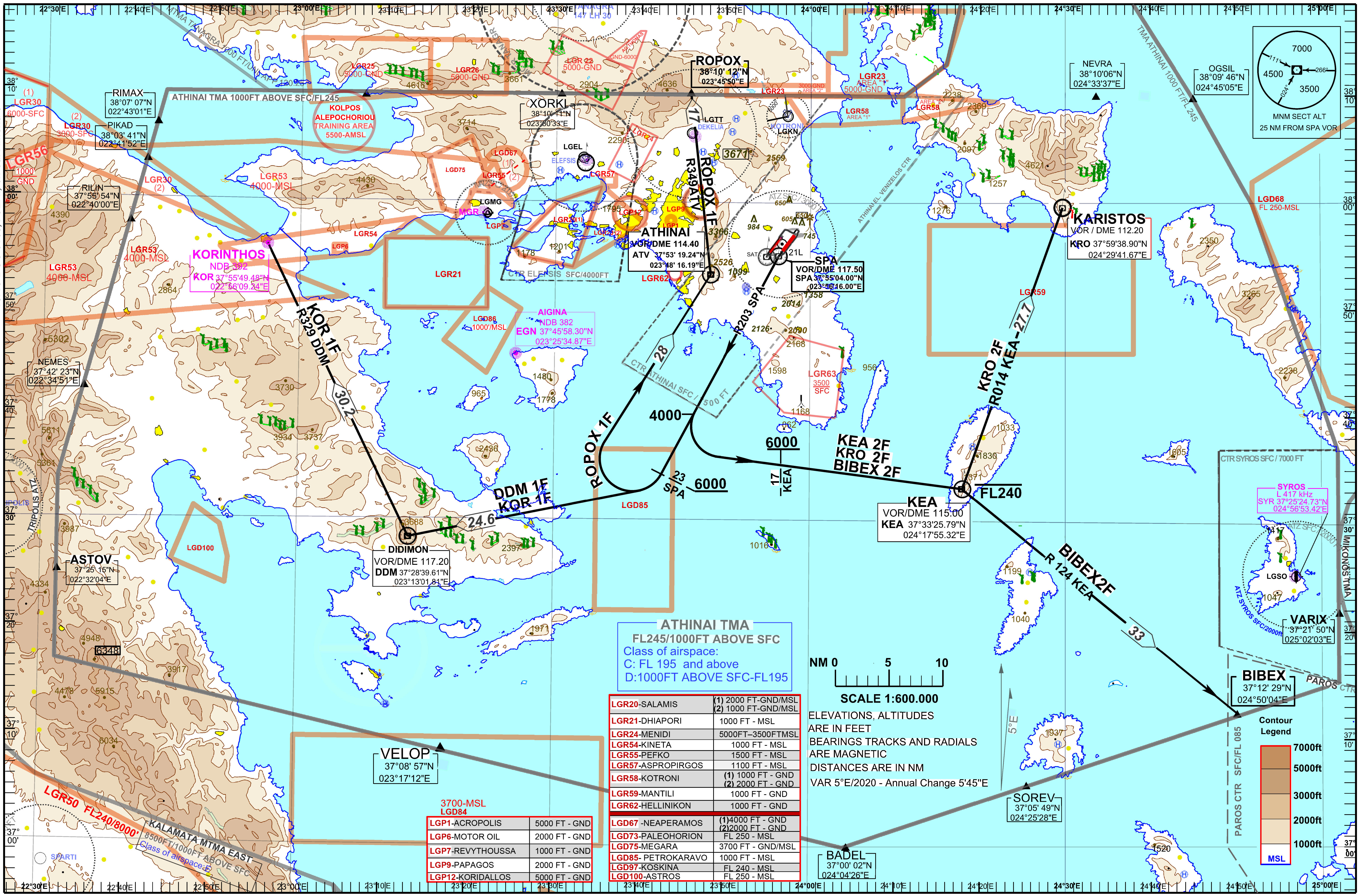
ATHINAI DEPARTURE 128.950

TOWER WEST	136.275
TOWER EAST	118.625

ARRIVAL WEST	132.975
ARRIVAL EAST	126.575

ATHINAI/ELEFTHERIOS VENIZELOS
RWY 21L (BASED ON SPA VOR)

BIBEX 2F, DDM 1F, KEA 2F, KOR 1F, KRO 2F, ROPOX1F


ATHINAI TMA 1000FT ABOVE SFC/FL245
RIMAX 38°07' 07"N 022°43'01"E
PIKAD 38°03' 41"N 022°41'52"E
RILIN 37°55'54"N 022°40'00"E
NEMES 37°42' 23"N 022°34'51"E
ASTOV 37°25' 15"N 022°32'04"E
XORKI 38°10' 11"N 023°30'33"E
ROPOX 38°10' 12"N 023°45'50"E
NEVRA 38°10'06"N 024°33'37"E
OGSIL 38°09' 46"N 024°45'05"E
7000
4500
3500
MNM SECT ALT
25 NM FROM SPA VOR
KOLPOS ALEPOCHORIOU TRAINING AREA 5500-AMSL
KORINTHOS NDB 392 KOR 37°55'49.48"N 022°56'09.24"E
AIGINA NDB 382 EGN 37°45'58.30"N 023°25'34.87"E
ATHINAI VOR/DME 114.40 ATV 37°53' 19.24"N 023°48' 16.19"E
SPA VOR/DME 117.50 SPA 37°55'04.00"N 023°56'16.00"E
KARISTOS VOR / DME 112.20 KRO 37°59'38.90"N 024°29'41.67"E
KEA VOR/DME 115.00 KEA 37°33'25.79"N 024°17'55.32"E
DIDIMON VOR/DME 117.20 DDM 37°28'39.61"N 023°13'01.81"E
SYROS L 417 kHz SYR 37°25'24.73"N 024°56'53.42"E
VARIX 37°21' 50"N 025°02'03"E
BIBEX 37°12' 29"N 024°50'04"E
VELOP 37°08' 57"N 023°17'12"E
SOREV 37°05' 49"N 024°25'28"E
BADEL 37°00' 02"N 024°04'26"E
KOR 1F R329 DDM 30.2
ROPOX 1F R349 ATV
DDM 1F KOR 1F 24.6
ROPOX 1F 28
R203 SPA
4000
6000
23 SPA 6000
17 KEA
KEA 2F KRO 2F BIBEX 2F
FL240
KRO 2F R014 KEA 27.7
BIBEX2F R 124 KEA 33
CTR ATHINAI SFC / 500 FT
CTR ELEFSIS SFC/4000FT
CTR SYROS SFC / 7000 FT
PAROS CTR SFC/FL 085
KALAMATA MTMA EAST 8500FT/1000FT ABOVE SFC Class of airspace:E
LGR50 FL240/8000'
ATHINAI TMA FL245/1000FT ABOVE SFC Class of airspace: C: FL 195 and above D:1000FT ABOVE SFC-FL195
NM 0 5 10
SCALE 1:600.000
ELEVATIONS, ALTITUDES ARE IN FEET
BEARINGS TRACKS AND RADIALS ARE MAGNETIC
DISTANCES ARE IN NM
VAR 5°E/2020 - Annual Change 5'45"E
Contour Legend
7000ft
5000ft
3000ft
2000ft
1000ft
MSL

LGP1-ACROPOLIS	5000 FT - GND
LGP6-MOTOR OIL	2000 FT - GND
LGP7-REVYTHOUSSA	1000 FT - GND
LGP9-PAPAGOS	2000 FT - GND
LGP12-KORIDALLOS	5000 FT - GND

LGR20-SALAMIS	(1) 2000 FT-GND/MSL (2) 1000 FT-GND/MSL
LGR21-DHIAPORI	1000 FT - MSL
LGR24-MENIDI	5000FT–3500FTMSL
LGR54-KINETA	1000 FT - MSL
LGR55-PEFKO	1500 FT - MSL
LGR57-ASPROPIRGOS	1100 FT - MSL
LGR58-KOTRONI	(1) 1000 FT - GND (2) 2000 FT - GND
LGR59-MANTILI	1000 FT - GND
LGR62-HELLINIKON	1000 FT - GND

LGD67 -NEAPERAMOS	(1)4000 FT - GND (2)2000 FT - GND
LGD73-PALEOHORION	FL 250 - MSL
LGD75-MEGARA	3700 FT - GND/MSL
LGD85- PETROKARAVO	1000 FT - MSL
LGD97-KOSKINA	FL 240 - MSL
LGD100-ASTROS	FL 250 - MSL

Change: KRO 2F instead of KRO 1F

ICAO DOC 8168,VOL. II, 6h ed. Amend 8

ATHINAI / ELEFTHERIOS VENIZELOS
SPA VOR/DME RWY 21L

SIDs : KRO 2F, KEA 2F, DDM1F, ROPOX 1F, KOR 1F, BIBEX2F.

GENERAL:
Level restrictions are applied in case of radar failure, RCF, and if not otherwise instructed by ATC, in order to secure vertical separation when flying on these SIDs and on specifically related SIDs from parallel RWY 21R

DESIGNATOR	DESCRIPTION	MAXIMUM IAS / MINIMUM BANK ANGLE	PROCEDURE DESIGN GRADIENT	LEVEL RESTRICTIONS
KRO 2F	Climb on runway axis (212°). At SPA or 700ft, whichever is later, intercept and follow RDL 203 SPA. At 4000ft, turn left inbound to KEA. After KEA intercept RDL 014 KEA inbound to KRO.	210kt for initial turn / 15°	4% (243 ft/NM)	Cross 17DME KEA inbound to KEA at or above 6000ft. Cross KEA at or below FL240.
BIBEX2F **(This SID should be used for destination PAROS AIRPORT)**	Climb on runway axis (212°). At SPA or 700ft, whichever is later, intercept and follow RDL 203 SPA. At 4000ft, turn left inbound to KEA. After KEA intercept RDL 124 KEA inbound to BIBEX.	210kt for initial turn / 15°	4% (243 ft/NM)	Cross 17DME KEA inbound to KEA at or above 6000ft. Cross KEA at or below FL240.
KEA 2F	Climb on runway axis (212°). At SPA or 700ft, whichever is later, intercept and follow RDL 203 SPA. At 4000ft, turn left inbound to KEA.	210kt for initial turn / 15°	4% (243 ft/NM)	Cross 17DME KEA inbound to KEA at or above 6000ft. Cross KEA at or below FL240.
DDM1F	Climb on runway axis (212°). At SPA or 700ft, whichever is later, intercept and follow RDL 203 SPA. At 23 DME SPA turn right inbound to DDM.	210kt for initial turn / 15°	4% (243 ft/NM)	Cross 23DME SPA at 6000ft or above.
ROPOX 1F	Climb on runway axis (212°). At SPA or 700ft, whichever is later, intercept and follow RDL 203 SPA. At 23 DME SPA turn right inbound to ATV. After ATV intercept R349 ATV inbound to ROPOX.	210kt for initial turn / 15°	4% (243 fT/NM)	Cross 23DME SPA at 6000ft or above.
KOR 1F	Climb on runway axis (212°). At SPA or 700ft, whichever is later, intercept and follow RDL 203 SPA. At 23 DME SPA turn right inbound to DDM. After DDM proceed inbound (R329 DDM) to KOR.	210kt for initial turn / 15°	4% (243 fT/NM)	Cross 23DME SPA at 6000ft or above. .

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

1	Apron surface and strength	Surface: concrete Strength: NIL
2	Taxiway width, surface and strength	Width: North TWY (TWY B): 22.5 M, length 2790 M South TWY (TWY A): 30 M, length 2730 M Surface: All TWYs: concrete / asphalt Strength: North TWY (TWY B): PCN 45/R/B/W/T South TWY (TWY A): PCN 33/R/B/W/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

LGBL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance system at «FOLLOW ME" car (CAA). TWY guide lines, Acft stands ID and guidance lines. Nose-In guidance at acft stands
2	RWY and TWY markings and LGT	LGT: RWY 08/26: Threshold, edge, end (White) TWY: Parallel TWYs A & B (White), TWY Links (blue) Markings: RWY 08/26: Thresholds, designations, centre line. SOUTH TWY A: Thresholds, designations, centre line
3	Stop bars	Where appropriate.
4	Remarks	See also LGBL AD chart ICAO

LGBL AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			**In circling area and at AD**		**Remarks**
1			**2**		**3**
RWY NR/Area affected	**Obstacle type Elevation Markings/LGT**	**Coordinates**	**Obstacle type Elevation Markings/LGT**	**Coordinates**	
a	**b**	**c**	**a**	**b**	
08	NIL	NIL	NIL	NIL	See LGBL AOC chart-ICAO
26	NIL	NIL	NIL	NIL	

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 50/R/B/W/T concrete & asphalt	391303.52N 0224643.21E	THR 25.23 M/ 82.75 FT TDZ: NIL
26	261°	2759X45	PCN 50/R/B/W/T 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	NIL	See relevant LGBL AD and AOC charts-ICAO. Arresting system Hook (wire) 533 M inwards THR RWY 26
26	NIL	NIL	NIL	NIL	NIL	

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

LGEL AD 2.4 HANDLING SERVICES AND FACILITIES

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

LGEL AD 2.5 PASSENGER FACILITIES

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

LGEL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

LGEL AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

LGEL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance system: "FOLLOW ME" car Sign boards.
2	RWY and TWY markings and LGT	LGT: RWY: Threshold, edge, end, LIM. TWY: All TWYs Markings: RWY: Thresholds, designations, centre line. TWY: NIL
3	Stop bars	Where appropriate.
4	Remarks	NIL

LGEL AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	**Obstacle type Elevation Markings/LGT**	**Coordinates**	**Obstacle type Elevation Markings/LGT**	**Coordinates**	
a	**b**	**c**	**a**	**b**	
18	NIL	NIL	Hills, highest ELEV 674 M / 2210 FT Markings, LGT: yes	NIL	NIL
36	NIL	NIL	Chimney, ELEV 53 M / 173 FT Markings, LGT: yes	NIL	

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

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	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	

LGEL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	2738	2738	2738	2738	NIL
36	2738	2738	2738	2678	THR RWY 36 displaced 60 M inwards.

LGEL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type Length Intensity	THR LGT Colour Wingbars	PAPI VASIS Angle Distance from THR (MEHT)	TDZ, LGT Length	RWY Centre-line LGT Length Spacing, Colour Intensity	RWY edge LGT Length Spacing Colour Intensity	RWY End LGT Colour Wingbars	SWY LGT Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	Simple approach lighting system with cross-bar at 150 M LIH	LIH Green	PAPI Left/ 3.75°	NIL	NIL	NIL	NIL	NIL	PAPI RWY 18 used by Mil aircraft only
36	NIL	LIH Green	PAPI Left/ 3.00°	NIL	NIL	NIL	NIL	NIL	

LGEL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: At the Tower building, ALTN FLG WG, every 12 SEC, HJ: IMC and HN IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: lighted WDI: lighted. Anemometer: NIL
3	TWY edge and centre line lighting	Parallel TWY: white and yellow LIM. Rest TWYs: blue and amber.
4	Secondary power supply/switch-over time	Available
5	Remarks	NIL

LGEL AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	See **LGEL AD 2.20.4**

LGEL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	ELEFSIS MIL CTR The area included south of the aerodrome by the line segments defined by the points with the following coordinates: 380224.16N 0232714.69E - 375238.15N 0232337.91E - 375238.15N 0233727.91E - 380316.89N 0233928.56E - and north of the aerodrome: by an arc of a circle, 5 NM radius centred from the ARP (380406.17N 0233312.91E) which coincides with the north limits of ELEFSIS MIL ATZ.
		ELEFSIS MIL ATZ A circle, 5 NM radius centred at 380406N 0233313E
2	Vertical limits	MIL CTR: SFC to 4000 FT ALT
		MIL ATZ: SFC to 4000 FT ALT
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	MIL CTR: ATHINAI APPROACH, ATHINAI TMA INFORMATION Greek, English
		MIL ATZ: ELEFSIS TOWER Greek, English
5	Transition altitude	9000 FT
6	Remarks	AD within ATHINAI TMA (see **ENR 2.1.5.2**).

LGEL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	**2**	**3**	**4**	**5**
APP	APP service is provided by ATHINAI APP (see **ENR 2.1.5.2**)			
TWR	ELEFSIS TOWER	120.150 133.825 122.100 257.800 MHz 121.500 243.000 MHz	HJ HJ HJ HJ HJ HJ During night 10 MIN PNR	Primary freq. Coverage FL 40/ 25 NM Clearance delivery Cover. FL 250/ 50 NM RGA MIL RGA Emergency MIL Emergency
All ATS Communication Facilities under responsibility of HAF.				

LGEL 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	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (FT aMSL)	Remarks
1	2	3	4	5	6	7
ELEFSIS VOR/DME (4° E / 2013)	LEF	109.85 MHz CH 35Y	H24	380340.04 N 0233330.20 E	59.7 FT / 18.2 M	Coverage FL 250 / 25 NM
ELEFSIS ILS/DME CAT I, RWY 36	IEFS		HJ			
ILS/LLZ (4°E / 2013) (4°E)		111.30 MHz		380445.70N 0233321.51E		Cover. FL 62.5 / 25 NM
GP		332.30 MHz		380316.41N 0233325.48E		Coverage FL 25 / 10 NM GP angle: 3° / RDH 49.2FT
DME		CH 50X		380316.47N 0233325.47E	22.5 FT / 6.86 M	Cover. FL 100 / 25 NM
All Radio Navigation and Landing Aids under responsibility of HAF. See also **GEN 2.5**						

LGEL AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

2.20.1.1 At Elefsis Airport a number of local regulations apply. The regulations are collected in a manual, which is available at the Elefsis AIS Briefing Office and at the Terminal Building. This manual includes, among other subjects, the following:

a) the meaning of markings and signs;
b) information about aircraft stands including visual docking guidance systems;
c) information about taxiing from aircraft stands including taxi clearance;
d) limitations in the operation of large aircraft including limitations in the use of the aircraft's own power for taxiing;
e) helicopter operations;
f) marshaller assistance and towing assistance;
g) use of engine power exceeding idle power;
h) engine start-up and use of APU;
i) fuel spillage, and
j) precautions during extreme weather conditions.

2.20.1.2 Marshaller assistance can be requested and further information about the regulations can be obtained from the ELEFSIS TWR or surface movement control (SMC).

