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Phone: +30 2109972480 AFS: LGGGYNYP Email: hellas.ais@hcaa.gr d20d@hcaa.gr Address: P.O. BOX 70360 16610 GLYFADA	MINISTRY OF INFRASTRUCTURE AND TRANSPORT CIVIL AVIATION AUTHORITY DIRECTORATE GENERAL OF AIR NAVIGATION SERVICE PROVIDER AERONAUTICAL INFORMATION SERVICE DIVISION	AIP AMDT 04/22 Effective Date: 19 MAY 2022 Publication Date: 07 APR 2022

1. Amendment content

GEN

NIL

ENR

ENR 1.9	New information in A.S.M (Air Space Management)
ENR 2.1	Updated information in MAKEDONIA TMA Frequency
ENR 3.3	- New SIG WPT INKAB - New Segments in AWY N132/UN132 - New Segments in AWY L/UL41
ENR 4.4	New SIG WPT INKAB established
ENR 5.1	Updated information in ATS Routes within LGC101 area

AD

AD 2 LGKR	Updated information in: 2.6 RESCUE AND FIRE FIGHTING SERVICES Remarks 2.20 LOCAL TRAFFIC REGULATIONS regarding pushback and engine start-up procedure and taxiing - limitations Revision of: - AD 2-LGKR-ADC - AD 2-LGKR-APDC
AD 2 LGKV	Updated information in 2.20 LOCAL TRAFFIC REGULATIONS regarding GA/BA and Non-Commercial flights
AD 2 LGMT	Updated information in 2.20 LOCAL TRAFFIC REGULATIONS regarding GA/BA and Non-Commercial flights
AD 2 LGPZ	Updated information in 2.20 LOCAL TRAFFIC REGULATIONS regarding GA/BA and Non-Commercial flights
AD 2 LGRP	Revision of AD2-LGRP-VFR
AD 2 LGSK	Updated information in 2.20 LOCAL TRAFFIC REGULATIONS regarding GA/BA and Non-Commercial flights
AD 2 LGSM	Updated information in 2.20 LOCAL TRAFFIC REGULATIONS regarding GA/BA and Non-Commercial flights
AD 2 LGSY	Revision of AD2-LGSY-VFR
AD 2 LGTS	Updated information in: 2.18 ATS Communication Facilities regarding APP, TAR, TWR (including Delivery and Ground services) and ATIS frequencies 2.20 LOCAL TRAFFIC REGULATIONS regarding GA/BA and Non-Commercial flights Revision of: - AD 2-LGTS-ADC - AD 2-LGTS-APDC

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	NIL

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	19 MAY 22	GEN 0.2-2	21 APR 22
GEN 0.4-1	19 MAY 22	GEN 0.4-1	21 APR 22
GEN 0.4-2	19 MAY 22	GEN 0.4-2	21 APR 22
GEN 0.4-3	19 MAY 22	GEN 0.4-3	21 APR 22
GEN 0.4-4	19 MAY 22	GEN 0.4-4	21 APR 22
GEN 0.4-5	19 MAY 22	GEN 0.4-5	21 APR 22
GEN 0.4-6	19 MAY 22	GEN 0.4-6	21 APR 22
GEN 0.4-7	19 MAY 22	GEN 0.4-7	21 APR 22
GEN 0.4-8	19 MAY 22	GEN 0.4-8	21 APR 22
GEN 0.4-9	19 MAY 22	GEN 0.4-9	21 APR 22
GEN 0.4-10	19 MAY 22	GEN 0.4-10	21 APR 22
GEN 0.4-11	19 MAY 22	GEN 0.4-11	21 APR 22
GEN 0.4-12	19 MAY 22	GEN 0.4-12	21 APR 22
GEN 0.4-13	19 MAY 22	GEN 0.4-13	21 APR 22
GEN 0.4-14	19 MAY 22	GEN 0.4-14	21 APR 22
GEN 0.4-15	19 MAY 22	GEN 0.4-15	21 APR 22
GEN 0.4-16	19 MAY 22	GEN 0.4-16	21 APR 22
GEN 0.4-17	19 MAY 22	GEN 0.4-17	21 APR 22
GEN 0.4-18	19 MAY 22	GEN 0.4-18	21 APR 22
GEN 0.4-19	19 MAY 22	GEN 0.4-19	21 APR 22
GEN 0.4-20	19 MAY 22	GEN 0.4-20	21 APR 22
GEN 0.4-21	19 MAY 22	GEN 0.4-21	21 APR 22
GEN 0.4-22	19 MAY 22	GEN 0.4-22	21 APR 22
GEN 0.4-23	19 MAY 22	GEN 0.4-23	21 APR 22
GEN 0.5-2	19 MAY 22	GEN 0.5-2	24 FEB 22
ENR			
ENR 1.9-8	19 MAY 22	ENR 1.9-8	08 NOV 18
ENR 1.9-25	19 MAY 22	ENR 1.9-25	08 NOV 18
ENR 1.9-27	19 MAY 22		