2.20.1.3 When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given to each aircraft by the ELEFSIS TWR or SMC.

2.20.1.4 "Local Regulations" may be requested, in writing, from ELEFSIS Aerodrome/ Airport Office

2.20.2 Taxiing to and from stands

2.20.2.1 Arriving aircraft will be allocated a stand number by the ELEFSIS TWR or SMC. General aviation aircraft will have to use the general aviation parking area.

2.20.2.2 Assistance from the "FOLLOW ME" vehicle can be requested via the ELEFSIS TWR or SMC. General aviation aircraft will always be guided by the "FOLLOW ME" vehicle.

2.20.2.3 Departing IFR flights shall contact the TWR to obtain ATC clearance before commencing taxiing. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up. Frequency 133.825 MHz is to be used at all times. Departing aircraft shall obtain push-back clearance and taxi instruction from ELEFSIS TWR on 133.825 MHz.

2.20.3 Parking area for small aircraft (General aviation)

2.20.4 2.20.3.1 General aviation aircraft shall be guided by marshallers to the parking area for small aircraft Parking area for helicopters

2.20.4.1 Helicopters will always be guided by a marshaller to their parking position.

2.20.5 Apron - taxiing during winter conditions

2.20.5.1 Certain taxiways in the apron are not equipped with centre line lights. The taxi guide lines may not be visible due to snow. Assistance from the “FOLLOW ME” vehicle can be requested via the ELEFSIS TWR or SMC.

2.20.6 Taxiing - limitations

2.20.6.1 Insufficient safety distances restrict large aircraft’s use of certain taxiways when using their own power. Further information will be given to each aircraft from the ELEFSIS TWR or SMC.

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

NIL

2.20.8 Helicopter traffic - limitation

2.20.8.1 Non-scheduled public air traffic with helicopters is permitted only after prior approval from the HAF/ GENERAL STAFF (see **GEN 1.1**), except hospital or state flights.

2.20.8.1 Any request for approval of traffic shall contain the following information:

a) Owner/operator
b) Type of helicopter, registration/call sign
c) Date, arrival time/departure time, destination(s).

2.20.8.2 Furthermore, other details relevant to the evaluation of the request shall be given as required.

2.20.9 Removal of disabled aircraft from runways

2.20.9.1 When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner’s or user’s expense.

LGEL AD 2.21 NOISE ABATEMENT PROCEDURES

Part I

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

2.21.1.1 General provisions

NIL

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

NIL

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

NIL

2.21.1.4 Restrictions

NIL

2.21.1.5 Reporting

NIL

Part II

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

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

NIL

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

NIL

2.21.2.3 Reporting

NIL

Part III

2.21.3 Noise abatement procedures for helicopters

2.21.3.1 General provisions

NIL

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

NIL

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

NIL

2.21.3.4 Reporting

NIL

LGEL AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 Unless special permission has been obtained from ATHINAI APP, ATHINAI TMA FIS (see **ENR 2.1.5.2** and **LGAV AD 2.22**) or ELEFSIS TWR as appropriate, flights within ELEFSIS MIL CTR shall be in accordance with the Instrument Flight Rules.

2.22.2 Runway in use

2.22.2.1 Aircraft take-off from RWY 18 should turn left after crossing the shore of Elefsis gulf. LDG on RWY 18 not permitted at night.

2.22.3 Procedures for IFR flights within ATHINAI TMA and ELEFSIS MIL CTR

2.22.3.1 See **LGAV AD 2.22.3** and relevant LGEL IAC chart-ICAO (LGEL AD 2.24).

2.22.4 Radar procedures within ATHINAI TMA

2.22.4.1 Radar service for arriving traffic to ELEFSIS aerodrome is provided by ATHINAI APP (see **LGAV AD 2.22.4** and relevant AD 2-LGAV-ASMAC chart-ICAO).

2.22.5 Procedures for VFR flights within ATHINAI TMA and ELEFSIS MIL CTR

2.22.5.1 VFR flights shall follow the relevant VFR routes and altitudes within ATHINAI TMA (see relevant chart in LGAV AD 2.24) and establish RTF contact with ATHINAI TMA FIS unit for further instructions (see **ENR 2.1.5.2**, **ENR 1.2.12, 1.c) note 2**, and **LGAV AD 2.22.5**).

2.22.6 Procedures for VFR flights within ELEFSIS MIL ATZ

2.22.6.1 All flights within ELEFSIS MIL ATZ shall follow ELEFSIS TWR instructions.

2.22.7 Standard instrument departure procedure (SID)

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

LGEL AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 Activity of flocks of seagulls and starling takes place daily one or two hours after sunrise. They fly from the gulf of Elefsis to a rubbish-dump east of the airport to their feeding area. Height varies from 0-2000 FT AGL. One to two hours before sunset the same activity described above in reverse when the birds return to their resting area. See also **ENR 5.6**.

LGEL AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: -	NIL	NIL
Aircraft Parking/ Docking Chart – ICAO: -	NIL	NIL
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: -	NIL	NIL
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - ILSw RWY 36	1 MAR 18	AD 2-LGEL-IAC-1
Instrument Approach Chart (IAC) – ICAO: - LLZw RWY 36	1 MAR 18	AD 2-LGEL-IAC-2
Instrument Approach Chart (IAC)- ICAO: - VORw RWY 36	1 MAR 18	AD 2-LGEL-IAC-3
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 18	1 MAR 18	AD 2-LGEL-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 36	1 MAR 18	AD 2-LGEL-SID-2
Standard Arrival Chart - Instrument (STAR) – ICAO: -	NIL	NIL
Terminal Area Chart - ICAO - VFR routes: -	NIL	NIL
TAR System Coverage Chart – VEC area: -	NIL	NIL
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO: -	NIL	NIL

2.22.7 Standard instrument departure procedure (SID)

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

LGKA AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

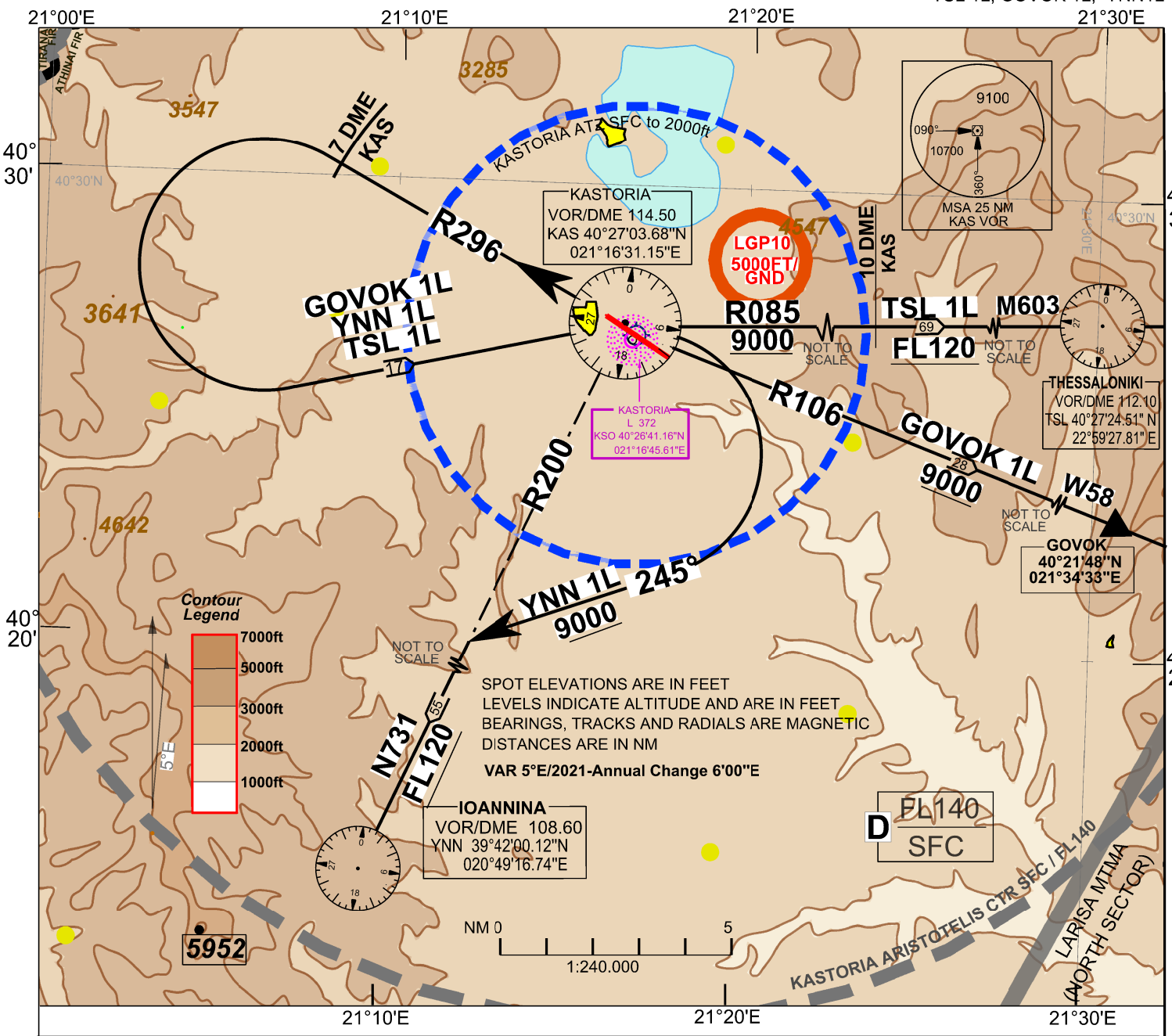
2.23.1.1 No significant concentration of birds on and at the vicinity of airport during daylight hours. See also **ENR 5.6**

LGKA AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - KASTORIA/ ARISTOTELIS	09 SEP 21	AD 2-LGKA-ADC
Aircraft Parking/ Docking Chart – ICAO: -	NIL	NIL
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 12/30 / LGKA AOC	10 JUN 04	AD 2-LGKA-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR/DME CAT A, B	27 FEB 20	AD 2-LGKA-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VOR/DME CAT C, D	27 FEB 20	AD 2-LGKA-IAC-2
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 30	24 FEB 22	AD 2-LGKA-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 12	24 FEB 22	AD 2-LGKA-SID-2
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Arrival Chart - Instrument (STAR) – ICAO: -	NIL	NIL
Terminal Area Chart - ICAO - VFR routes: -	NIL	NIL
TAR System Coverage Chart – VEC area: -	NIL	NIL
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:	NIL	NIL

TRANSITION ALTITUDE 9000ft

KASTORIA INFORMATION 118.400



KASTORIA SID RWY 30

GENERAL INSRUCTIONS

1. For these SIDs a visual climb up to 3000ft is required to overfly the town and a minimum PDG (Procedure Design Gradient) of 5.3% (322ft/nm) until the minimum en route altitude is reached.

2. For all turns: Speed restriction IAS MAX 210KT - Minimum bank angle15°.

3. Caution advised during the initial turn due to High Terrain located 11 NM West of airport.

GENERAL DESCRIPTION

Climb on R296 KAS. At R296 KAS/7DME fix turn left proceed to KAS VOR 9000ft or above. Thence….

TSL 1L…Intercept and follow **R085 KAS**. Arrange to cross **R085 KAS/10DME** fix not below FL 120 to join AWY M603 to TSL VOR.

GOVOK 1L…Intercept and follow **R106 KAS** to join AWY W58 to KOZ VOR.

YNN 1L…Turn right on track **245°** join AWY N731 to YNN VOR not bellow FL 120.

Changes: AWY M603 instead of W65, LGR 35 deleted

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

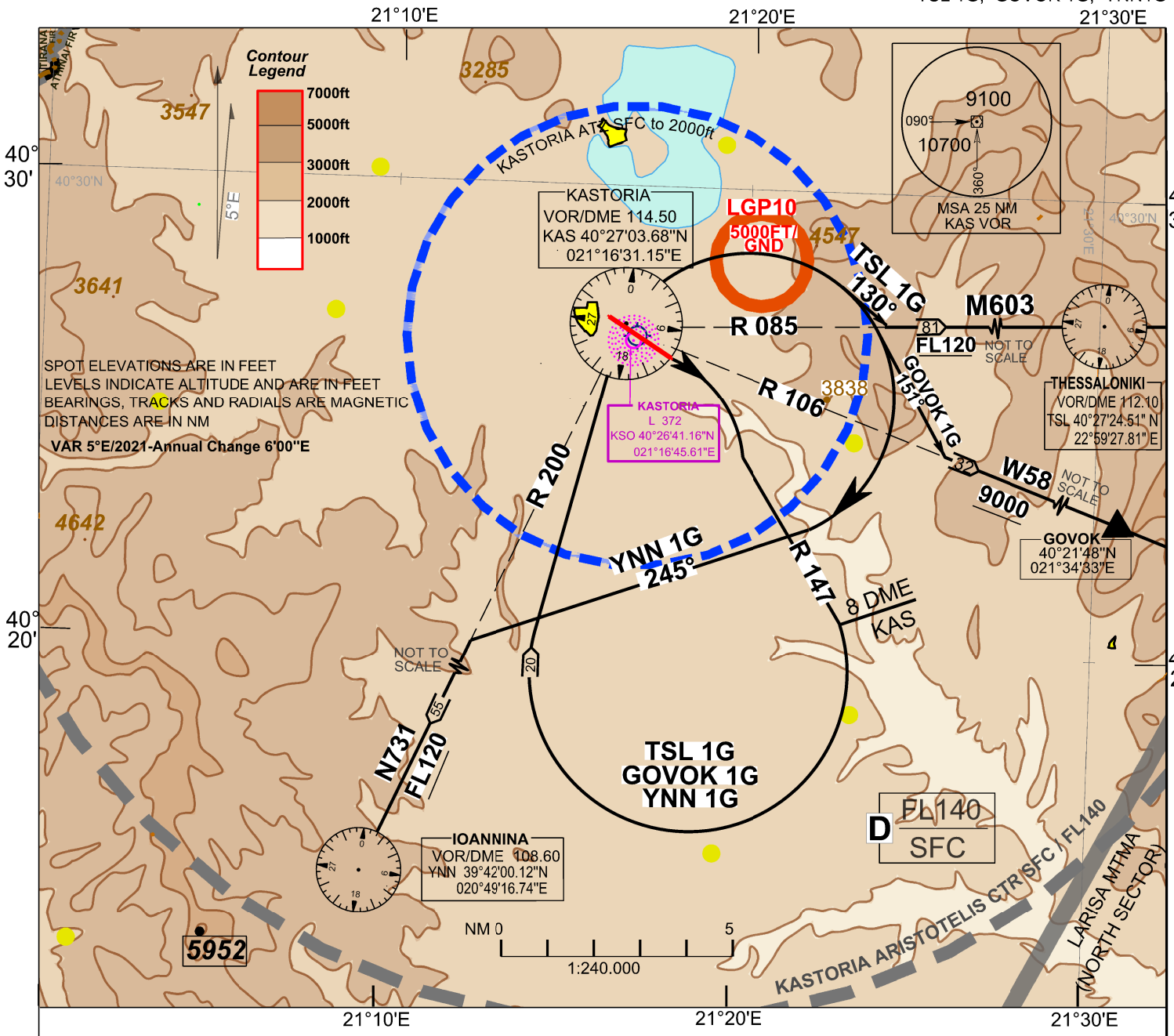
TRANSITION ALTITUDE 9000ft

KASTORIA INFORMATION 118.400

KASTORIA / ARISTOTELIS

RWY 12

TSL 1G, GOVOK 1G, YNN1G



KASTORIA SID RWY 12

GENERAL INSTRUCTIONS

1. Due to high terrain East-South East (major obstacle located 3.5 NM bearing 100° from the DER with an altitude of 3838ft) remain in visual contact with terrain during the initial turn until intercepting **R147 KAS**.
2. For these SIDs a minimum PDG (Procedure Design Gradient) of 4.6% (380ft/nm) up to 3100ft is required due to obstacle (antenna must located 4 NM bearing 144° from the DER with an altitude of 2755ft) and then until the minimum en route altitude is reached.
3. For all turns: Speed restriction IAS MAX 210kt - Minimum bank angle 15°.

GENERAL DESCRIPTION

After take-off **turn right**, as soon as practicable, intercept and follow **R147 KAS**.
At R147 KAS/8 DME Fix, turn right to KAS VOR 9000ft or above. Thence…
TSL 1G:… Turn right on track **130°** join AWY M603 to TSL VOR not bellow FL120.
GOVOK 1G:Turn right on track **151°** join AWY W58 to KOZ VOR .
YNN 1G:… Turn right on track **245°** join AWY N731 to YNN VOR not bellow FL 120.