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
ENR 2.1-20	19 MAY 22	ENR 2.1-20	18 JUL 19
ENR 3.3-2	19 MAY 22	ENR 3.3-2	24 MAR 22
ENR 3.3-49	19 MAY 22	ENR 3.3-49	24 MAR 22
ENR 4.4-3	19 MAY 22	ENR 4.4-3	21 APR 22
ENR 4.4-4	19 MAY 22	ENR 4.4-4	21 APR 22
ENR 4.4-5	19 MAY 22	ENR 4.4-5	21 APR 22
ENR 4.4-6	19 MAY 22	ENR 4.4-6	21 APR 22
ENR 5.1-15	19 MAY 22	ENR 5.1-15	24 MAR 22
AD			
AD 2 LGKR-2	19 MAY 22	AD 2 LGKR-2	21 APR 22
AD 2 LGKR-5	19 MAY 22	AD 2 LGKR-5	15 JUL 21
AD 2 LGKR-9	19 MAY 22	AD 2 LGKR-9	15 JUL 21
AD 2 LGKR-10	19 MAY 22	AD 2 LGKR-10	20 MAY 21
AD 2 LGKR-11	19 MAY 22	AD 2 LGKR-11	05 NOV 20
AD 2 LGKR-14	19 MAY 22	AD 2 LGKR-14	24 MAR 22
AD 2-LGKR-ADC	19 MAY 22	AD 2-LGKR-ADC	24 FEB 22
AD 2-LGKR-APDC	19 MAY 22	AD 2-LGKR-APDC	24 FEB 22
AD 2 LGKV-3	19 MAY 22	AD 2 LGKV-3	20 MAY 21
AD 2 LGKV-4	19 MAY 22	AD 2 LGKV-4	30 DEC 21
AD 2 LGKV-7	19 MAY 22	AD 2 LGKV-7	21 APR 22
AD 2 LGMT-8	19 MAY 22	AD 2 LGMT-8	21 APR 22
AD 2 LGPZ-7	19 MAY 22	AD 2 LGPZ-7	30 DEC 21
AD 2 LGRP-1	19 MAY 22	AD 2 LGRP-1	21 APR 22
AD 2 LGRP-15	19 MAY 22	AD 2 LGRP-15	24 FEB 22
AD 2-LGRP-VFR	19 MAY 22	AD 2-LGRP-VFR	27 APR 17
AD 2 LGSK-9	19 MAY 22	AD 2 LGSK-9	21 APR 22
AD 2 LGSM-9	19 MAY 22	AD 2 LGSM-9	20 MAY 21
AD 2 LGSY-10	19 MAY 22	AD 2 LGSY-10	20 MAY 21
AD 2-LGSY-VFR	19 MAY 22	AD 2-LGSY-VFR	20 MAY 21
AD 2 LGTS-1	19 MAY 22	AD 2 LGTS-1	21 APR 22
AD 2 LGTS-7	19 MAY 22	AD 2 LGTS-7	20 JUN 19
AD 2 LGTS-8	19 MAY 22	AD 2 LGTS-8	05 NOV 20
AD 2 LGTS-9	19 MAY 22	AD 2 LGTS-9	21 APR 22
AD 2 LGTS-10	19 MAY 22	AD 2 LGTS-10	20 MAY 21
AD 2 LGTS-11	19 MAY 22	AD 2 LGTS-11	20 MAY 21
AD 2 LGTS-12	19 MAY 22	AD 2 LGTS-12	20 MAY 21
AD 2 LGTS-18	19 MAY 22	AD 2 LGTS-18	24 MAR 22
AD 2-LGTS-ADC	19 MAY 22	AD 2-LGTS-ADC	02 DEC 21
AD 2-LGTS-APDC	19 MAY 22	AD 2-LGTS-APDC	18 JUN 20

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
04/18	15 FEB 18	29 MAR 18	C. SFAKIANAKIS
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
09/19	1 AUG 19	12 SEP 19	L. TOURNAVITIS

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

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date
PART 1 – GENERAL (GEN)	
GEN 0	
GEN 0.1-1	28 JUN 12
GEN 0.1-2	28 JAN 21
GEN 0.1-3	28 JUN 12
GEN 0.2-1	02 MAR 17
GEN 0.2-2	19 MAY 22
GEN 0.3-1	09 SEP 21
GEN 0.4-1	19 MAY 22
GEN 0.4-2	19 MAY 22
GEN 0.4-3	19 MAY 22
GEN 0.4-4	19 MAY 22
GEN 0.4-5	19 MAY 22
GEN 0.4-6	19 MAY 22
GEN 0.4-7	19 MAY 22
GEN 0.4-8	19 MAY 22
GEN 0.4-9	19 MAY 22
GEN 0.4-10	19 MAY 22
GEN 0.4-11	19 MAY 22
GEN 0.4-12	19 MAY 22
GEN 0.4-13	19 MAY 22
GEN 0.4-14	19 MAY 22
GEN 0.4-15	19 MAY 22
GEN 0.4-16	19 MAY 22
GEN 0.4-17	19 MAY 22
GEN 0.4-18	19 MAY 22
GEN 0.4-19	19 MAY 22
GEN 0.4-20	19 MAY 22
GEN 0.4-21	19 MAY 22
GEN 0.4-22	19 MAY 22
GEN 0.4-23	19 MAY 22
GEN 0.5-1	24 FEB 22
GEN 0.5-2	19 MAY 22
GEN 0.6-1	20 MAY 21
GEN 0.6-2	20 MAY 21
GEN 0.6-3	20 MAY 21
GEN 0.6-4	20 MAY 21
GEN 0.6-5	20 MAY 21
GEN 1	
GEN 1.1-1	19 JUL 18
GEN 1.1-2	23 APR 20
GEN 1.1-3	19 JUL 18
GEN 1.2-1	09 SEP 21

Page	Date
GEN 1.2-2	09 SEP 21
GEN 1.2-3	25 MAR 21
GEN 1.2-4	25 MAR 21
GEN 1.2-5	25 MAR 21
GEN 1.2-6	25 MAR 21
GEN 1.3-1	25 MAR 21
GEN 1.3-2	25 MAR 21
GEN 1.4-1	28 JUN 12
GEN 1.4-2	28 JUN 12
GEN 1.5-1	20 MAY 21
GEN 1.6-1	23 APR 20
GEN 1.6-2	28 JUN 12
GEN 1.6-3	23 APR 20
GEN 1.7-1	31 DEC 20
GEN 1.7-2	31 DEC 20
GEN 1.7-3	31 DEC 20
GEN 1.7-4	31 DEC 20
GEN 1.7-5	31 DEC 20
GEN 1.7-6	12 AUG 21
GEN 1.7-7	28 JAN 21
GEN 1.7-8	31 DEC 20
GEN 1.7-9	15 JUL 21
GEN 1.7-10	15 JUL 21
GEN 1.7-11	15 JUL 21
GEN 1.7-12	15 JUL 21
GEN 1.7-13	15 JUL 21
GEN 2	
GEN 2.1-1	23 MAY 19
GEN 2.1-2	12 AUG 21
GEN 2.2-1	28 JAN 21
GEN 2.2-2	05 DEC 19
GEN 2.2-3	05 DEC 19
GEN 2.2-4	05 DEC 19
GEN 2.2-5	05 DEC 19
GEN 2.2-6	28 JAN 21
GEN 2.2-7	05 DEC 19
GEN 2.2-8	05 DEC 19
GEN 2.2-9	05 DEC 19
GEN 2.2-10	05 DEC 19
GEN 2.3-1	28 JUN 12
GEN 2.3-2	28 JUN 12
GEN 2.3-3	28 JUN 12
GEN 2.3-4	28 JUN 12

Page	Date
GEN 2.3-5	28 JUN 12
GEN 2.3-6	28 JUN 12
GEN 2.3-7	28 JUN 12
GEN 2.4-1	05 NOV 20
GEN 2.4-2	19 JUL 18
GEN 2.4-3	19 JUL 18
GEN 2.5-1	25 FEB 21
GEN 2.5-2	28 JUN 12
GEN 2.5-3	30 MAY 13
GEN 2.6-1	28 JUN 12
GEN 2.6-2	28 JUN 12
GEN 2.6-3	28 JUN 12
GEN 2.6-4	28 JUN 12
GEN 2.6-5	28 JUN 12
GEN 2.6-6	28 JUN 12
GEN 2.6-7	28 JUN 12
GEN 2.7-1	30 MAY 13
GEN 2.7-2	30 MAY 13
GEN 2.7-3	30 MAY 13
GEN 2.7-4	30 MAY 13
GEN 2.7-5	08 NOV 18
GEN 2.7-6	30 MAY 13
GEN 2.7-7	30 MAY 13
GEN 2.7-8	30 MAY 13
GEN 2.7-9	30 MAY 13
GEN 2.7-10	30 MAY 13
GEN 2.7-11	30 MAY 13
GEN 2.7-12	30 MAY 13
GEN 2.7-13	30 MAY 13
GEN 2.7-14	30 MAY 13
GEN 2.7-15	08 NOV 18
GEN 2.7-16	30 MAY 13
GEN 3	
GEN 3.1-1	30 DEC 21
GEN 3.1-2	30 DEC 21
GEN 3.1-3	30 DEC 21
GEN 3.1-4	30 DEC 21
GEN 3.1-5	24 FEB 22
GEN 3.1-6	24 FEB 22
GEN 3.2-1	24 MAR 22
GEN 3.2-2	24 MAR 22
GEN 3.3-1	21 MAY 20
GEN 3.3-2	05 NOV 20
GEN 3.3-3	21 MAY 20
GEN 3.4-1	01 FEB 18
GEN 3.4-2	01 FEB 18

Page	Date
GEN 3.4-3	09 SEP 21
GEN 3.4-4	12 AUG 21
GEN 3.4-5	12 AUG 21
GEN 3.4-6	21 MAY 20
GEN 3.4-7	21 MAY 20
GEN 3.4-8	21 MAY 20
GEN 3.4-9	21 MAY 20
GEN 3.5-1	30 DEC 21
GEN 3.5-2	30 DEC 21
GEN 3.5-3	30 DEC 21
GEN 3.5-4	30 DEC 21
GEN 3.5-5	30 DEC 21
GEN 3.5-6	30 DEC 21
GEN 3.5-7	30 DEC 21
GEN 3.6-1	28 JAN 21
GEN 3.6-2	28 JAN 21
GEN 3.6-3	28 JAN 21
GEN 3.6-4	28 JAN 21
GEN 3.6-5	28 JAN 21
GEN 3.6-6	28 JUN 12
GEN 4	
GEN 4.1-1	19 JUL 18
GEN 4.1-2	25 MAR 21
GEN 4.1-3	19 JUL 18
GEN 4.1-4	19 JUL 18
GEN 4.1-5	19 JUL 18
GEN 4.1-6	25 MAR 21
GEN 4.1-7	25 MAR 21
GEN 4.1-8	25 MAR 21
GEN 4.1-9	25 MAR 21
GEN 4.1-10	25 MAR 21
GEN 4.2-1	25 MAR 21
GEN 4.2-2	25 MAR 21
GEN 4.2-3	25 MAR 21
PART 2 – ENROUTE (ENR)	
ENR 0	
ENR 0.6-1	20 MAY 21
ENR 0.6-2	20 MAY 21
ENR 0.6-3	20 MAY 21
ENR 0.6-4	20 MAY 21
ENR 0.6-5	20 MAY 21
ENR 1	
ENR 1.1-1	02 DEC 21
ENR 1.1-2	28 JAN 21
ENR 1.1-3	18 JUN 20
ENR 1.1-4	18 JUN 20