Changes: AWY M603 instead of W65, LGR 35 deleted

LGKF AD 2.24 CHARTS RELATED TO AERODROME

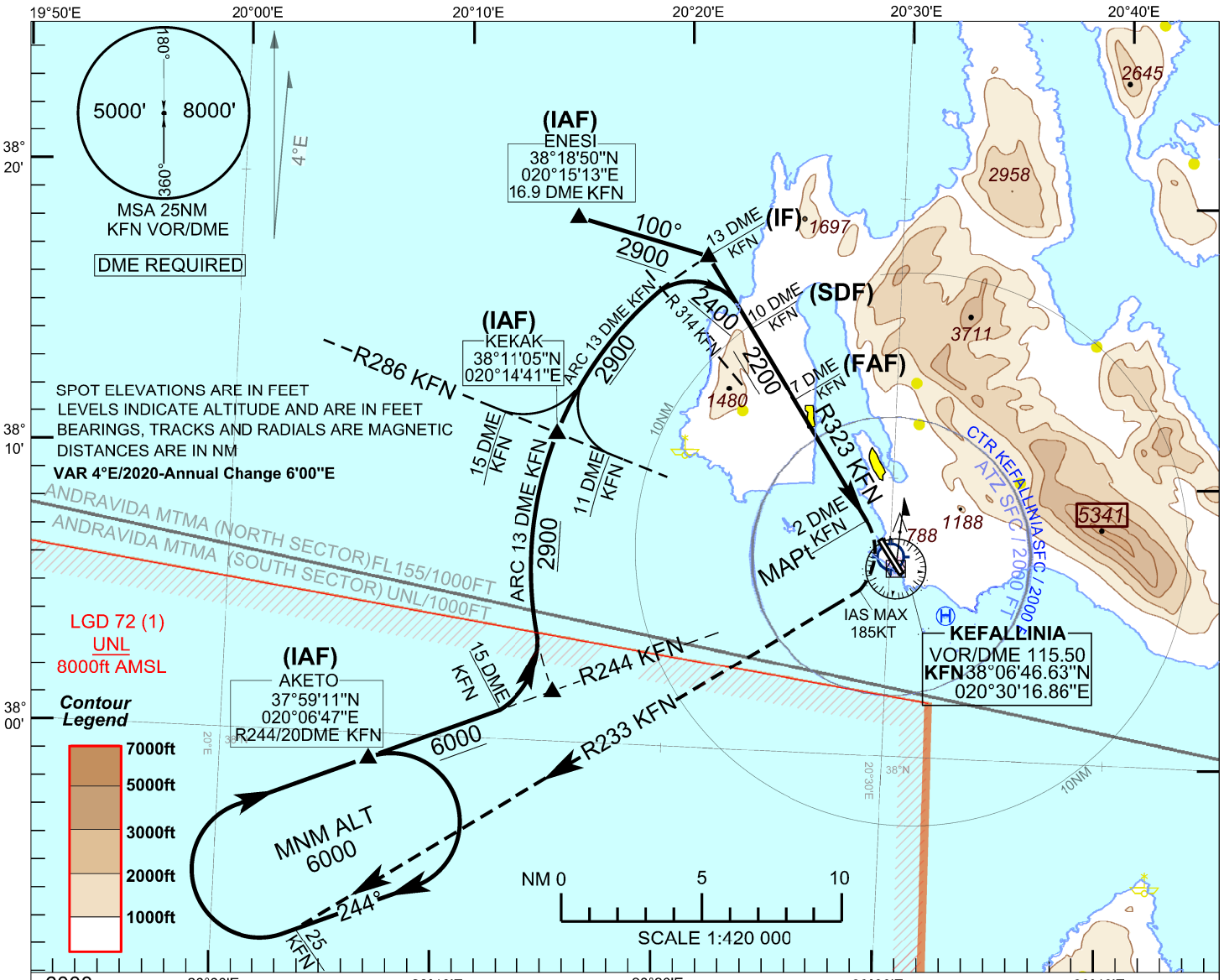
Chart name	Date	Page
Aerodrome Chart – ICAO: - KEFALLINIA / ANNA POLLATOU	12 AUG 21	AD 2-LGKF-ADC
Aircraft Parking/ Docking Chart – ICAO: KEFALLINIA/ ANNA POLLATOU	12 AUG 21	AD 2-LGKF-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 14/32 / LGKF AOC 1	14 APR 05	AD 2-LGKF-AOC A-1
Aerodrome Obstacle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

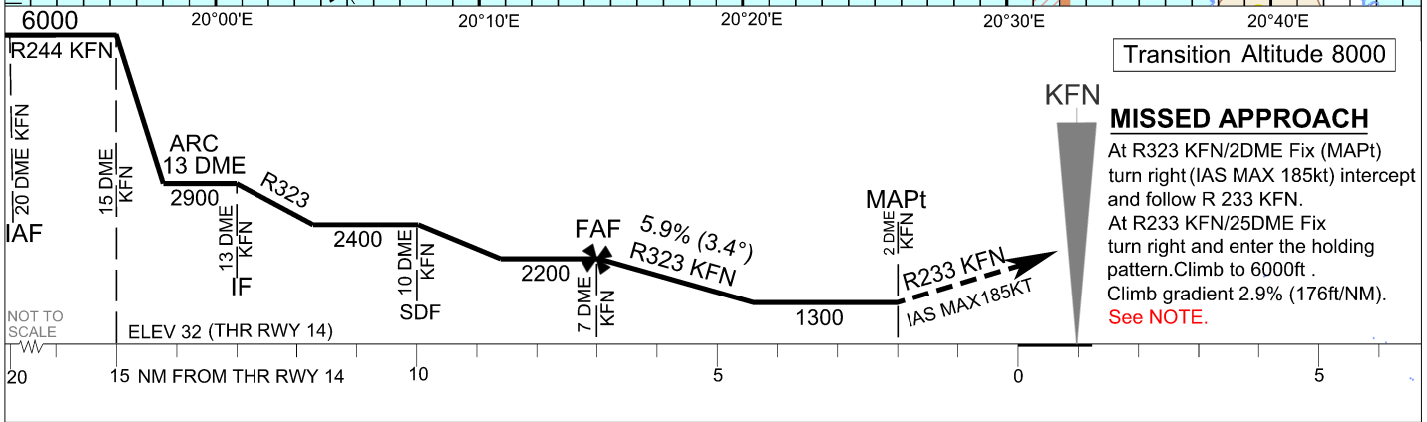
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 60ft
HEIGHTS RELATED TO
THR RWY 14 - ELEV 32ft

TWR 122.250
ATIS 126.455

KEFALLINIA / ANNA POLLATOU
VOR RWY 14





Transition Altitude 8000

MISSED APPROACH

At R323 KFN/2DME Fix (MAPt) turn right (IAS MAX 185kt) intercept and follow R 233 KFN.
At R233 KFN/25DME Fix turn right and enter the holding pattern.Climb to 6000ft .
Climb gradient 2.9% (176ft/NM).
See NOTE.

OCA (H)	A	B	C	D
Straight-in approach	1300 (1268)			
Circling West of RWY	1300 (1268)			

Altitude (Height) on Final Approach

6 DME	5 DME
1842 (1810)	1484 (1452)

	KT	100	120	140	160	180
Rate of descent	ft/min	597	716	835	955	1075

NOTE: Minimum OCA (H) for aircraft utilizing a 2.5% missed approach climb gradient.

OCA (H)	A	B	C	D
Straight-in approach	1900 (1868)			
Circling West of RWY	1900 (1868)			

Coordinates of significant points

IF (R 323 KFN/13 DME Fix): 38° 17' 39.46"N 020° 21' 09.39"E
SDF (R 323 KFN/10 DME Fix): 38° 15' 08.81"N 020° 23' 15.99"E
FAF (R 323 KFN/7 DME Fix): 38° 12' 38.08"N 020° 25' 22.19"E
MAPt (R 323 KFN/2 DME Fix): 38° 08' 26.94"N 020° 28' 52.08"E
Secondary Fix of AKETO Holding (R 233KFN/25 DME Fix): 37° 52' 56"N 020° 03' 52"E
Point of intersection of R 244 KFN with 13 DME Arc KFN: 38° 01' 51"N 020° 15' 00"E

Changes: SDF-FAF coordinates correction, ATIS.

LGKR AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
16	See relevant LGKR AOC charts-ICAO				Obstacles are marked and lighted
34	See relevant LGKR AOC charts-ICAO				New obstacle: BLDG ELEV 6.60 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 meteo.corfu@hnms.gr

LGKR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	KERKIRA IOANNIS KAPODISTRIAS CTR Circle, 10 NM radius centred at 393607N 0195444E limited to the N-NE by ATHINAI - TIRANA FIR boundaries.
		KERKIRA IOANNIS KAPODISTRIAS ATZ Circle, 5 NM radius centered at 393607N 0195444E limited to the N-NE by ATHINAI - TIRANA FIR boundaries.
2	Vertical limits	CTR: SFC to FL 100 MSL.
		ATZ: SFC to 2000 FT ALT
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	CTR: KERKIRA APPROACH Greek, English
		ATZ: KERKIRA TOWER Greek, English
5	Transition altitude	5000 FT
6	Remarks	For KERKIRA TMA see **ENR 2.1.5.6**

LGKR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	**2**	**3**	**4**	**5**
APP	KERKIRA APPROACH	122.355 118.080 278.250 MHz 122.100 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq Coverage FL 250/ 50 NM Coverage FL 250/ 50 NM MIL RGA Emergency MIL Emergency
TAR	KERKIRA RADAR	122.355 278.250 MHz	H24 H24	Coverage FL 250 / 50 NM MIL
	KERKIRA DIRECTOR	118.080	H24	Coverage FL 250 / 50 NM
TWR	KERKIRA TOWER	120.855 122.100 257.800 MHz 121.500 243.000 MHz	H24 H24 H24 H24 H24	Primary freq Coverage FL 40 / 25 NM RGA MIL RGA Emergency MIL Emergency
	KERKIRA GROUND	121.705	H24	Cover. Aerodrome Surface / 5 NM ACFT Start up & Taxi Clearance
G/A/G	KERKIRA RADIO	5637 kHz 2989 kHz	H24: 0400–1700 H24: 1700-0400	Primary Primary
ATIS (ARR / DEP)	KERKIRA IOANNIS KAPODISTRIAS AIRPORT INFORMATION	126.355	H24	Coverage FL 200 / 60 NM
All ATS Communication Facilities under responsibility of CAA. For TAR services see **ENR 1.6** & LGKR **AD 2.22.4**, for ATIS see also **ENR 1.1.1.8.3.3**				

LGKR AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - KERKIRA/ IOANNIS KAPODISTRIAS Airport	24 FEB 22	AD 2-LGKR-ADC
Aircraft Parking/ Docking Chart – ICAO: - KERKIRA/ IOANNIS KAPODISTRIAS Airport	24 FEB 22	AD 2-LGKR-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - LGKR AOC 1	13 MAR 08	AD 2-LGKR-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VORa (CIRCLING)	25 APR 19	AD 2-LGKR-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VORb (CIRCLING)	25 APR 19	AD 2-LGKR-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VORt RWY 34	25 APR 19	AD 2-LGKR-IAC-3
Instrument Approach Chart (IAC) – ICAO: - VORu RWY 34	25 APR 19	AD 2-LGKR-IAC-4
Instrument Approach Chart (IAC) – ICAO: - VORv RWY 34	25 APR 19	AD 2-LGKR-IAC-5
Instrument Approach Chart (IAC) – ICAO: - VORw RWY 34	25 APR 19	AD 2-LGKR-IAC-6
Instrument Approach Chart (IAC) – ICAO: - VORx RWY 34	25 APR 19	AD 2-LGKR-IAC-7
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 34	25 APR 19	AD 2-LGKR-IAC-8
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 34	25 APR 19	AD 2-LGKR-IAC-9
Instrument Approach Chart (IAC) – ICAO: - La (CIRCLING)	25 APR 19	AD 2-LGKR-IAC-10
Instrument Approach Chart (IAC) - ICAO:- RNAV (GNSS) RWY 34	26 MAR 20	AD 2-LGKR-IAC-11
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - GAR VOR/DME KRK VOR/DME KEK (L) RWY 16	25 APR 19	AD 2-LGKR-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - GAR RWY 16	25 APR 19	AD 2-LGKR-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - GAR-KRK RWY 16	25 APR 19	AD 2-LGKR-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - GAR-KRK RWY 16	25 APR 19	AD 2-LGKR-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - GAR-KRK-KEK RWY 34	25 APR 19	AD 2-LGKR-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: - GAR-KRK-KEK RWY 34	25 APR 19	AD 2-LGKR-SID-6
Standard Departure Chart - Instrument (SID) – ICAO: - GAR VOR/DME KRK VOR/DME RWY 34	25 APR 19	AD 2-LGKR-SID-7
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK RWY 16/34	25 APR 19	AD 2-LGKR-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK (no hold) RWY 34	25 APR 19	AD 2-LGKR-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK (Hold) RWY 34	25 APR 19	AD 2-LGKR-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK (no hold) RWY 34	25 APR 19	AD 2-LGKR-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK RWY 34	25 APR 19	AD 2-LGKR-STAR-5
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR VOR/DME RWY 34	25 APR 19	AD 2-LGKR-STAR-6
Terminal Area Chart - ICAO - VFR routes: - KERKIRA TMA VFR	25 APR 19	AD 2-LGKR-VFR
TAR System Coverage Chart – VEC area: - KERKIRA TMA VEC AREA	NIL	NIL
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:	24 FEB 22	AD 2-LGKR-ASMAC

AERODROME CHART-ICAO

393607N
0195444E

ELEV 1.41m
4.63 FT

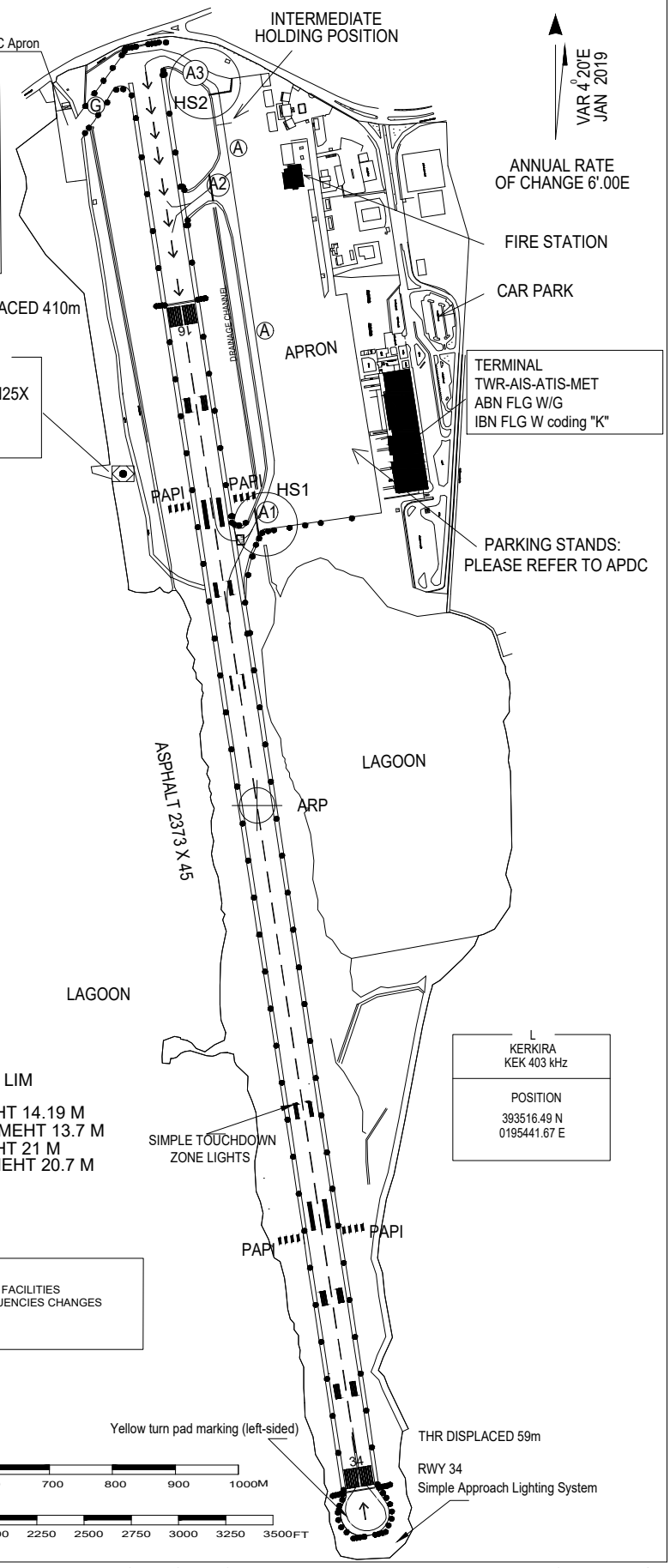
KERKIRA / IOANNIS KAPODISTRIAS Airport

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



ATS COMMUNICATION FACILITIES			
Service Designation	Call Sign	Frequency	Remarks
APP	KERKIRA APPROACH	122.355 MHZ 118.080 MHZ 278.250 MHZ 122.100 MHZ 121.500 MHZ 243.000 MHZ	Primary Coverage FL 250 / 50 NM Coverage FL 250 / 50 NM MIL RGA Emergency MIL Emergency
TAR	KERKIRA RADAR	122.355 MHZ 278.250 MHZ	Coverage FL 250 / 50 NM MIL
	KERKIRA DIRECTOR	118.080 MHZ	Coverage FL 250 / 50 NM
TWR	KERKIRA TOWER	120.855 MHZ 122.100 MHZ 257.800 MHZ 121.500 MHZ 243.000 MHZ	Primary Coverage FL 40 / 25 NM RGA Mil RGA Emergency MIL Emergency
	KERKIRA GROUND	121.705 MHZ	Coverage 5 NM / Aerodrome surface ACFT START UP and TAXI CLEARANCE
G/A/G	KERKIRA RADIO	5637 KHZ 2989 KHZ	0400 - 1700 Primary 1700 - 0400 Primary
ATIS	KERKIRA IOANNIS KAPODISTRIAS AIRPORT IFORMATION	126.355 MHZ	Coverage FL 200 / 60 NM
All ATS Communication Facilities under responsibility of CAA. For TAR services see ENR 1.6 & LGKR 2.22.4, for ATIS see also ENR 1.1.1.8.3.3			

LIGHTING AIDS

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

Other lighting:
TWY : Edge lights
Apron : Flood lights

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

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

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

AMENDMENT RECORD		
No	DATE	ENTERED BY

CHANGES:
- ATS COMMUNICATION FACILITIES AMENDMENTS- FREQUENCIES CHANGES

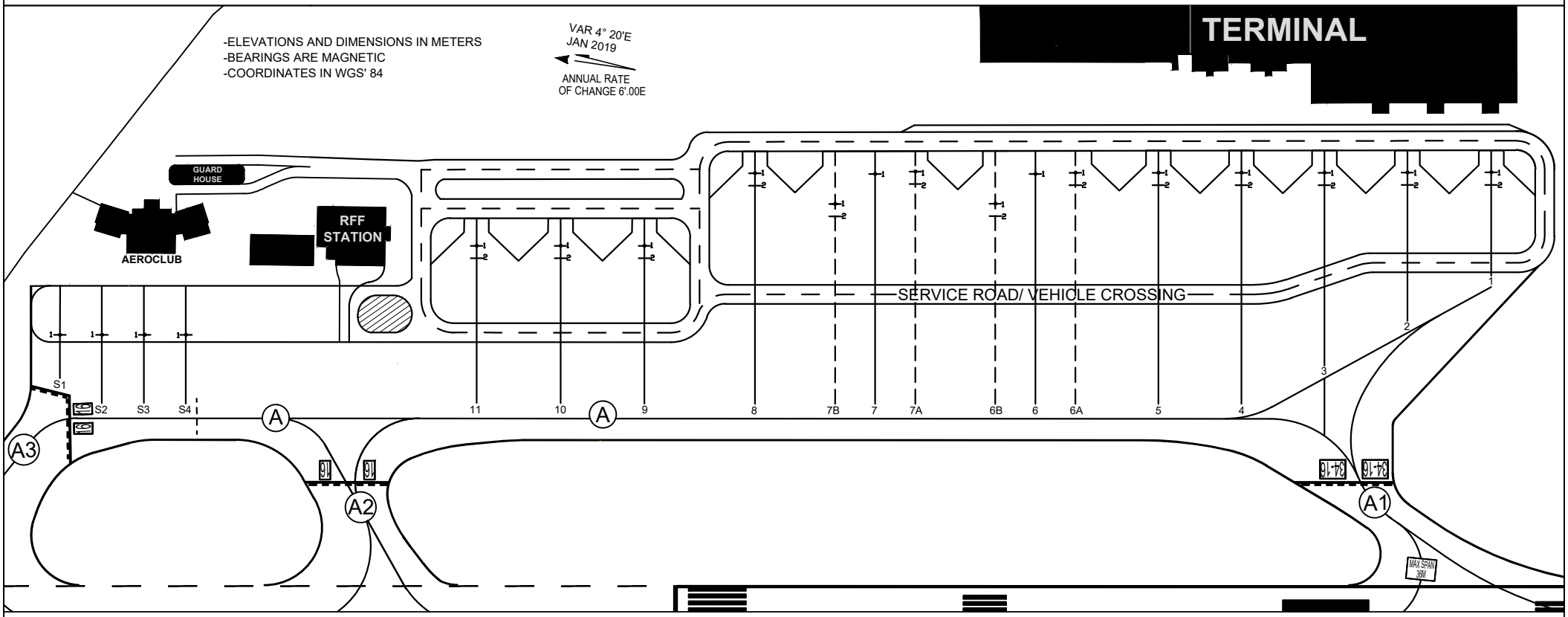
SCALE 1 : 10000

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

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

AIRCRAFT PARKING/ DOCKING CHART- ICAO

KERKIRA / IOANNIS KAPODISTRIAS Airport



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	A1
AIRCRAFT STAND	6
STOP BAR	
MANDATORY INSTRUCTION MARKING	34-16
AIRCRAFT CATEGORY RESTRICTION MARKING	MAX SPAN 36M
INTERMEDIATE HOLDING POSITION	
- APRON: ASPHALT	