Page	Date
ENR 1.1-5	18 JUN 20
ENR 1.1-6	18 JUN 20
ENR 1.1-7	25 MAR 21
ENR 1.1-8	18 JUN 20
ENR 1.1-9	18 JUN 20
ENR 1.1-10	25 FEB 21
ENR 1.1-11	25 FEB 21
ENR 1.1-12	25 FEB 21
ENR 1.1-13	25 FEB 21
ENR 1.1-14	25 MAR 21
ENR 1.1-15	18 JUN 20
ENR 1.1-16	18 JUN 20
ENR 1.1-17	05 NOV 20
ENR 1.1-18	09 SEP 21
ENR 1.1-19	12 AUG 21
ENR 1.1-20	28 JAN 21
ENR 1.1-21	18 JUN 20
ENR 1.1-22	18 JUN 20
ENR 1.2-1	18 JUN 20
ENR 1.2-2	25 MAR 21
ENR 1.2-3	25 MAR 21
ENR 1.2-4	25 MAR 21
ENR 1.2-5	21 MAY 20
ENR 1.2-6	25 MAR 21
ENR 1.2-7	30 DEC 21
ENR 1.2-8	25 MAR 21
ENR 1.2-9	21 MAY 20
ENR 1.2-10	18 JUN 20
ENR 1.2-11	18 JUN 20
ENR 1.2-12	12 AUG 21
ENR 1.3-1	02 DEC 21
ENR 1.3-2	02 DEC 21
ENR 1.3-3	02 DEC 21
ENR 1.3-4	20 MAY 21
ENR 1.3-5	12 AUG 21
ENR 1.3-6	02 DEC 21
ENR 1.3-7	02 DEC 21
ENR 1.3-8	02 DEC 21
ENR 1.3-9	02 DEC 21
ENR 1.3-10	30 DEC 21
ENR 1.3-11	30 DEC 21
ENR 1.4-1	20 JUN 19
ENR 1.4-2	20 JUN 19
ENR 1.4-3	20 MAY 21
ENR 1.4-4	02 DEC 21
ENR 1.5-1	28 JUN 12

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

Page	Date
ENR 1.10-3	15 NOV 12
ENR 1.10-4	15 NOV 12
ENR 1.10-5	15 NOV 12
ENR 1.10-6	15 NOV 12
ENR 1.10-7	25 MAR 21
ENR 1.10-8	25 MAR 21
ENR 1.10-9	15 NOV 12
ENR 1.10-10	15 NOV 12
ENR 1.10-11	15 NOV 12
ENR 1.10-12	25 MAR 21
ENR 1.10-13	25 MAR 21
ENR 1.10-14	25 MAR 21
ENR 1.10-15	28 JAN 21
ENR 1.10-16	28 JAN 21
ENR 1.11-1	02 JAN 20
ENR 1.11-2	12 NOV 15
ENR 1.12-1	19 JUL 18
ENR 1.12-2	19 JUL 18
ENR 1.12-3	12 AUG 21
ENR 1.12-4	19 JUL 18
ENR 1.13-1	28 JUN 12
ENR 1.14-1	28 JUN 12
ENR 1.14-2	28 JUN 12
ENR 1.14-3	28 JUN 12
ENR 1.14-4	28 JUN 12
ENR 1.14-5	28 JUN 12
ENR 1.14-6	28 JUN 12
ENR 2	
ENR 2.1-1	02 DEC 21
ENR 2.1-2	28 JAN 21
ENR 2.1-3	09 SEP 21
ENR 2.1-4	25 FEB 21
ENR 2.1-5	25 FEB 21
ENR 2.1-6	25 FEB 21
ENR 2.1-7	20 JUN 19
ENR 2.1-8	20 JUN 19
ENR 2.1-9	25 FEB 21
ENR 2.1-10	25 FEB 21
ENR 2.1-11	25 FEB 21
ENR 2.1-12	20 JUN 19
ENR 2.1-13	20 JUN 19
ENR 2.1-14	20 JUN 19
ENR 2.1-15	18 JUL 19
ENR 2.1-16	31 DEC 20
ENR 2.1-17	18 JUL 19
ENR 2.1-18	18 JUL 19

Page	Date
ENR 2.1-19	24 FEB 22
ENR 2.1-20	19 MAY 22
ENR 2.1-21	18 JUL 19
ENR 2.1-22	18 JUL 19
ENR 2.1-23	20 MAY 21
ENR 2.1-24	20 MAY 21
ENR 2.1-25	20 MAY 21
ENR 2.1-26	23 APR 20
ENR 2.1-27	09 SEP 21
ENR 2.1-28	25 FEB 21
ENR 2.1-29	25 FEB 21
ENR 2.2-1	28 JUN 12
ENR 3	
ENR 3.1-1	31 DEC 20
ENR 3.1-2	31 DEC 20
ENR 3.1-3	24 FEB 22
ENR 3.1-4	31 DEC 20
ENR 3.1-5	31 DEC 20
ENR 3.1-6	20 MAY 21
ENR 3.1-7	31 DEC 20
ENR 3.1-8	31 DEC 20
ENR 3.1-9	31 DEC 20
ENR 3.1-10	31 DEC 20
ENR 3.1-11	31 DEC 20
ENR 3.1-12	31 DEC 20
ENR 3.1-13	24 FEB 22
ENR 3.1-14	31 DEC 20
ENR 3.1-15	31 DEC 20
ENR 3.1-16	24 MAR 22
ENR 3.1-17	31 DEC 20
ENR 3.1-18	31 DEC 20
ENR 3.1-19	31 DEC 20
ENR 3.1-20	31 DEC 20
ENR 3.1-21	31 DEC 20
ENR 3.1-22	31 DEC 20
ENR 3.1-23	31 DEC 20
ENR 3.1-24	31 DEC 20
ENR 3.1-25	31 DEC 20
ENR 3.1-26	31 DEC 20
ENR 3.1-27	24 FEB 22
ENR 3.1-28	31 DEC 20
ENR 3.1-29	31 DEC 20
ENR 3.1-30	31 DEC 20
ENR 3.1-31	20 MAY 21
ENR 3.1-32	21 APR 22
ENR 3.1-33	31 DEC 20