CHANGES:
- ATS COMMUNICATION FACILITIES- FREQUENCIES CHANGES

ATS COMMUNICATION FACILITIES			
Service Designation	Call Sign	Frequency	Remarks
APP	KERKIRA APPROACH	122.355 MHZ 118.080 MHZ 278.250 MHZ 122.100 MHZ 121.500 MHZ 243.000 MHZ	Primary Coverage FL 250 / 50 NM Coverage FL 250 / 50 NM MIL RGA Emergency MIL Emergency
TAR	KERKIRA RADAR	122.355 MHZ 278.250 MHZ	Coverage FL 250 / 50 NM MIL
	KERKIRA DIRECTOR	118.080 MHZ	Coverage FL 250 / 50 NM
TWR	KERKIRA TOWER	120.855 MHZ 122.100 MHZ 257.800 MHZ 121.500 MHZ 243.000 MHZ	Primary Coverage FL 40 / 25 NM RGA Mil RGA Emergency MIL Emergency
	KERKIRA GROUND	121.705 MHZ	Coverage 5 NM / Aerodrome surface ACFT START UP and TAXI CLEARANCE
G/A/G	KERKIRA RADIO	5637 KHZ 2989 KHZ	0400 - 1700 Primary 1700 - 0400 Primary
ATIS	KERKIRA IOANNIS KAPODISTRIAS AIRPORT IFORMATION	126.355 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

AERODROME ELEV 5.74ft | TRANSITION ALTITUDE 5000ft | TWR 120.855 | APP 122.355 | ATIS 126.355

TAR System Coverage Chart within KERKIRA TMA with Minimum Radar Safety Altitudes

ICAO DOC 8168 5th ed. Amend 1


8000
7000
6000
5000
4000
3000
2000
1000
MSL
NOTE
CHART ONLY TO BE USED FOR CROSS-CHECKING OF ALTITUDES ASSIGNED WHILE UNDER VECTORING CONTROL
MSA 25NM GAR
8200
4500
150°
300°
PITAS 39°54'00"N 019°50'40"E
NOSTO 39°49'00"N 019°00'00"E
VJOSA 39°58'55"N 020°23'29"E
NIKRO 39°39'57"N 020°07'12"E
TIRANA FIR
ATHINAI FIR
BRINDISI FIR
IOANNINA KING PYROS CTR
LGP8 7000 GND
IOANNINA VOR/DME 108.60
LGIO
4500
3200
3000
2900
8000
4700
7000
SIDARI 4500FT GND/MSL
ROPA 2000FT GND/MSL
KERKIRA ATZ
KERKIRA CTR
ARP
GARITSA VOR/DME 108.80 GAR 39°36'23.08"N 019°54'33.90"E
KERKIRA L 403 KEK 39°35'16"N 019°54'42"E
KERKIRA VOR/DME 114.70 KRK 39°26'37.89"N 020°04'21.99"E
SPOT ELEVATIONS ARE IN FEET
LEVELS INDICATE ALTITUDE AND ARE IN FEET
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES ARE IN NM
VAR 4ºE/2020-Annual Change 6'00"E
LEGEND
Points location
A 39°43'00"N 019°36'00"E
B 39°36'30"N 019°40'00"E
C 39°39'00"N 019°48'39"E
D 39°46'55"N 019°43'39"E
E 39°38'41"N 019°24'58"E
F 39°41'41"N 019°57'23"E
G 39°41'41"N 020°01'41"E
H 39°36'19"N 020°07'19"E
I 39°35'10"N 019°48'12"E
J 39°31'57"N 019°48'27"E
K 39°29'08"N 019°51'04"E
L 39°29'16"N 019°55'43"E
M 39°33'24"N 019°57'52"E
N 39°36'21"N 019°52'08"E
LATAN 39°17'36"N 019°00'00"E
DINOB 38°43'27"N 019°00'00"E
EKVIS 39°23'01"N 019°38'01"E
BEDEX 39°23'50"N 019°44'00"E
PARAX 39°33'36"N 020°24'35"E
LATSO 39°19'12"N 020°22'55"E
PARNA 39°15'44"N 020°25'49"E
IBTIN 39°19'13"N 020°53'59"E
MALED 39°13'15"N 020°18'12"E
KEROS 39°07'18"N 020°13'26"E
RIPID 39°05'15"N 020°11'24"E
APSOG 39°01'32"N 020°08'51"E
NIDRI 39°03'21"N 020°28'23"E
IDIMI 38°59'01"N 019°22'57"E
BERGU 38°57'58"N 020°06'02"E
ORTOS 38°58'05"N 020°13'45"E
GARTA 38°59'06"N 020°58'06"E
ROTSA 38°52'28"N 020°39'14"E
VAXOR 38°49'22"N 019°59'15"E
LGPZ
KERKIRA TMA FL 460 1000FT ABOVE SFC
Class of airspace:
C: FL195 and above
D: FL195 1000FT ABOVE SFC
KERKIRA APP FL 245 1000 FT
IOANNINA TMA FL 195 1000FT ABOVE SFC
Class of airspace:
E: FL 155-FL195
D: 1000FT ABOVE SFC-FL155
IOANNINA APP FL 155 1000 FT
PREVEZA MTMA FL160 1000FT ABOVE SFC
E
AKTION APP 1000ft/FL125
PREVEZA/AKTION MCTR
TMA KERKIRA
TMA IOANNINA
MTMA PREVEZA
KERKIRA APP 1000ft/FL 245
35 NM
NM 0 10
SCALE 1:500.000

Changes: chart type ASMAC, APP TWR ATIS freq.

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

LGKZ AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 All aircraft within KOZANI FILIPPOS CTR should contact MAKEDONIA ACC and/or LARISSA APP for instructions.

2.22.1.2 All aircraft at and above the minimum flight altitudes of ATS routes traversing KOZANI FILIPPOS CTR should contact MAKEDONIA ACC for instructions (see also **ENR 1.1.1.8.2.4**).

2.22.1.3 Traffic on VFR flight to LGKZ - KOZANI/ FILIPPOS aerodrome should follow the VFR routes within TANAGRA MTMA, ANCHIALOS MTMA and LARISSA MTMA (see also **ENR 2.1.6** and **AD 1.1.6.1.1.7**).

2.22.1.4 For AFIS see **AD 1.1.6.2**.

2.22.2 Runway in use

NIL

2.22.3 Procedures for IFR flights within KOZANI FILIPPOS CTR

2.22.3.1 See relevant LGKZ IAC charts-ICAO (LGKZ 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 KOZANI FILIPPOS CTR

NIL

2.22.7 Standard instrument departure procedure (SID)

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

LGKZ 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**

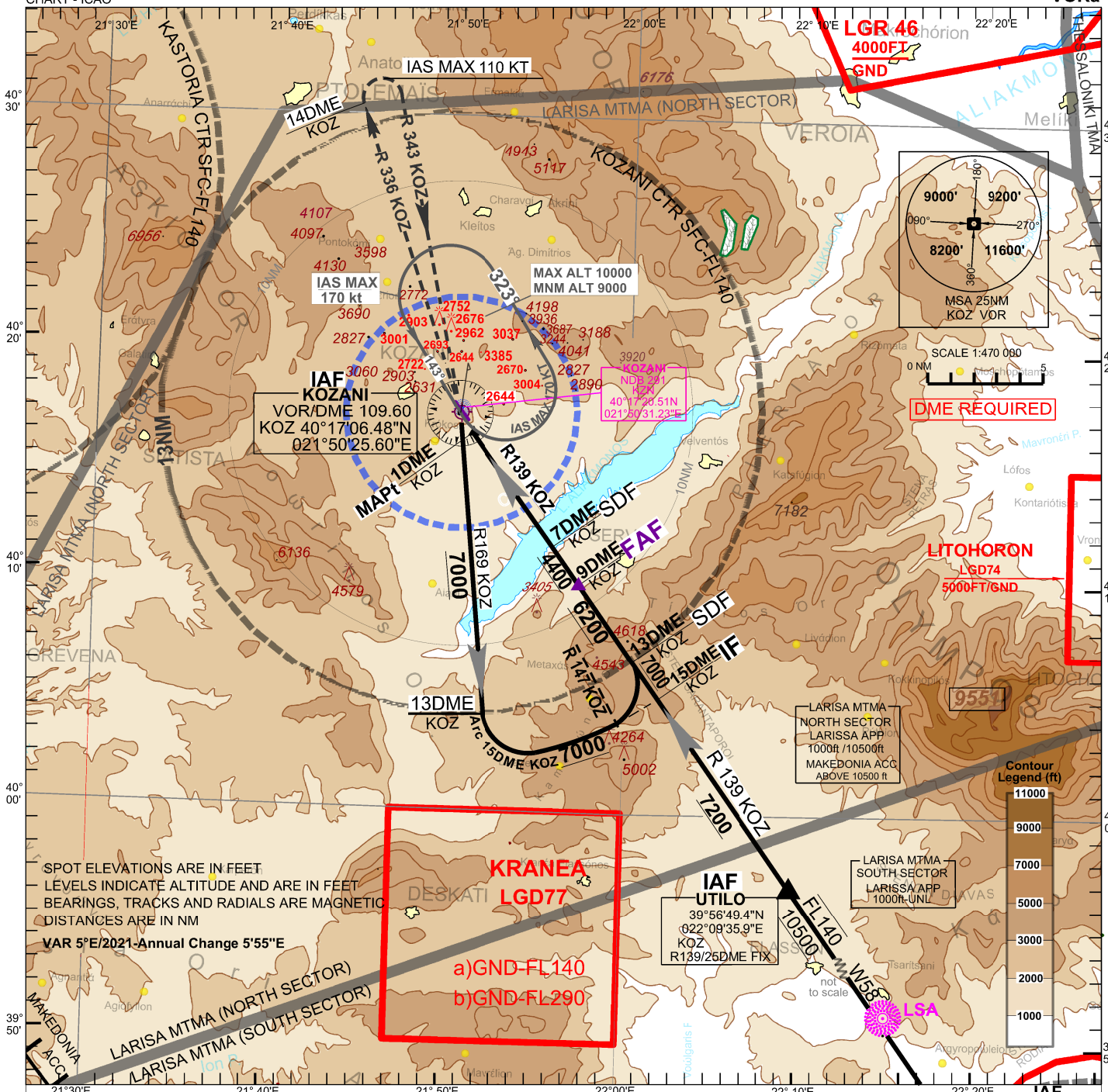
LGKZ AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - KOZANI/ FILIPPOS	17 MAR 05	AD 2-LGKZ-ADC
Aircraft Parking/ Docking Chart – ICAO: -	NIL	NIL
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 14/32 / LGKZ AOC	10 JUN 04	AD 2-LGKZ-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR a	24 FEB 22	AD 2-LGKZ-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VOR b	10 SEP 20	AD 2-LGKZ-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VOR c	10 SEP 20	AD 2-LGKZ-IAC-3
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 14	21 MAY 20	AD 2-LGKZ-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 32	21 MAY 20	AD 2-LGKZ-SID-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 32/14	21 MAY 20	AD 2-LGKZ-STAR-1
Terminal Area Chart - ICAO - VFR routes: -	NIL	NIL
TAR System Coverage Chart – VEC area: -	NIL	NIL

AERODROME ELEV 2059 ft
HEIGHTS RELATED TO AD ELEV

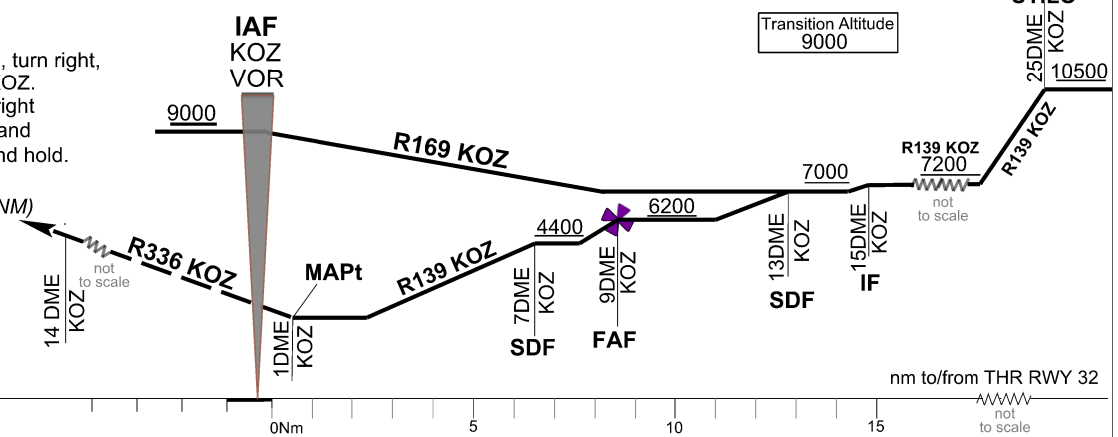
AFIS 118.200

KOZANI/ FILIPPOS
VORa



MISSED APPROACH

Climb straight ahead to KOZ, turn right, intercept and follow R 336 KOZ.
At R 336 KOZ/14DME turn right (IAS MAX 110Kt), intercept and follow R 343 KOZ to KOZ and hold.
Climb to 9000 ft.
Climb gradient 3.0% (182ft/NM)
(see NOTE 1)



OCA / H	A	B	C	D
Straight-in Approach	N/A	N/A		
Circling	3070 (1011)	N/A		

NOTE 2: Circling only during Daytime. See back NOTES 3 and 4.

NOTE 1:
OCA/H for aircraft utilizing a 2.5% missed approach gradient.

OCA / H	A	B	C	D
Straight-in Approach	N/A	N/A		
Circling	3370 (1311)	N/A		

Changes: TP of missed approach coordinates, LGR 35 deleted, AWY W58 lower limit.

NOTE 3

Obstacles in Circling CAT A Area.

Obstacle type Elevation	Bearing from KOZ VOR	Distance from KOZ VOR/DME	Coordinates in WGS-84	Remarks
Terrain 806m/2644FT	071^0	1.93 NM	40^0 17' 33.99'' N 021^0 52' 51.94'' E	Penetrates the Inner Horizontal Surface by 161m.

NOTE 4

Coordinates of significant points in WGS-84

IF (R139 KOZ/15 DME fix)	:	40º 04' 56.7''N – 022º 01' 57.0''E
SDF of initial segment (R139 KOZ/13 DME fix)	:	40º 06' 32.6''N – 022º 00' 26.4''E
FAF (R139 KOZ/9 DME fix)	:	40º 09' 48.8''N – 021º 57' 20.9''E
SDF of final segment (R139 KOZ/7 DME fix)	:	40º 11' 25.9''N – 021º 55' 48.5''E
MAPt (R139 KOZ/1 DME fix)	:	40º 16' 17.9''N – 021º 51' 11.8''E
TP of missed approach (R336 KOZ/14 DME fix)	:	40º 30' 22.0''N – 021º 44' 32.0''E

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 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

NIL

2.20.2 Taxiing to and from stands

NIL

2.20.3 Parking area for small aircraft (General aviation)

NIL

2.20.4 Parking area for helicopters

2.20.4.1 An area in the apron which pending on the AD traffic and parking availability, is specified each time by the AD operator.

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

NIL

2.20.8 Helicopter traffic - limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

LGLM AD 2.21 NOISE ABATEMENT PROCEDURES

Part I

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

2.21.1.1 General provisions

NIL

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

NIL

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

NIL

2.21.1.4 Restrictions

NIL

2.21.1.5 Reporting

NIL

Part II

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

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

NIL

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

NIL

2.21.2.3 Reporting

NIL

Part III

2.21.3 Noise abatement procedures for helicopters

2.21.3.1 General provisions

NIL

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

NIL

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

NIL

2.21.3.4 Reporting

NIL

LGLM AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 Local flights not permitted.

2.22.1.2 Caution advised to all aircraft landing or taking off due to concentration of seagulls on the RWY, TWY and vicinity of the aerodrome.

2.22.2 Runway in use

NIL

2.22.3 Procedures for IFR flights within LIMNOS TMA

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

2.22.4 Radar procedures within LIMNOS TMA

NIL

2.22.5 Procedures for VFR flights within LIMNOS TMA

NIL

2.22.6 Procedures for VFR flights within LIMNOS IFAISTOS CTR

NIL

2.22.7 Standard instrument departure procedure (SID)

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

LGLM AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

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

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.

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

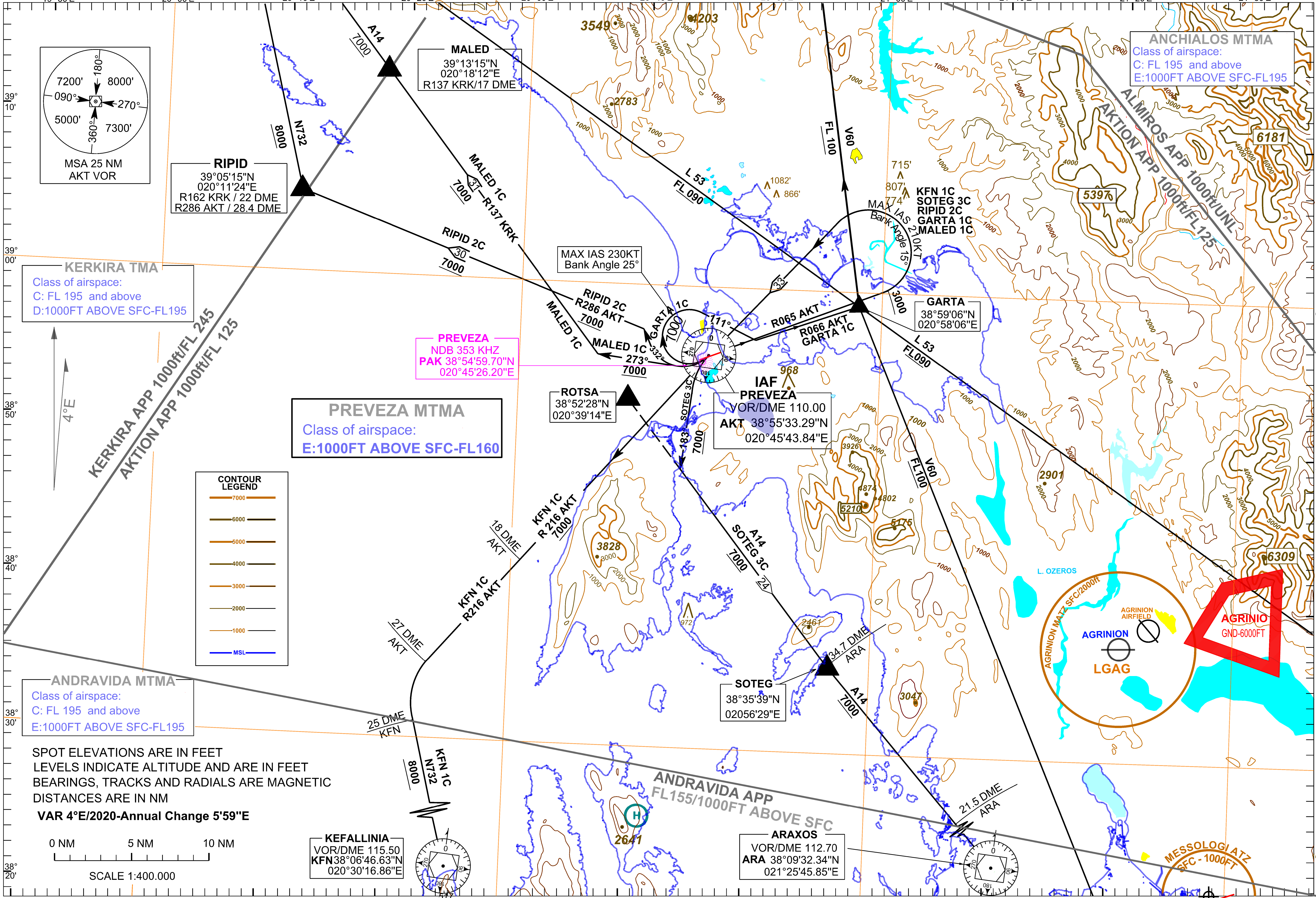
Chart name	Date	Page
Aerodrome Chart – ICAO: - PREVEZA/ AKTION	15 JUL 21	AD 2-LGPZ-ADC
Aircraft Parking/ Docking Chart – ICAO: - PREVEZA/AKTION	23 MAY 19	AD 2- LGPZ- APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 07L/25R / LGPZ AOC	7 JUL 05	AD 2-LGPZ-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 07L	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	07 DEC 07	AD 2-LGPZ-IAC-3
Instrument Approach Chart (IAC) – ICAO: - NDBb RWY 07L	07 DEC 07	AD 2-LGPZ-IAC-4
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 07L	24 FEB 22	AD 2-LGPZ-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 25R	07 DEC 07	AD 2-LGPZ-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - NDB RWY 07L	07 DEC 07	AD 2-LGPZ-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - NDB RWY 25R	07 DEC 07	AD 2-LGPZ-SID-4
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR/DME RWY 07L	07 DEC 07	AD 2-LGPZ-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR/DME RWY 25R	07 DEC 07	AD 2-LGPZ-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - NDB RWY 07L	07 DEC 07	AD 2-LGPZ-STAR-3
Terminal Area Chart - ICAO - VFR routes: -	NIL	NIL
TAR System Coverage Chart – VEC area: -	NIL	NIL
ATC Surveillance Minmum Altitude Chart (ASMAC) – ICAO:	NIL	NIL
ATC Surveillance Minmum Altitude Chart (ASMAC) – ICAO:	NIL	NIL

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
8000 FT

TWR 120.450
APP 120.450

PREVEZA / AKTIO
VOR/DME RWY 07L
RIPID 2C, SOTEG 3C, KFN 1C, MALED 1C, GARTA 1C


MSA 25 NM
AKT VOR
7200'
8000'
5000'
7300'
RIPID
39°05'15"N
020°11'24"E
R162 KRK / 22 DME
R286 AKT / 28.4 DME
MALED
39°13'15"N
020°18'12"E
R137 KRK/17 DME
MAX IAS 230KT
Bank Angle 25°
GARTA
38°59'06"N
020°58'06"E
ROTSA
38°52'28"N
020°39'14"E
PREVEZA
NDB 353 KHZ
PAK 38°54'59.70"N
020°45'26.20"E
IAF
PREVEZA
VOR/DME 110.00
AKT 38°55'33.29"N
020°45'43.84"E
SOTEG
38°35'39"N
02056'29"E
KEFALLINIA
VOR/DME 115.50
KFN 38°06'46.63"N
020°30'16.86"E
ARAXOS
VOR/DME 112.70
ARA 38°09'32.34"N
021°25'45.85"E
KERKIRA TMA
Class of airspace:
C: FL 195 and above
D:1000FT ABOVE SFC-FL195
PREVEZA MTMA
Class of airspace:
E:1000FT ABOVE SFC-FL160
ANDRAVIDA MTMA
Class of airspace:
C: FL 195 and above
E:1000FT ABOVE SFC-FL195
ANCHIALOS MTMA
Class of airspace:
C: FL 195 and above
E:1000FT ABOVE SFC-FL195
KERKIRA APP 1000ft/FL 245
AKTION APP 1000ft/FL 125
ALMIROS APP 1000ft/UNL
ANDRAVIDA APP
FL155/1000FT ABOVE SFC
CONTOUR LEGEND
AGRINION
LGAG
AGRINIO
GND-6000FT
MESSOLOGI ATZ
SFC - 1000FT
SPOT ELEVATIONS ARE IN FEET
LEVELS INDICATE ALTITUDE AND ARE IN FEET
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES ARE IN NM
VAR 4°E/2020-Annual Change 5'59"E
0 NM 5 NM 10 NM
SCALE 1:400.000

Change: MALED 1C back page description

ICAO DOC 8168 5th ed. Amend 1

PREVEZA/AKTIO AIRPORT

AKT VOR/DME - RWY 07L
SIDs : MALED 1C, RIPID 2C, GARTA 1C, SOTEG 3C, KFN 1C

GENERAL:

When for these SIDs an altitude higher than the transition altitude is designated, then ATC unit shall specify an equivalent flight level.

DESIGNATOR	DESCRIPTION	MAX IAS/BANK ANGLE	MIN CLIMB GRADIENT (PDG)	ALTITUDES
MALED 1C	"Climb on R 065 AKT. At 3000ft turn left and proceed to AKT. Then turn right to track 273^0, intercept and follow R 137 KRK, proceed to MALED to join AWY A14."	210KT/15^0 until the turn at 3000ft of altitude is completed. 230KT/15^0 until the turn at AKT is completed.	4.6 % (280 ft / NM) up to 600ft due to obstacle of 147m (482ft) of altitude at distance 2.73NM (5056m) and on bearing 047^0 from DER of RWY 07L and then up to 7000ft for ATC purposes.	Cross AKT at 7000ft or above.
RIPID 2C	"Climb on R 065 AKT. At 3000ft turn left and proceed to AKT. Then turn right to track 332^0, intercept and follow R 286 AKT and proceed to RIPID to join AWY N732."	210KT/15^0 until the turn at 3000ft of altitude is completed. 230KT/15^0 until the turn at AKT is completed.	4.6 % (280 ft / NM) up to 600ft due to obstacle of 147m (482ft) of altitude at distance 2.73NM from DER of RWY 07L and on bearing 047^0 and then up to 7000 ft for ATC purposes.	Cross AKT at 7000ft or above. Cross RIPID at 8000ft or above.
GARTA 1C	"Climb on R 065 AKT. At 3000ft turn left and proceed to AKT. Then turn right to track 111^0, intercept and follow R 066 AKT, proceed to GARTA and join AWY L53 or V60."	210KT/15^0 until the turn at 3000ft of altitude is completed. 230KT/25^0 until turn at AKT is completed.	4.6 % (280 ft / NM) up to 600ft due to obstacle of 147m (482ft) of altitude at distance 2.73NM from DER of RWY 07L and on bearing 047^0 and then up to FL100.	Cross AKT at 7000ft or above. If you join AWY L53, cross GARTA at FL90 or above. If you join AWYV60 cross GARTA at FL100 or above.
SOTEG 3C	"Climb on R 065 AKT. At 3000ft turn left and proceed to AKT. Then turn left to track 183^0, intercept and follow AWY A14 and proceed to SOTEG."	210KT/15^0 until the turn at 3000ft of altitude is completed. 230KT/15^0 until the turn at AKT is completed.	4.6 % (280 ft / NM) up to 600ft due to obstacle of 147m (482ft) of altitude at distance 2.73NM (5056m) and on bearing 047^0 from DER of RWY 07L and then up to 7000 ft for ATC purposes.	Cross AKT at 7000ft or above.
KFN 1C	"Climb on R 065 AKT. At 3000ft turn left and proceed to AKT, then turn left, intercept and follow R 216 AKT. At R 216 AKT/ 27 DME.Fix turn left, intercept and follow AWY N732 and proceed to KFN."	210KT/15^0 until the turn at 3000ft of altitude is completed. 250KT/25^0 until the turn at R 216 AKT/28.3DME.Fix is completed.	4.6 % (280 ft / NM) up to 600ft due to obstacle of 147m (482ft) of altitude at distance 2.73NM from DER of RWY 07L and on bearing 047^0 and then up to 8000 ft for ATC purposes.	Cross AKT at 7000ft or above. Cross R 216 AKT/ 18DME .Fix at 8000ft or above.

LGRP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	RODOS APPROACH	127.250 118.250 278.250 MHz 122.100 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq Coverage FL 250/ 50 NM Coverage FL 250/ 50 NM MIL RGA Emergency MIL Emergency
TAR	RODOS RADAR	127.250 278.250 MHz	H24 H24	Coverage FL 250 / 50 NM MIL
	RODOS DIRECTOR	118.250	H24	Coverage FL 250 / 50 NM
TWR	DIAGORAS TOWER	118.200 278.250 MHz 122.100 257.800 MHz 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq Coverage FL 40 / 25 NM MIL RGA MIL RGA Emergency MIL Emergency
	DIAGORAS GROUND	121.705	H24	Cover. Aerodrome Surface / 5 NM ACFT Start up & Taxi Clearance
G/A/G	DIAGORAS RADIO	5637 kHz 2989 kHz	H24: 0400–1700 H24: 1700-0400	Primary Primary
ATIS (ARR / DEP)	RODOS DIAGORAS AIRPORT INFORMATION	126.350	H24	Coverage FL 200 / 60 NM
All ATS Communication Facilities under responsibility of CAA. For TAR services see **ENR 1.6** & **LGRP AD 2.22.4**, for ATIS see also **ENR 1.1.1.8.3.3**				

LGRP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (Ft aMSL)	Remarks
1	2	3	4	5	6	7
RODOS VOR/DME (6°E / 2020) (6°E)	RDS	115.80 MHz CH 105X	H24	362023.48N 0280455.51E	1572 FT / 479.15M	Coverage FL 500 / 200 NM
RODOS VOR/DME (6°E / 2020) (6°E)	PAR	108.60 MHz CH 23X	H24	362358.24N 0280353.43E	41 FT / 12.39 M	Coverage FL 250 / 40 NM
RODOS L (6°E / 2020)	ROS	339 kHz	H24	362505.35N 0280705.26E	-	Coverage 25 NM
RODOS ILS CAT I, RWY 24 (6°E / 2020) ILS/LLZ (6°E) GP OM MM	IRDS	 110.30 MHz 335.00 MHz 75 MHz 75 MHz	H24	 362357.78N 0280356.90E 362436.32N 0280557.58E 362628.51N 0281232.51E 362447.52N 0280646.68E	 - - - -	 Coverage FL 62.5 / 18 NM Coverage FL 23 / 10 NM GP Angle 3°, RDR 57 FT 5.5 NM from THR RWY 24 0.5 NM from THR RWY 24
All Radio Navigation and Landing Aids under responsibility of CAA. See also **GEN 2.5** and **ENR 4.1**						

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

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

2.20.2.2.4 Pushback and engine start-up procedure.

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

RWY in use	Facing
06	West
24	East

b) Start-up of engines shall be performed either during pushback after the service road has been cleared or when the aircraft is aligned on the apron TWY J.
c) Cross-bleeding start-up is not permitted on the parking stand and may only be performed on the TWY J and/or TWYs A, F according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to the Airport Operations Control Center through the aircraft operator or the ground service provider.
d) During pushback procedure, aircraft from any parking position is aligned on the apron TWY J and positioned with the nose gear abeam the lead-in line of the parking position it is vacating unless otherwise instructed by ATC.
e) In order to facilitate and/or traffic, ATC may request from aircraft to perform a long/extended pushback or to be pulled forward with the nose gear positioned abeam the lead-in line of any other parking position.
f) Unless otherwise specified by the Airport Operator, aircrafts parked in opposite parking positions cannot perform pushback simultaneously.
g) During winter season (NOV-MAR), aircraft may be parked in a roll-through manner parallel to the terminal disregarding parking position markings. Follow-Me guidance is mandatory.

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

2.20.2.3 Towing of aircraft

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

2.20.3 Parking area for small aircraft (General aviation)

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

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

2.20.4 Parking area for helicopters

2.20.4.1 No heliport available, helicopters will be advised to an area suitable for parking according to apron availability. The allocation of the parking area is the responsibility of the Airport Operator and will be communicated to arriving helicopters through ATC

2.20.5 Apron - taxiing during winter conditions

NIL

2.20.6 Taxiing – limitations

NIL

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

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

2.20.7.2 From 1st of November till end of April:

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

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

2.20.8 Helicopter traffic – limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

LGRP AD 2.21 NOISE ABATEMENT PROCEDURES

Part I

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

2.21.1.1 General provisions

NIL

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

NIL

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

NIL

2.21.1.4 Restrictions

NIL

2.21.1.5 Reporting

NIL

Part II

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

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

NIL

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

NIL

2.21.2.3 Reporting

NIL

Part III

2.21.3 Noise abatement procedures for helicopters

2.21.3.1 General provisions

NIL

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

NIL

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

NIL

2.21.3.4 Reporting

NIL

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

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

2.22.4.6.2 Transponder operation while on ground.

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

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

2.22.4.7 TAR system's Coverage

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

2.22.5 Procedures for VFR flights within RODOS TMA

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

2.22.6 Procedures for VFR flights within RODOS DIAGORAS CTR

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

2.22.7 Standard instrument departure procedure (SID)

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

LGRP AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

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

LGRP AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - RODOS/ DIAGORAS Airport	24 FEB 22	AD 2-LGRP-ADC
Aircraft Parking/ Docking Chart – ICAO: - RODOS/ DIAGORAS Airport	24 FEB 22	AD 2-LGRP-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RODOS/ DIAGORAS	28 JUN 12	AD 2-LGRP-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - ILSy RWY 24	24 FEB 22	AD 2-LGRP-IAC-1
Instrument Approach Chart (IAC) – ICAO: - ILSz RWY 24	24 FEB 22	AD 2-LGRP-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 24	24 FEB 22	AD 2-LGRP-IAC-3
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 24	24 FEB 22	AD 2-LGRP-IAC-4
Instrument Approach Chart (IAC) – ICAO: - VORv RWY 06	24 FEB 22	AD 2-LGRP-IAC-5
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 06	24 FEB 22	AD 2-LGRP-IAC-6
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - RDS-PAR RWY 24	27 FEB 20	AD 2-LGRP-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RDS-PAR RWY 24	27 FEB 20	AD 2-LGRP-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - PAR RWY 24	23 APR 20	AD 2-LGRP-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - RDS VOR/DME RWY 24	27 FEB 20	AD 2-LGRP-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - RDS-PAR RWY 06	27 FEB 20	AD 2-LGRP-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: - PAR RWY 06	27 FEB 20	AD 2-LGRP-SID-6
Standard Departure Chart - Instrument (SID) – ICAO: - RDS VOR/DME RWY 06	23 APR 20	AD 2-LGRP-SID-7
Standard Arrival Chart - Instrument (STAR) – ICAO: - PAR (Hold) RWY 24	23 APR 20	AD 2-LGRP-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RDS RWY 24	26 MAR 20	AD 2-LGRP-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - PAR (no Hold) RWY 24	26 MAR 20	AD 2-LGRP-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - PAR RWY 06	26 MAR 20	AD 2-LGRP-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: - RDS RWY 06	26 MAR 20	AD 2-LGRP-STAR-5
Standard Arrival Chart - Instrument (STAR) – ICAO: - PAR (no Hold) RWY 06	26 MAR 20	AD 2-LGRP-STAR-6
Terminal Area Chart - ICAO - VFR routes: - RODOS TMA VFR	27 APR 17	AD 2-LGRP-VFR
ATC Surveillance Minmum Altitude Chart (ASMAC) – ICAO:	26 MAR 20	AD 2-LGRP-ASMAC