Page	Date
ENR 3.1-34	31 DEC 20
ENR 3.1-35	31 DEC 20
ENR 3.1-36	31 DEC 20
ENR 3.1-37	31 DEC 20
ENR 3.1-38	31 DEC 20
ENR 3.1-39	31 DEC 20
ENR 3.2	
ENR 3.2-1	31 DEC 20
ENR 3.2-2	25 FEB 21
ENR 3.2-3	25 FEB 21
ENR 3.2-4	25 FEB 21
ENR 3.2-5	25 FEB 21
ENR 3.2-6	25 FEB 21
ENR 3.2-7	25 FEB 21
ENR 3.2-8	24 MAR 22
ENR 3.2-9	25 FEB 21
ENR 3.2-10	25 FEB 21
ENR 3.2-11	25 FEB 21
ENR 3.2-12	31 DEC 20
ENR 3.2-13	25 FEB 21
ENR 3.2-14	25 FEB 21
ENR 3.2-15	31 DEC 20
ENR 3.2-16	25 FEB 21
ENR 3.2-17	25 FEB 21
ENR 3.2-18	25 FEB 21
ENR 3.2-19	24 MAR 22
ENR 3.2-20	24 MAR 22
ENR 3.2-21	24 MAR 22
ENR 3.2-22	24 MAR 22
ENR 3.2-23	24 MAR 22
ENR 3.2-24	24 MAR 22
ENR 3.3	
ENR 3.3-1	31 DEC 20
ENR 3.3-2	19 MAY 22
ENR 3.3-3	24 MAR 22
ENR 3.3-4	24 MAR 22
ENR 3.3-5	24 MAR 22
ENR 3.3-6	24 MAR 22
ENR 3.3-7	24 MAR 22
ENR 3.3-8	24 MAR 22
ENR 3.3-9	24 MAR 22
ENR 3.3-10	24 MAR 22
ENR 3.3-11	24 MAR 22
ENR 3.3-12	24 MAR 22
ENR 3.3-13	24 MAR 22
ENR 3.3-14	24 MAR 22

Page	Date
ENR 3.3-15	24 MAR 22
ENR 3.3-16	24 MAR 22
ENR 3.3-17	24 MAR 22
ENR 3.3-18	24 MAR 22
ENR 3.3-19	24 MAR 22
ENR 3.3-20	24 MAR 22
ENR 3.3-21	24 MAR 22
ENR 3.3-22	24 MAR 22
ENR 3.3-23	24 MAR 22
ENR 3.3-24	24 MAR 22
ENR 3.3-25	24 MAR 22
ENR 3.3-26	24 MAR 22
ENR 3.3-27	24 MAR 22
ENR 3.3-28	24 MAR 22
ENR 3.3-29	24 MAR 22
ENR 3.3-30	24 MAR 22
ENR 3.3-31	24 MAR 22
ENR 3.3-32	24 MAR 22
ENR 3.3-33	24 MAR 22
ENR 3.3-34	24 MAR 22
ENR 3.3-35	24 MAR 22
ENR 3.3-36	24 MAR 22
ENR 3.3-37	24 MAR 22
ENR 3.3-38	24 MAR 22
ENR 3.3-39	24 MAR 22
ENR 3.3-40	24 MAR 22
ENR 3.3-41	24 MAR 22
ENR 3.3-42	24 MAR 22
ENR 3.3-43	24 MAR 22
ENR 3.3-44	24 MAR 22
ENR 3.3-45	24 MAR 22
ENR 3.3-46	24 MAR 22
ENR 3.3-47	24 MAR 22
ENR 3.3-48	24 MAR 22
ENR 3.3-49	19 MAY 22
ENR 3.3-50	24 MAR 22
ENR 3.3-51	24 MAR 22
ENR 3.3-52	21 APR 22
ENR 3.3-53	24 MAR 22
ENR 3.3-54	24 MAR 22
ENR 3.3-55	24 MAR 22
ENR 3.3-56	24 MAR 22
ENR 3.3-57	24 MAR 22
ENR 3.3-58	24 MAR 22
ENR 3.3-59	24 MAR 22
ENR 3.3-60	24 MAR 22

Page	Date
ENR 3.3-61	24 MAR 22
ENR 3.3-62	24 MAR 22
ENR 3.3-63	24 MAR 22
ENR 3.3-64	24 MAR 22
ENR 3.3-65	24 MAR 22
ENR 3.3-66	24 MAR 22
ENR 3.3-67	24 MAR 22
ENR 3.3-68	24 MAR 22
ENR 3.3-69	24 MAR 22
ENR 3.3-70	24 MAR 22
ENR 3.3-71	24 MAR 22
ENR 3.3-72	24 MAR 22
ENR 3.3-73	24 MAR 22
ENR 3.3-74	24 MAR 22
ENR 3.3-75	24 MAR 22
ENR 3.3-76	24 MAR 22
ENR 3.3-77	24 MAR 22
ENR 3.4-1	28 JUN 12
ENR 3.5-1	28 JUN 12
ENR 3.6-1	28 JUN 12
ENR 4	
ENR 4.1-1	05 NOV 20
ENR 4.1-2	05 NOV 20
ENR 4.2-1	28 JUN 12
ENR 4.3-1	28 JUN 12
ENR 4.4-1	21 APR 22
ENR 4.4-2	21 APR 22
ENR 4.4-3	19 MAY 22
ENR 4.4-4	19 MAY 22
ENR 4.4-5	19 MAY 22
ENR 4.4-6	19 MAY 22
ENR 4.4-7	21 APR 22
ENR 4.5-1	15 AUG 19
ENR 4.5-2	28 JUN 12
ENR 4.5-3	03 JAN 19
ENR 4.5-4	28 JUN 12
ENR 4.5-5	15 AUG 19
ENR 4.5-6	15 AUG 19
ENR 5	
ENR 5.1-1	31 DEC 20
ENR 5.1-2	25 FEB 21
ENR 5.1-3	31 DEC 20
ENR 5.1-4	31 DEC 20
ENR 5.1-5	31 DEC 20
ENR 5.1-6	31 DEC 20
ENR 5.1-7	31 DEC 20