AERODROME CHART-ICAO

362419N
0280510E

ELEV 5.73m
18.80ft

RODOS / DIAGORAS Airport

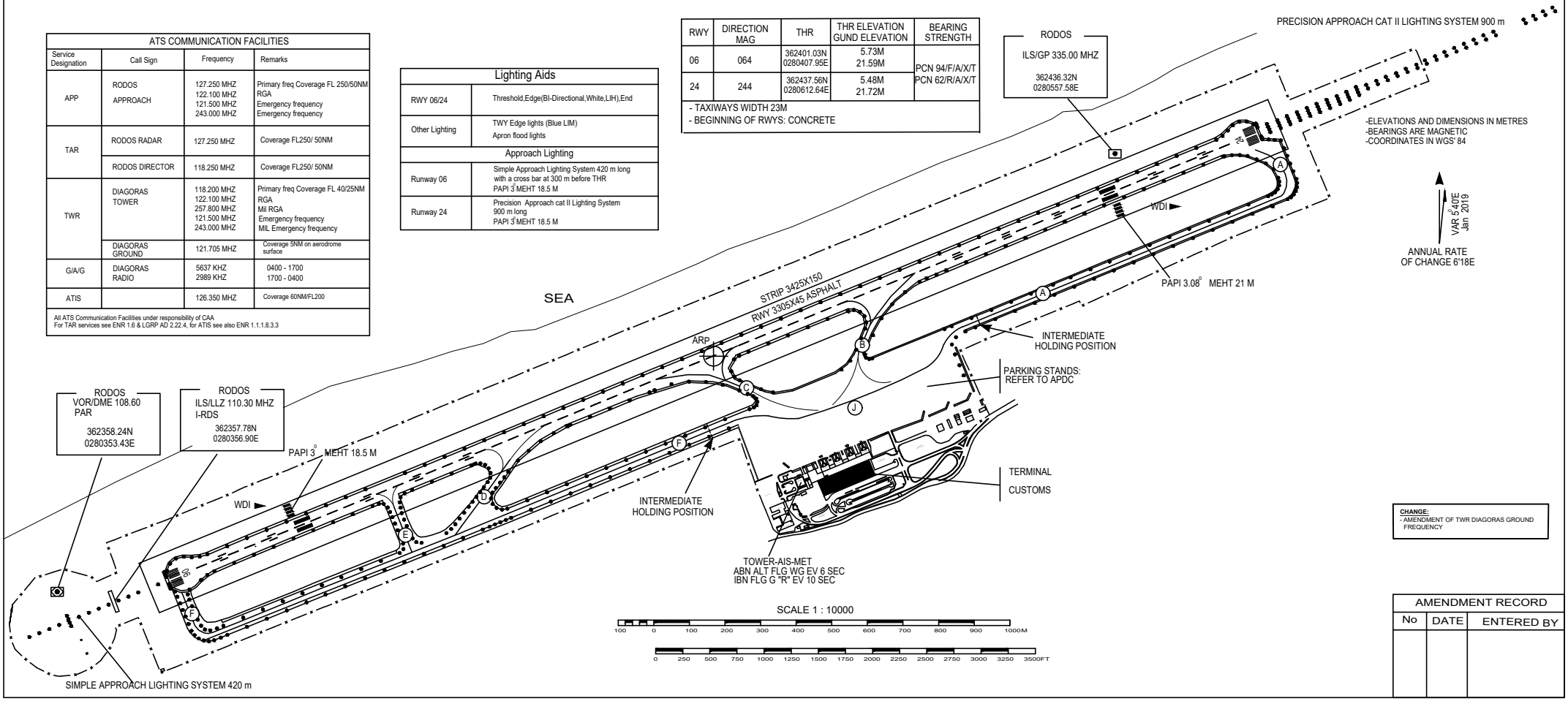
ATS COMMUNICATION FACILITIES			
Service Designation	Call Sign	Frequency	Remarks
APP	RODOS APPROACH	127.250 MHZ 122.100 MHZ 121.500 MHZ 243.000 MHZ	Primary freq Coverage FL 250/50NM RGA Emergency frequency Emergency frequency
TAR	RODOS RADAR	127.250 MHZ	Coverage FL250/ 50NM
	RODOS DIRECTOR	118.250 MHZ	Coverage FL250/ 50NM
TWR	DIAGORAS TOWER	118.200 MHZ 122.100 MHZ 257.800 MHZ 121.500 MHZ 243.000 MHZ	Primary freq Coverage FL 40/25NM RGA Mil RGA Emergency frequency MIL Emergency frequency
	DIAGORAS GROUND	121.705 MHZ	Coverage 5NM on aerodrome surface
G/A/G	DIAGORAS RADIO	5637 KHZ 2989 KHZ	0400 - 1700 1700 - 0400
ATIS		126.350 MHZ	Coverage 60NM/FL200

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

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

RWY	DIRECTION MAG	THR	THR ELEVATION GUND ELEVATION	BEARING STRENGTH
06	064	362401.03N 0280407.95E	5.73M 21.59M	PCN 94/F/A/X/T PCN 62/R/A/X/T
24	244	362437.56N 0280612.64E	5.48M 21.72M	

- TAXIWAYS WIDTH 23M
- BEGINNING OF RWYS: CONCRETE

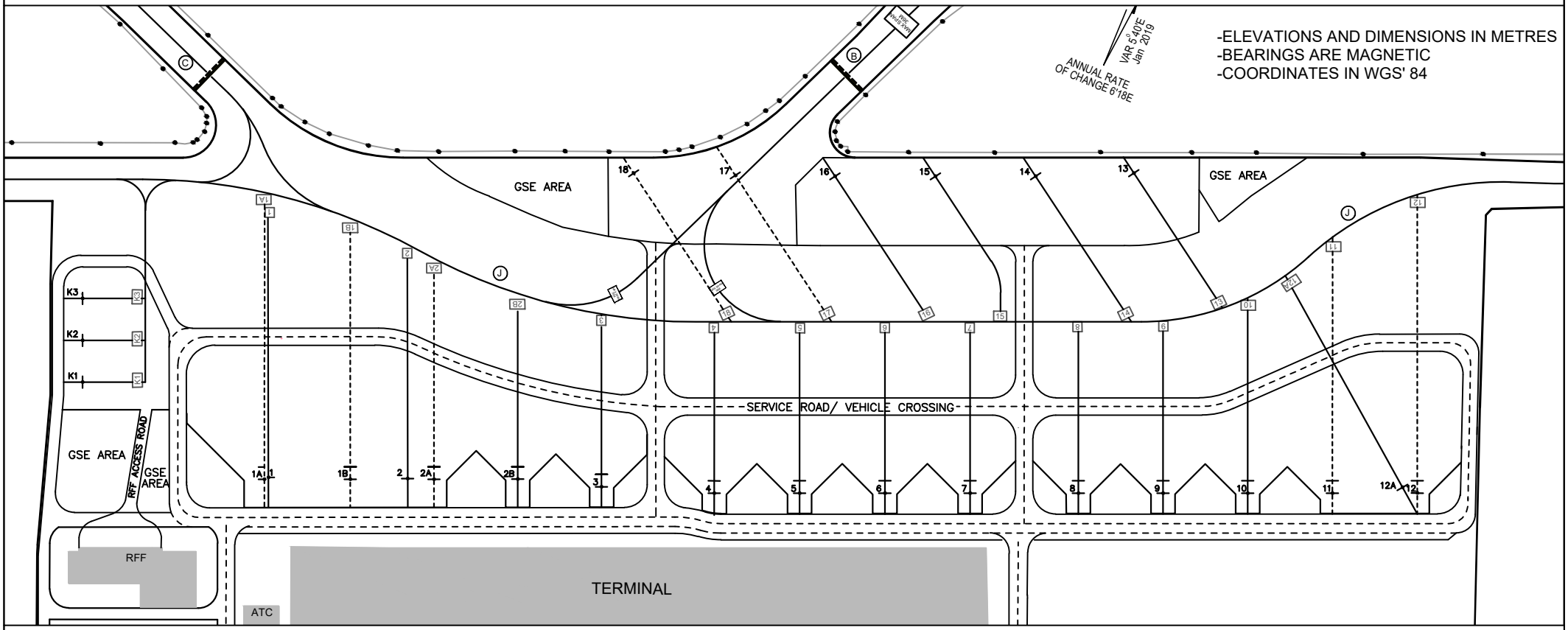


CHANGE:
- AMENDMENT OF TWR DIAGORAS GROUND FREQUENCY

AMENDMENT RECORD		
No	DATE	ENTERED BY

AIRCRAFT PARKING/ DOCKING CHART- ICAO

RODOS/ DIAGORAS Airport



INS COORDINATES FOR AIRCRAFT STANDS RHO

POINT	Latitude	Longtitude
1A	362409,81N	0280518,51E
1	362409,86N	0280518,57E
1B	362410,31N	0280520,20E
2	362410,65N	0280521,33E
2A	362410,80N	0280521,86E
2B	362411,28N	0280523,51E
3	362411,65N	0280525,23E
4	362412.20N	0280527.51E
5	362412.70N	0280529.20E
6	362413.19N	0280530.88E
7	362413.69N	0280532.57E
8	362414.32N	0280534.71E
9	362414.81N	0280536.38E
10	362415.30N	0280538.06E
11	362415.80N	0280539.74E
12A	362416.29N	0280541.08E
12	362416.29N	0280541.41E
13	362419.76N	0280533.51
14	362419.14N	0280531.59
15	362418.55N	0280529.60
16	362417.97N	0280527.62
17	362417.41N	0280527.64
18	362416.85N	0280523.61
K1	362410.30N	0280514.21
K2	362410.97N	0280513.91
K3	362411.64N	0280513.60

SCALE 1:3000
0 90 180
METERS

LEGEND	
TAXIWAY EDGE LIGHTS	●
RUNWAY HOLDING POSITION	≡≡≡≡≡≡≡
INTERMEDIATE HOLDING POSITION	– – – – –
TAXIWAY DESIGNATION	(J)
AIRCRAFT STAND	2
AIRCRAFT CATEGORY RESTRICTION MARKING	MAX SPAN 36M

-APRON: CONCRETE
-THE COORDINATES PROVIDED REPRESENT THE FRONT STOP BAR OF THE STAND

ATS COMMUNICATIONS FACILITIES

SERVICE DESIGNATION	CALL SIGN	FREQUENCY/ VHF CH	REMARKS
APP	RODOS APPROACH	127.250 118.250 278.250 MHZ 122.100 121.500 243.000MHZ	Primary freq cover. FL 250/ 50NM Cover. FL 250/ 50NM MIL RGA Emergency MIL Emergency
TWR	DIAGORAS TOWER	118.200 278.250 MHZ 122.100 257.800 MHZ 121.500 243.000 MHZ	Primary freq cover. FL 40/ 25NM MIL RGA MIL RGA Emergency MIL Emergency
	DIAGORAS GROUND	121.705	Cover. Aerodrome Surface/ 5NM ACFT Start up & Taxi Clearance
G/A/G	DIAGORAS RADIO	5637 kHZ 2989 kHZ	Primary freq Primary freq

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

CHANGES:
- AMENDMENT OF TWR DIAGORAS GROUND FREQUENCY

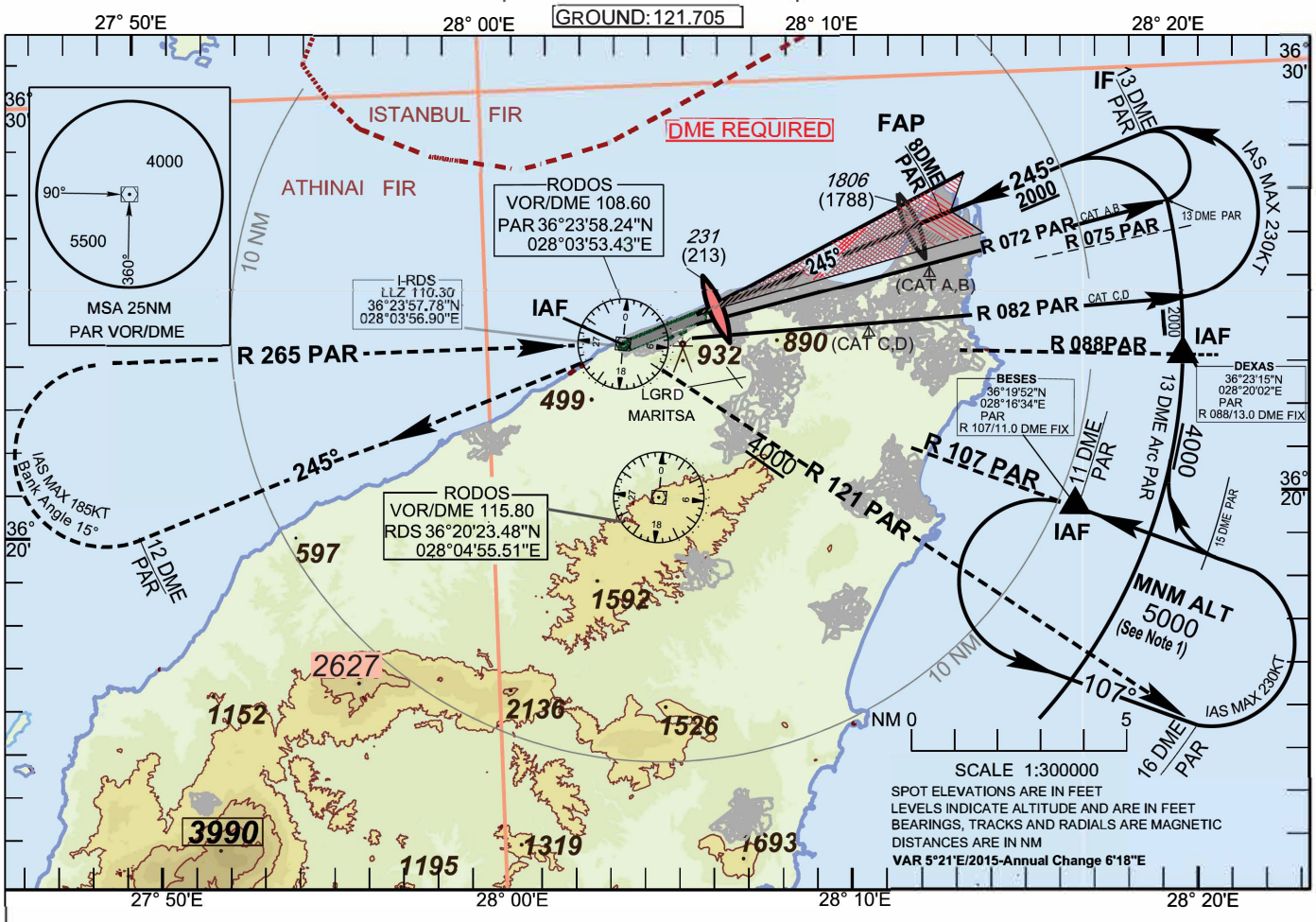
INSTRUMENT APPROACH CHART- ICAO

AERODROME ELEV 18.80ft
HEIGHTS RELATED TO
THR RWY 24 - ELEV 17.97ft

APP 127.250 118.250
TWR 118.200 ATIS 126.350

RODOS/ DIAGORAS ILS y RWY 24

GROUND:121.705



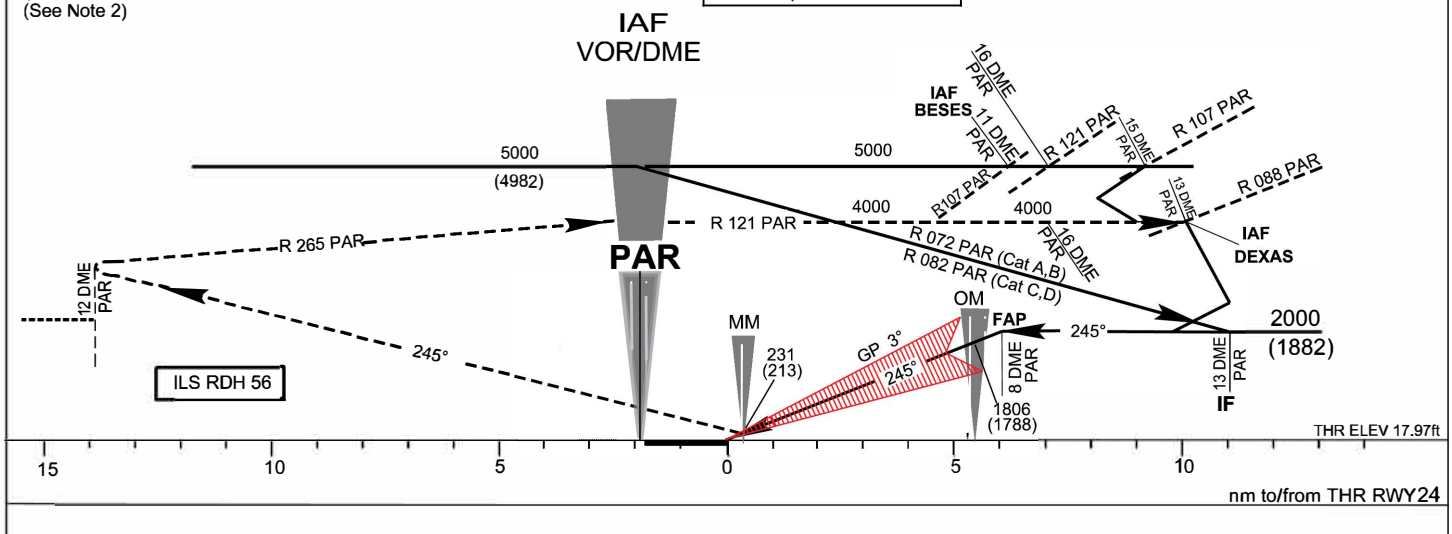
CONTOUR LEGEND
4000 FT
3500 FT
3000 FT
2500 FT
2000 FT
1500 FT
1000 FT
500 FT
MSL

MISSED APPROACH:
Climb straight ahead, to 12 DME PAR turn right, intercept and follow R 265 PAR. Proceed to PAR 4000ft, turn right intercept and follow R 121 PAR and enter the holding pattern 4000ft. (See Note 2)

Note 1
For Missed Approach MNM HOLDING ALTITUDE 4000ft.

Note 2
If traffic permits, a/c executing a missed approach procedure may be cleared, after passing PAR 4000ft, to execute the published base turn procedure.

Transition Altitude 6000



OCA / H		A	B	C	D
Straight -in Approach	Cat I	220 (202)	220 (202)	300 (282)	340 (322)
	GP INOP	1100 (1082)			
Circling NORTH of RWY		1100 (1081)			

Altitude / Height on Final Approach	7 DME	6 DME	5 DME	4 DME	3 DME
	1678 (1660)	1356 (1338)	1034 (1016)	712 (694)	390 (372)

(MAPt at MM,descent grad 5.3%)

GP INOP	KT	100	130	140	150	160	170	180	190
Rate of descent	ft/min	537	698	751	805	859	912	965	1020

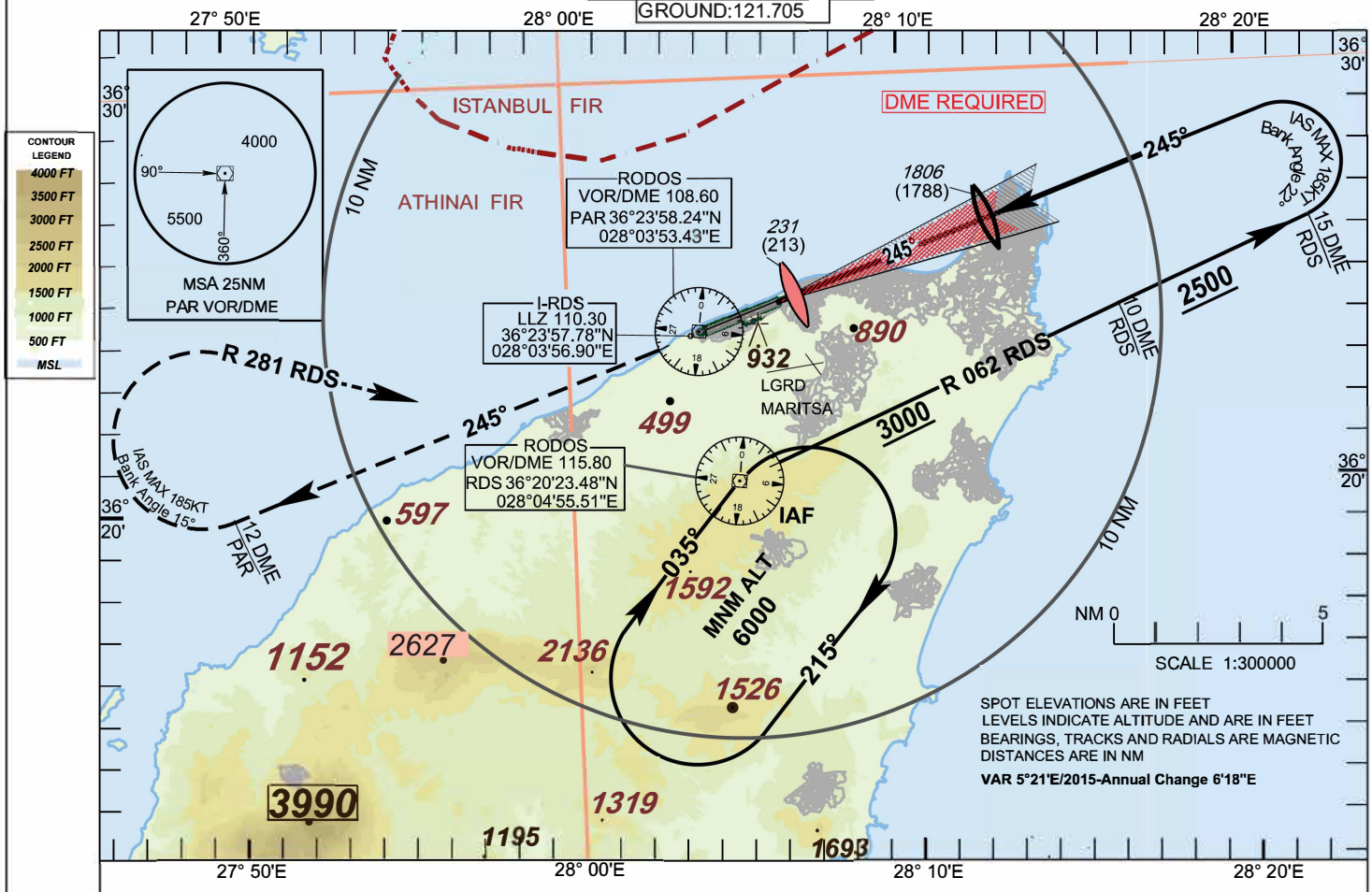
Change: GROUND freq.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18.80ft
HEIGHTS RELATED TO THR
RWY 24- ELEV 17.97ft

APP 127.250 118.250
TWR 118.200 ATIS 126.350
GROUND:121.705

RODOS/ DIAGORAS ILS z RWY 24

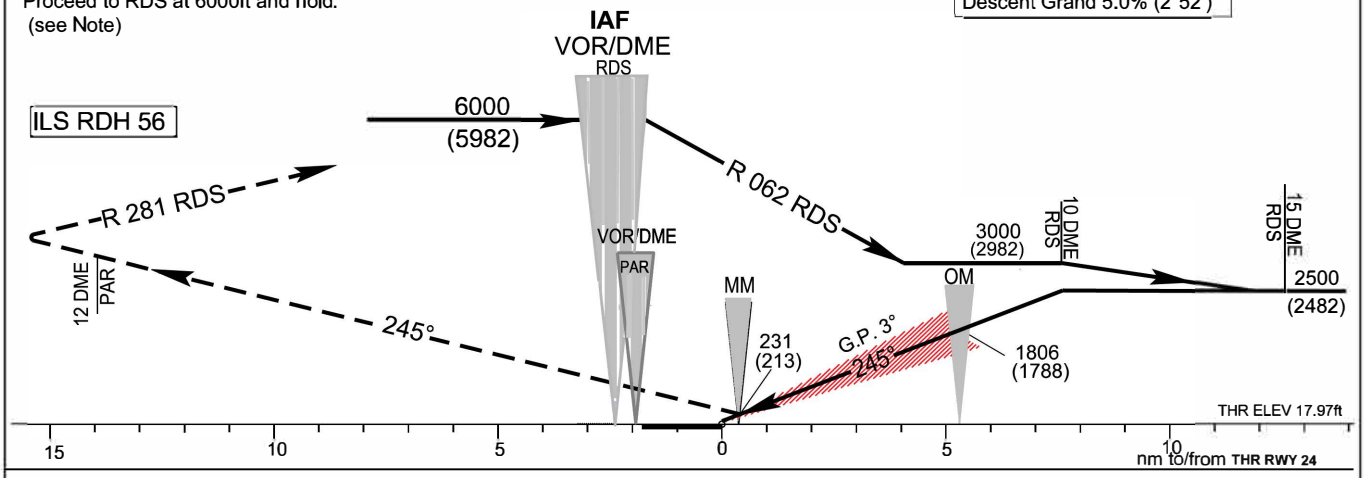


MISSED APPROACH:
Climb straight ahead, to 12 DME PAR,
turn right, intercept and follow R 281 RDS.
Proceed to RDS at 6000ft and hold.
(see Note)

Note
MISSED APPROACH WHEN PAR DME U/S
Climb straight ahead, at 3200ft
turn right (IAS MAX 185 KT) and proceed
to RDS at 6000ft and hold.

Transition Altitude 6000

GP INOP :
FAF at 10 DME PAR,
MAPt at MM,
Descent Grand 5.0% (2°52')



OCA / H		A	B	C	D
Straight -in Approach	Cat I	220 (202)	220 (202)	300 (282)	340 (322)
	GP INOP	1100 (1082)			
Circling NORTH of RWY		1100 (1081)			

GP INOP	MAPt at MM, Descent grad 5.0%								
	KT	100	130	140	150	160	170	180	190
FAF-MAPt 7.6 NM	min:sec	4:17	3:18	3:04	2:51	2:41	2:31	2:23	2:15
Rate of descent	ft/min	506	658	709	760	810	861	911	962

Change: GROUND freq.

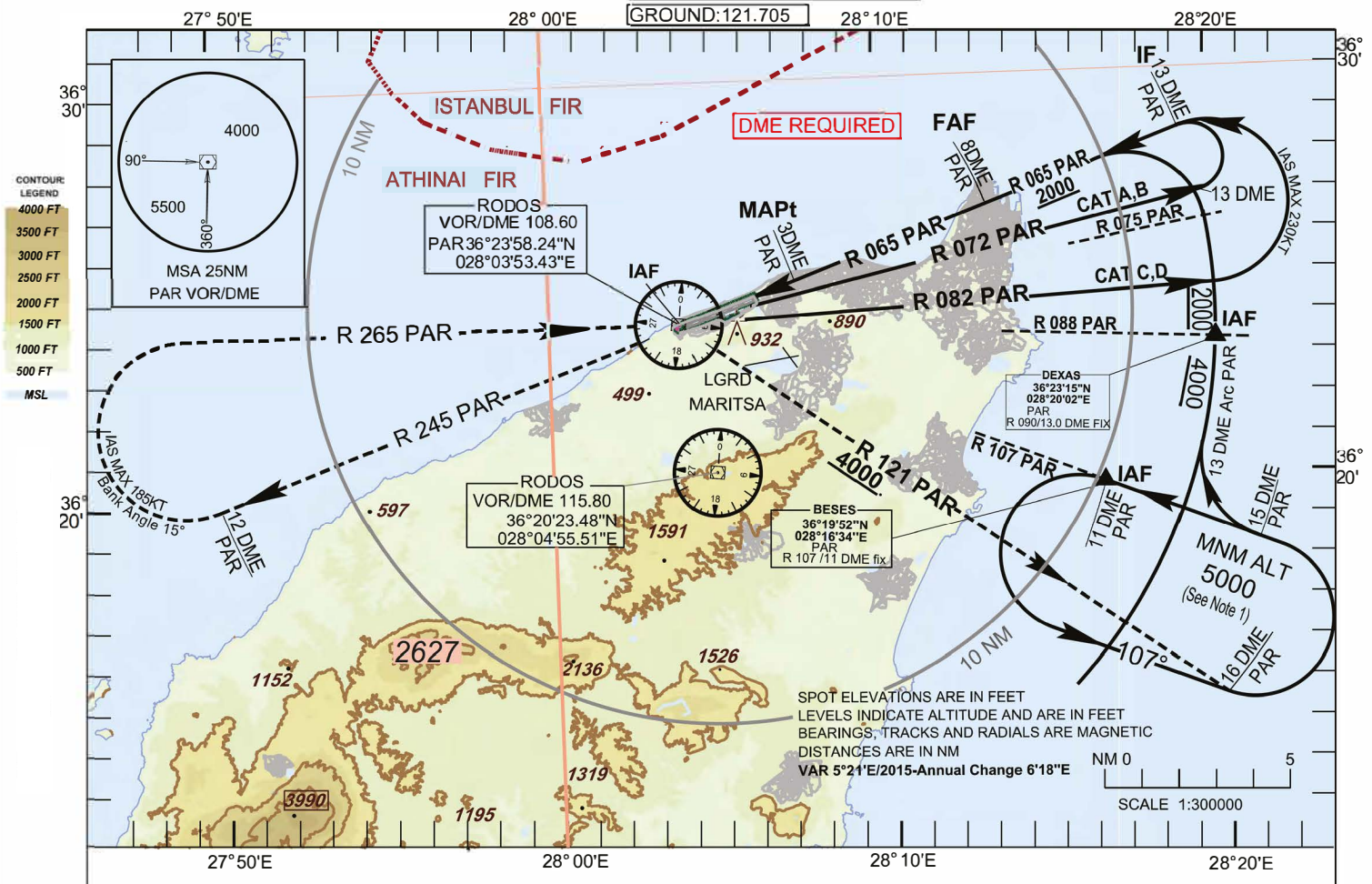
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18.80ft
HEIGHTS RELATED TO
THR RWY 24- ELEV 17.97ft

APP 127.250 118.250
TWR 118.200 ATIS 126.350
GROUND:121.705

RODOS/ DIAGORAS

VORy
RWY 24

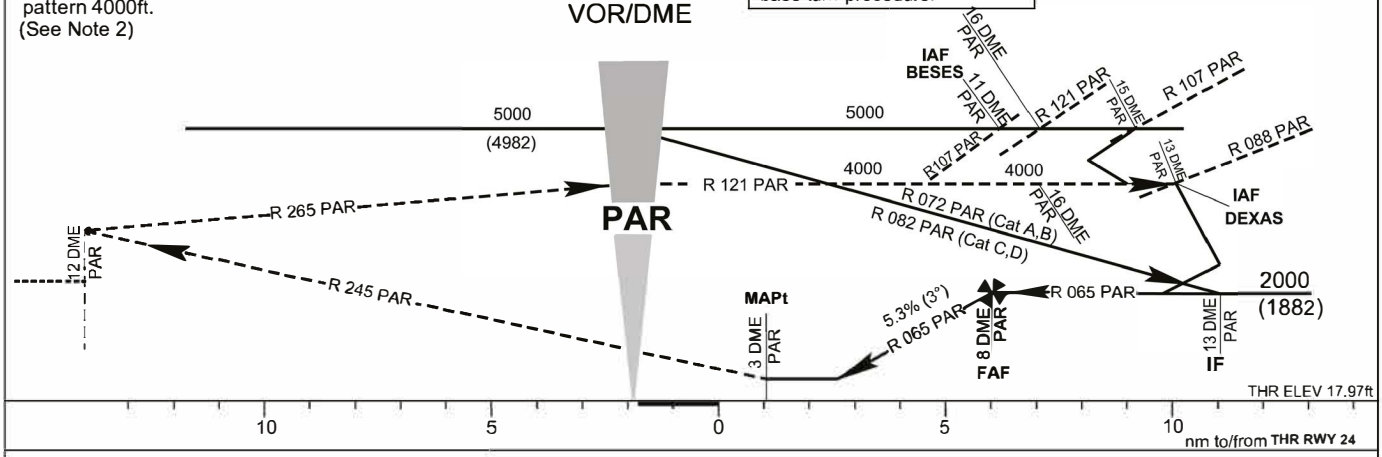


MISSED APPROACH:
Climb straight ahead, intercept and follow R 245 PAR, to 12 DME PAR turn right, intercept and follow R 265 PAR. Proceed to PAR 4000ft, turn right intercept and follow R 121 PAR and enter the holding pattern 4000ft.
(See Note 2)

Note 1
For Missed Approach MNM HOLDING ALTITUDE 4000ft.

Note 2
If traffic permits, a/c executing a missed approach procedure may be cleared, after passing PAR 4000ft, to execute the published base turn procedure.

Transition Altitude 6000



OCA / H	A	B	C	D
Straight-in Approach	1100 (1082)			
Circling NORTH of RWY	1100 (1081)			

Altitude / Height on Final Approach	7 DME	6 DME	5 DME	4 DME	3 DME
	1678 (1660)	1356 (1338)	1034 (1016)	712 (694)	390 (372)

	KT	100	130	140	150	160	170	180	190
Rate of descent	ft/min	537	698	751	805	859	912	965	1020

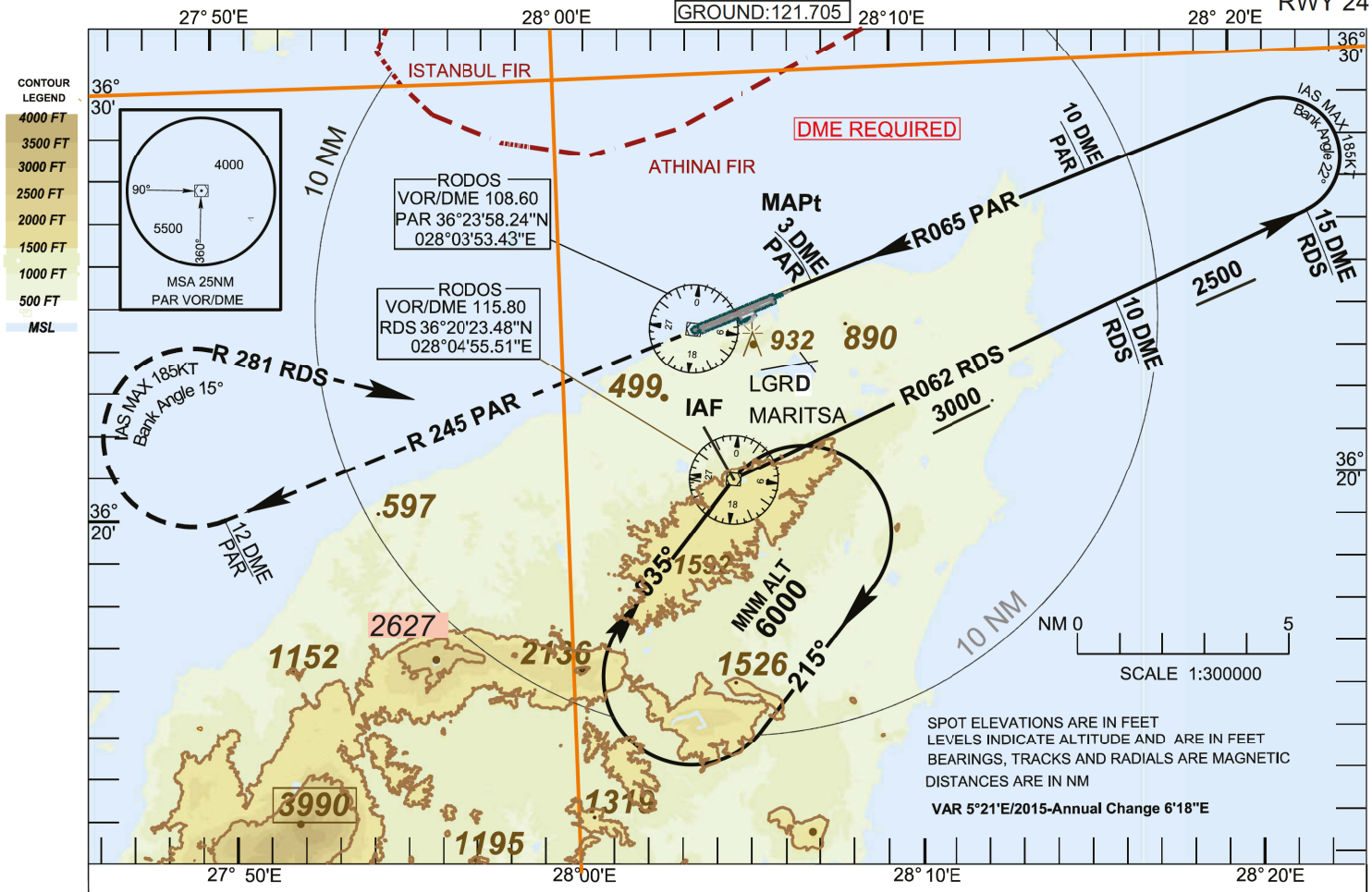
Change: GROUND freq.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18.80ft
HEIGHTS RELATED TO
THR RWY 24 - ELEV 17.97ft