Page	Date
ENR 5.1-8	31 DEC 20
ENR 5.1-9	31 DEC 20
ENR 5.1-10	31 DEC 20
ENR 5.1-11	31 DEC 20
ENR 5.1-12	31 DEC 20
ENR 5.1-13	24 MAR 22
ENR 5.1-14	31 DEC 20
ENR 5.1-15	19 MAY 22
ENR 5.1-16	31 DEC 20
ENR 5.1-17	31 DEC 20
ENR 5.2-1	05 DEC 19
ENR 5.3-1	12 AUG 21
ENR 5.3-2	08 JAN 15
ENR 5.3-3	12 AUG 21
ENR 5.4-1	20 MAY 21
ENR 5.4-2	20 MAY 21
ENR 5.4-3	20 MAY 21
ENR 5.4-4	20 MAY 21
ENR 5.4-5	12 AUG 21
ENR 5.4-6	20 MAY 21
ENR 5.4-7	20 MAY 21
ENR 5.4-8	12 AUG 21
ENR 5.4-9	20 MAY 21
ENR 5.4-10	20 MAY 21
ENR 5.4-11	20 MAY 21
ENR 5.4-12	31 DEC 20
ENR 5.4-13	12 AUG 21
ENR 5.4-14	12 AUG 21
ENR 5.4-15	12 AUG 21
ENR 5.4-16	20 MAY 21
ENR 5.4-17	20 MAY 21
ENR 5.4-18	20 MAY 21
ENR 5.4-19	20 MAY 21
ENR 5.4-20	12 AUG 21
ENR 5.4-21	20 MAY 21
ENR 5.4-22	20 MAY 21
ENR 5.5-1	28 JUN 12
ENR 5.6-1	28 JUN 12
ENR 5.6-2	28 JUN 12
ENR 5.6-3	28 JUN 12
ENR 5.6-4	28 JUN 12
ENR 5.6-5	15 AUG 19
ENR 5.6-6	28 JUN 12
ENR 5.6-7	28 JUN 12
ENR 5.6-8	28 JUN 12
ENR 5.6-9	28 JUN 12

Page	Date
ENR 6	
ENR 6.1-1	20 MAY 21
PART 3 – AERODROMES (AD)	
AD 0	
AD 0.6-1	21 APR 22
AD 0.6-2	21 APR 22
AD 0.6-3	21 APR 22
AD 0.6-4	21 APR 22
AD 0.6-5	21 APR 22
AD 0.6-6	21 APR 22
AD 0.6-7	21 APR 22
AD 0.6-8	21 APR 22
AD 0.6-9	21 APR 22
AD 1	
AD 1.1-1	20 MAY 21
AD 1.1-2	09 SEP 21
AD 1.1-3	20 MAY 21
AD 1.1-4	20 MAY 21
AD 1.1-5	09 SEP 21
AD 1.1-6	29 MAY 14
AD 1.1-7	05 MAR 15
AD 1.1-8	30 DEC 21
AD 1.1-9	30 DEC 21
AD 1.1-10	30 DEC 21
AD 1.1-11	30 DEC 21
AD 1.1-12	30 DEC 21
AD 1.1-13	30 DEC 21
AD 1.2-1	30 DEC 21
AD 1.2-2	30 DEC 21
AD 1.2-3	30 DEC 21
AD 1.2-4	30 DEC 21
AD 1.2-5	30 DEC 21
AD 1.2-6	30 DEC 21
AD 1.2-7	30 DEC 21
AD 1.3-1	24 FEB 22
AD 1.3-2	21 APR 22
AD 1.3-3	21 APR 22
AD 1.3-4	21 APR 22
AD 1.3-5	21 APR 22
AD 1.4-1	09 SEP 21
AD 1.4-2	20 MAY 21
AD 1.5-1	19 JUL 18
AD 1.6	
AD 1.6.0	
AD 1.6.0-1	05 NOV 20
AD 1.6.0-2	02 MAY 13

Page	Date
AD 1.6.1	
AD 1.6.1-1	24 FEB 22
AD 1.6.2	
AD 1.6.2-1	02 MAY 13
AD 1.6.2-2	05 NOV 20
AD 1.6.2-3	02 MAY 13
AD 1.6.3	
AD 1.6.3-1	25 FEB 21
AD 1.6.3-2	23 APR 20
AD 1.6.3-3	25 FEB 21
AD 1.6.3-4	25 FEB 21
AD 1.6.3-5	25 FEB 21
AD 1.6.4	
AD 1.6.4-1	28 JUN 12
AD 1.6.4-2	05 NOV 20
AD 1.6.4-3	28 JUN 12
AD 1.6.5	
AD 1.6.5-1	20 MAY 21
AD 1.6.5-2	30 DEC 21
AD 1.6.5-3	03 DEC 20
AD 1.6.5-4	15 JUL 21
AD 1.6.5-5	20 MAY 21
AD 1.6.5-6	20 MAY 21
AD 1.6.5-7	20 MAY 21
AD 1.6.6	
AD 1.6.6-1	28 JUN 12
AD 1.6.6-2	15 JUL 21
AD 1.6.6-3	28 JUN 12
AD 1.6.7	
AD 1.6.7-1	24 FEB 22
AD 1.6.8	
AD 1.6.8-1	28 JUN 12
AD 1.6.8-2	05 NOV 20
AD 1.6.8-3	28 JUN 12
AD 1.6.9	
AD 1.6.9-1	05 NOV 20
AD 1.6.10	
AD 1.6.10-1	28 JUN 12
AD 1.6.10-2	05 NOV 20
AD 1.6.10-3	28 JUN 12
AD 1.6.11	
AD 1.6.11-1	28 JUN 12
AD 1.6.11-2	30 DEC 21
AD 1.6.11-3	05 NOV 20
AD 1.6.12	
AD 1.6.12-1	28 JUN 12