APP 127.250 118.250
TWR 118.200 ATIS 126.350
GROUND:121.705

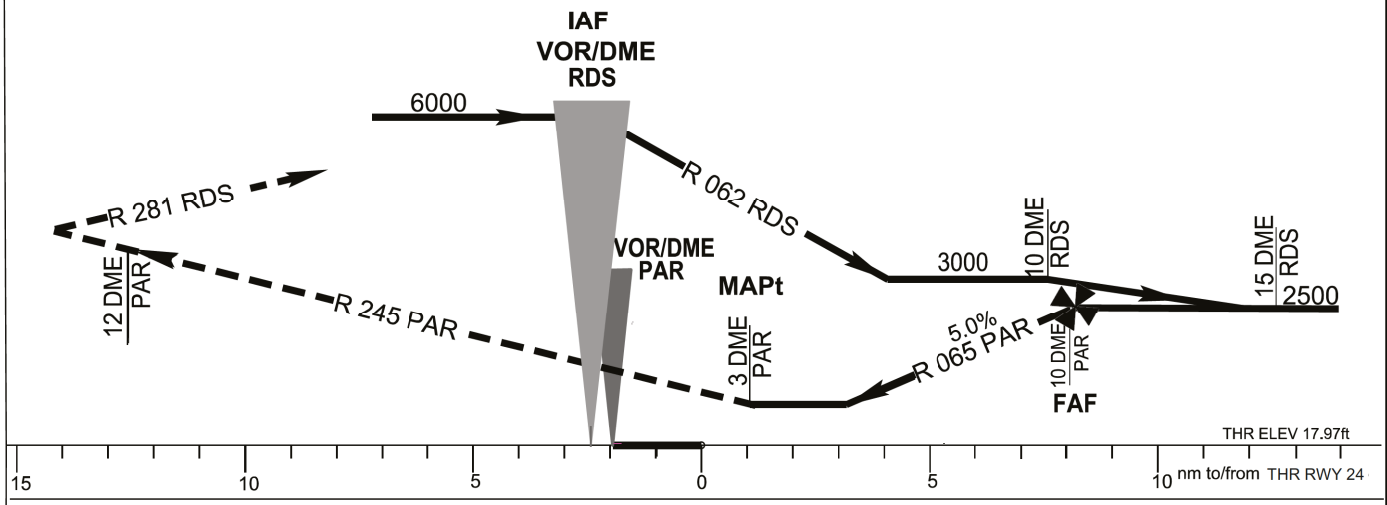
RODOS/ DIAGORAS
VORz
RWY 24



MISSED APPROACH

Climb to PAR intercept and follow R 245 PAR. At R 245 PAR/12 DME fix, turn right, intercept and follow R 281 RDS, proceed to RDS at 6000 and hold.

Transition Altitude 6000



OCA / H	A	B	C	D
Straight -in Approach	1100 (1082)			
Circling NORTH of RWY	1100 (1081)			

Altitude / Height on Final Approach

9 DME	8 DME	7 DME	6 DME
2195(2177)	1890(1872)	1585(1567)	1280(1262)

	KT	100	120	140	160	180
Rate of descent	ft/min	507	608	710	810	912

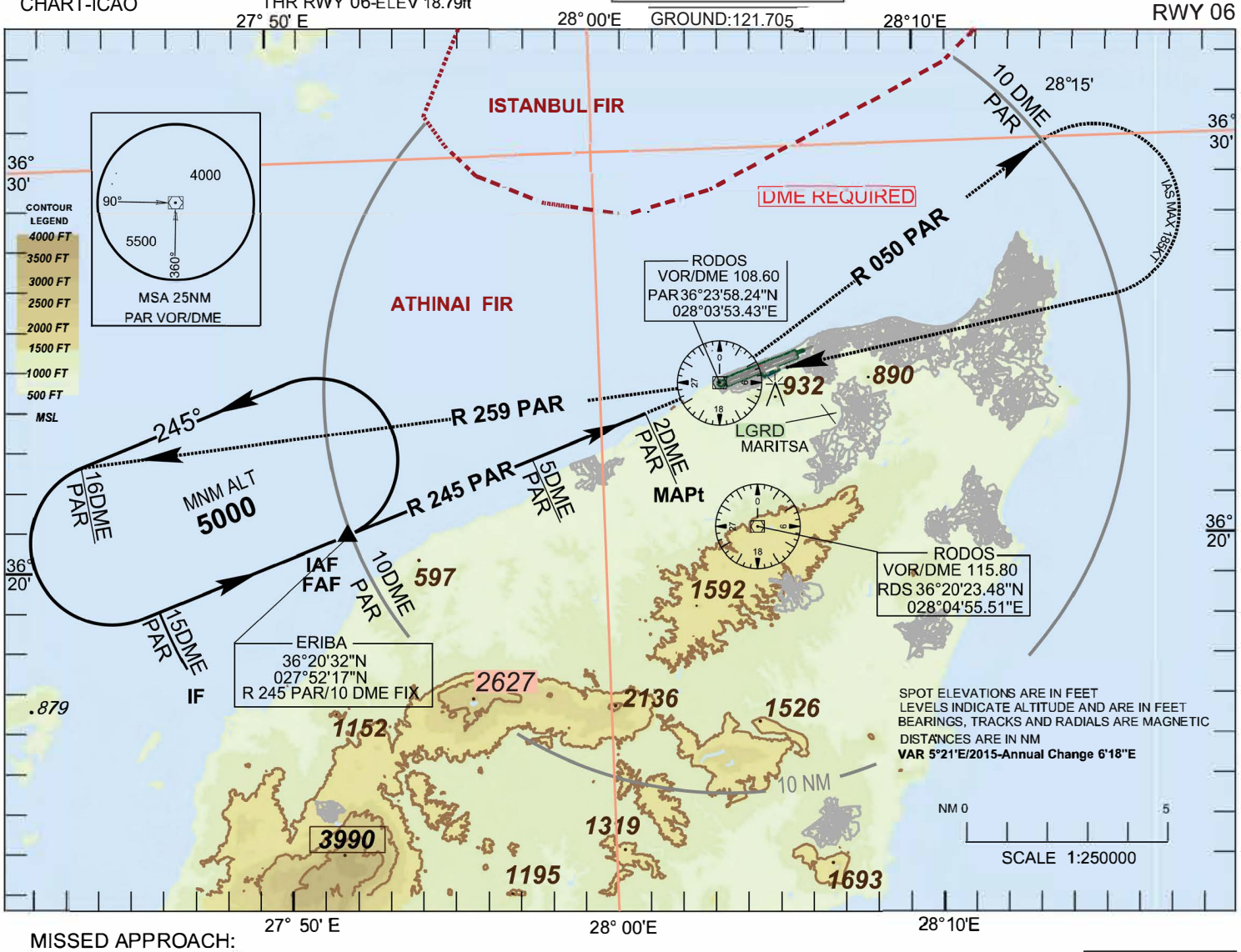
Change: GROUND freq.

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 18.80ft
HEIGHTS RELATED TO
THR RWY 06-ELEV 18.79ft

APP 127.250 118.250
TWR 118.200 ATIS 126.350
GROUND:121.705

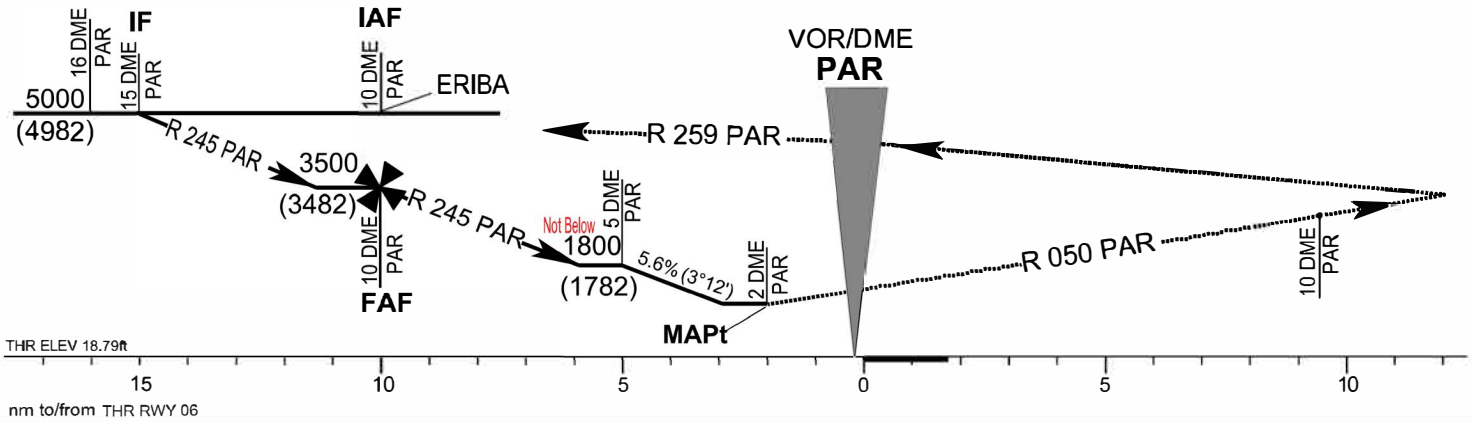
RODOS/ DIAGORAS VOR y RWY 06



MISSED APPROACH:

Climb straight ahead, intercept and follow R 050 PAR. At 10DME PAR, turn right to PAR, intercept and follow R 259 PAR. At R 259 PAR/16DME fix, turn left and enter the holding pattern at 5000ft.

Transition Altitude 6000



OCA / H	A	B	C	D
Straight -in Approach	1100 (1082)			
Circling NORTH of RWY	1100 (1081)			

Altitude / Height on Final Approach	9 DME	8 DME	7 DME	6 DME	5 DME	4 DME	3 DME
	3160 (3142)	2820 (2802)	2480 (2462)	2140 (2122)	1800 (1782)	1460 (1442)	1120 (1102)

	KT	100	130	140	160	180
Rate of descent	ft/min	567	737	794	907	1021

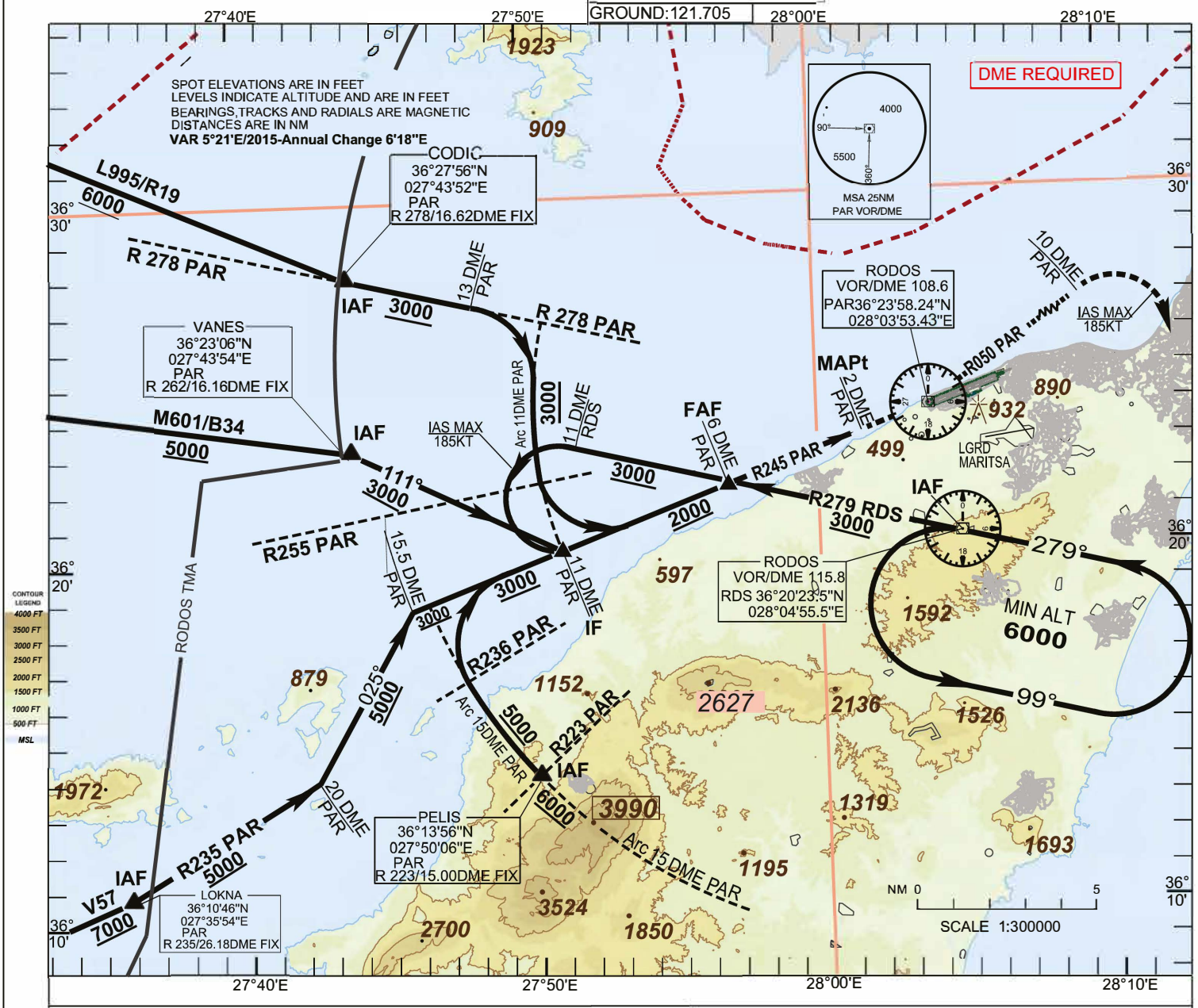
Change: GROUND freq.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 18.80ft
HEIGHTS RELATED TO
THR RWY 06- ELEV 18.79ft

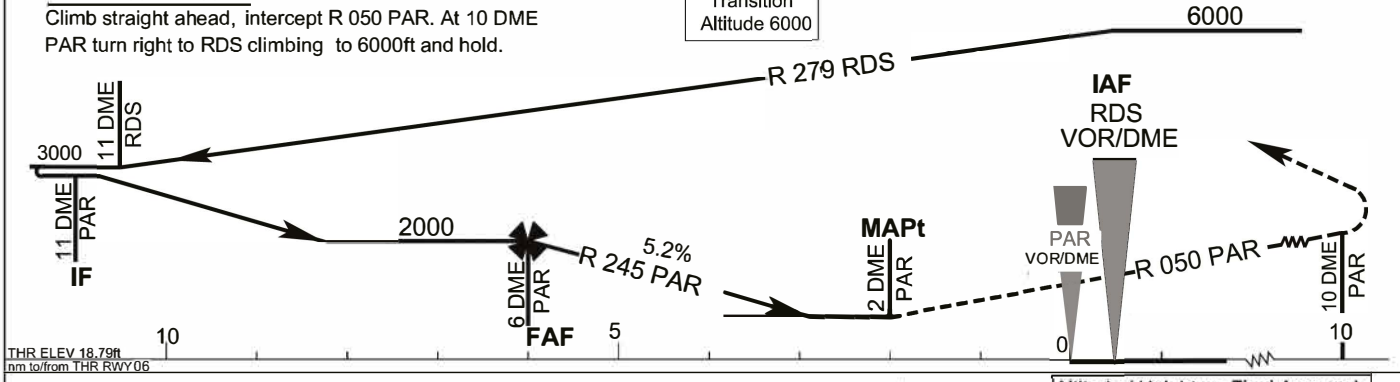
APP 127.250 118.250
TWR 118.200 ATIS 126.350
GROUND:121.705

RODOS/ DIAGORAS
VORz
RWY 06



MISSED APPROACH:
Climb straight ahead, intercept R 050 PAR. At 10 DME PAR turn right to RDS climbing to 6000ft and hold.

Transition Altitude 6000



OCA / H	A	B	C	D
Straight -in Approach	1100 (1082)			
Circling NORTH of RWY	1100 (1081)			

Coordinates of significant points:
IF:R 245 PAR/11DME fix (36°20'11.6"N 027°51'07.6"E)
FAF:R 245 PAR/6DME fix (36°21'55.6"N 027°56'55.0"E)
MAPt:R 245 PAR/2DME fix (36°23'18.6"N 028°01'34.9"E)
TP of Missed Approach:R 050 PAR/10DME fix(36°29'45.1"N 028°14'06.3"E)

Altitude / Height on Final Approach		
5 DME	4 DME	3 DME
1685(1667)	1370(1352)	1055(1037)

	KT	100	120	140	160	180
Rate of descent	ft/min	526	632	737	842	948

Change GROUND freq.

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

LGSO AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 All aircraft within SYROS DIMITRIOS VIKELAS CTR should contact ATHINAI APP or ATHINAI TMA FIS (see **ENR 2.1.5.2, ENR 1.2.11.1 c) note 2** and **LGAV AD 2.22** for instructions.

2.22.1.2 For AFIS see **AD 1.1.6.2**.

2.22.2 Runway in use

NIL

2.22.3 Procedures for IFR flights within ATHINAI TMA and SYROS DIMITRIOS VIKELAS CTR

2.22.3.1 See **LGAV AD 2.22.3** and relevant LGSO IAC chart-ICAO (LGSO AD 2.24).

2.22.4 Radar procedures within ATHINAI TMA

2.22.4.1 See **LGAV AD 2.22.4** and relevant LGAV ASMAC chart-ICAO (LGAV AD 2.24).

2.22.5 Procedures for VFR flights within ATHINAI TMA

2.22.5.1 See **LGAV AD 2.22.5** and relevant LGAV VFR chart-ICAO (LGAV AD 2.24).

2.22.6 Procedures for VFR flights within SYROS DIMITRIOS VIKELAS CTR

2.22.6.1 VFR flights shall follow the relevant VFR routes and altitudes within ATHINAI TMA (see relevant chart in LGAV AD 2.24) and establish RTF contact with ATHINAI TMA FIS unit for further instructions (see **ENR 2.1.5.2**, **ENR 1.2.12.1 c) note 2**, and **LGAV AD 2.22.5**).

2.22.7 Standard instrument departure procedure (SID)

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

LGSO AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 Caution advised to pilots using the airport due to bird concentration (seagulls) on THR RWY 18 and in AD vicinity. See also **ENR 5.6**