Page	Date
AD 1.6.12-2	05 NOV 20
AD 1.6.12-3	28 JUN 12
AD 1.6.13	
AD 1.6.13-1	06 DEC 18
AD 1.6.13-2	06 DEC 18
AD 1.6.13-3	28 JUN 12
AD 1.6.14	
AD 1.6.14-1	24 FEB 22
AD 1.6.15	
AD 1.6.15-1	28 JUN 12
AD 1.6.15-2	30 DEC 21
AD 1.6.15-3	05 NOV 20
AD 1.6.15-4	05 NOV 20
AD 1.6.15-5	15 JUL 21
AD 1.6.15-LGLR-IAC-1	13 DEC 12
AD 1.6.15-LGLR-SID-1	13 DEC 12
AD 1.6.15-LGLR-SID-2	13 DEC 12
AD 1.6.15-LGLR-VFR	15 JUL 21
AD 1.6.16	
AD 1.6.16-1	28 JUN 12
AD 1.6.16-2	05 NOV 20
AD 1.6.16-3	28 JUN 12
AD 1.6.17	
AD 1.6.17-1	25 FEB 21
AD 1.6.17-2	25 FEB 21
AD 1.6.17-3	25 FEB 21
AD 1.6.18	
AD 1.6.18-1	04 JAN 18
AD 1.6.18-2	30 DEC 21
AD 1.6.18-3	05 NOV 20
AD 1.6.18-4	22 JUN 17
AD 1.6.19	
AD 1.6.19-1	28 JUN 12
AD 1.6.19-2	05 NOV 20
AD 1.6.19-3	28 JUN 12
AD 1.6.20	
AD 1.6.20-1	25 FEB 21
AD 1.6.20-2	25 FEB 21
AD 1.6.20-3	28 JUN 12
AD 1.6.21	
AD 1.6.21-1	28 JUN 12
AD 1.6.21-2	05 NOV 20
AD 1.6.21-3	16 AUG 18
AD 1.6.22	
AD 1.6.22-1	19 JUL 18
AD 1.6.22-2	05 NOV 20

Page	Date
AD 1.6.22-3	28 JUN 12
AD 1.6.23	
AD 1.6.23-1	05 NOV 20
AD 1.6.24	
AD 1.6.24-1	28 JUN 12
AD 1.6.24-2	05 NOV 20
AD 1.6.24-3	28 JUN 12
AD 1.6.25	
AD 1.6.25-1	20 SEP 12
AD 1.6.25-2	05 NOV 20
AD 1.6.25-3	28 JUN 12
AD 1.6.26	
AD 1.6.26-1	05 NOV 20
AD 1.6.27	
AD 1.6.27-1	28 JUN 12
AD 1.6.27-2	05 NOV 20
AD 1.6.27-3	28 JUN 12
AD 1.6.28	
AD 1.6.28-1	28 JUN 12
AD 1.6.28-2	28 JUN 12
AD 1.6.28-3	25 MAR 21
AD 1.6.28-4	28 JUN 12
AD 1.6.29	
AD 1.6.29-1	24 FEB 22
AD 1.6.29-2	28 JUN 12
AD 1.6.29-3	30 DEC 21
AD 1.6.29-4	05 NOV 20
AD 1.6.29-5	05 NOV 20
AD 1.6.29-6	09 SEP 21
AD 1.6.29-LGTG-IAC-1	15 JUL 21
AD 1.6.29-LGTG-IAC-2	25 JUL 13
AD 1.6.29-LGTG-STAR-1	09 SEP 21
AD 1.6.29-LGTG-VFR	15 JUL 21
AD 1.6.30	
AD 1.6.30-1	28 JUN 12
AD 1.6.30-2	05 NOV 20
AD 1.6.30-3	05 NOV 20
AD 1.6.31	
AD 1.6.31-1	28 JUN 12
AD 1.6.31-2	05 NOV 20
AD 1.6.31-3	28 JUN 12
AD 1.6.32	
AD 1.6.32-1	05 NOV 20
AD 1.6.32-2	05 NOV 20
AD 1.6.32-3	28 JUN 12
AD 1.6.33	

Page	Date
AD 1.6.33-1	28 JUN 12
AD 1.6.33-2	05 NOV 20
AD 1.6.33-3	28 JUN 12
AD 1.6.34	
AD 1.6.34-1	19 JUL 18
AD 1.6.34-2	05 NOV 20
AD 1.6.34-3	19 JUL 18
AD 1.6.35	
AD 1.6.35-1	05 NOV 20
AD 1.6.35-2	24 FEB 22
AD 1.6.35-3	19 JUL 18
AD 1.6.36	
AD 1.6.36-1	05 NOV 20
AD 1.6.36-2	19 JUL 18
AD 1.6.36-3	05 NOV 20
AD 1.6.37	
AD 1.6.37-1	19 JUL 18
AD 1.6.37-2	19 JUL 18
AD 1.6.37-3	24 FEB 22
AD 1.6.38	
AD 1.6.38-1	19 JUL 18
AD 1.6.38-2	05 NOV 20
AD 1.6.38-3	19 JUL 18
AD 1.6.39	
AD 1.6.39-1	05 NOV 20
AD 1.6.39-2	05 NOV 20
AD 1.6.39-3	19 JUL 18
AD 1.6.40	
AD 1.6.40-1	19 JUL 18
AD 1.6.40-2	19 JUL 18
AD 1.6.40-3	05 NOV 20
AD 1.6.41	
AD 1.6.41-1	24 FEB 22
AD 1.6.42	
AD 1.6.42-1	13 AUG 20
AD 1.6.42-2	13 AUG 20
AD 1.6.42-3	05 NOV 20
AD 1.6.42-4	13 AUG 20
AD 2	
AD 2.0	
AD 2.0-1	15 AUG 19
AD 2.0-2	28 JUN 12
AD 2 LGAD	
AD 2 LGAD-1	25 FEB 21
AD 2 LGAD-2	25 FEB 21
AD 2 LGAD-3	25 FEB 21

Page	Date
AD 2 LGAD-4	24 FEB 22
AD 2 LGAD-5	25 FEB 21
AD 2 LGAD-6	20 JUN 19
AD 2 LGAD-7	25 FEB 21
AD 2 LGAD-8	25 FEB 21
AD 2 LGAD-9	02 DEC 21
AD 2-LGAD-SID-1	02 DEC 21
AD 2-LGAD-VFR	25 APR 19
AD 2 LGAL	
AD 2 LGAL-1	29 MAR 18
AD 2 LGAL-2	29 MAR 18
AD 2 LGAL-3	02 DEC 21
AD 2 LGAL-4	30 DEC 21
AD 2 LGAL-5	30 MAY 13
AD 2 LGAL-6	20 JUN 19
AD 2 LGAL-7	28 JUN 12
AD 2 LGAL-8	28 JUN 12
AD 2 LGAL-9	02 DEC 21
AD 2-LGAL-ADC	16 MAR 06
AD 2-LGAL-AOC A-1	10 JUN 04
AD 2-LGAL-IAC-1	13 SEP 18
AD 2-LGAL-IAC-2	13 SEP 18
AD 2-LGAL-SID-1	13 SEP 18
AD 2-LGAL-SID-2	02 DEC 21
AD 2-LGAL-STAR-1	13 SEP 18
AD 2 LGAV	
AD 2 LGAV-1	28 MAR 19
AD 2 LGAV-2	28 MAR 19
AD 2 LGAV-3	15 JUL 21
AD 2 LGAV-4	30 DEC 21
AD 2 LGAV-5	24 FEB 22
AD 2 LGAV-6	15 AUG 19
AD 2 LGAV-7	20 JUN 19
AD 2 LGAV-8	24 FEB 22
AD 2 LGAV-9	10 SEP 20
AD 2 LGAV-10	24 FEB 22
AD 2 LGAV-11	24 FEB 22
AD 2 LGAV-12	24 FEB 22
AD 2 LGAV-13	24 FEB 22
AD 2 LGAV-14	24 FEB 22
AD 2 LGAV-15	24 FEB 22
AD 2 LGAV-16	24 FEB 22
AD 2 LGAV-17	24 FEB 22
AD 2 LGAV-18	24 FEB 22
AD 2 LGAV-19	24 FEB 22
AD 2 LGAV-20	24 FEB 22

Page	Date
AD 2 LGAV-21	24 FEB 22
AD 2 LGAV-22	24 MAR 22
AD 2 LGAV-23	24 FEB 22
AD 2 LGAV-24	24 FEB 22
AD 2 LGAV-25	24 FEB 22
AD 2 LGAV-26	24 FEB 22
AD 2 LGAV-27	24 FEB 22
AD 2 LGAV-28	24 FEB 22
AD 2 LGAV-29	24 FEB 22
AD 2 LGAV-30	24 FEB 22
AD 2 LGAV-31	24 FEB 22
AD 2 LGAV-32	24 FEB 22
AD 2 LGAV-33	21 APR 22
AD 2-LGAV-ADC	21 APR 22
AD 2-LGAV-APDC	15 JUL 21
AD 2-LGAV-AOC A-1	01 MAR 01
AD 2-LGAV-AOC A-2	04 SEP 03
AD 2-LGAV-AOC B-1	04 SEP 03
AD 2-LGAV-PATC-1	04 SEP 03
AD 2-LGAV-PATC-2	04 SEP 03
AD 2-LGAV-IAC-8	15 JUL 21
AD 2-LGAV-IAC-9	12 AUG 21
AD 2-LGAV-IAC-10	15 JUL 21
AD 2-LGAV-IAC-11	09 SEP 21
AD 2-LGAV-IAC-12	15 JUL 21
AD 2-LGAV-IAC-13	12 AUG 21
AD 2-LGAV-IAC-14	15 JUL 21
AD 2-LGAV-IAC-15	18 JUN 20
AD 2-LGAV-IAC-16	18 JUN 20
AD 2-LGAV-IAC-17	18 JUN 20
AD 2-LGAV-IAC-18	18 JUN 20
AD 2-LGAV-IAC-19	18 JUN 20
AD 2-LGAV-IAC-20	18 JUN 20
AD 2-LGAV-IAC-21	18 JUN 20
AD 2-LGAV-SID-1	24 FEB 22
AD 2-LGAV-SID-4	24 FEB 22
AD 2-LGAV-SID-6	13 AUG 20
AD 2-LGAV-SID-8	18 JUN 20
AD 2-LGAV-SID-9	24 FEB 22
AD 2-LGAV-SID-11	24 FEB 22
AD 2-LGAV-SID-13	18 JUN 20
AD 2-LGAV-SID-14	18 JUN 20
AD 2-LGAV-STAR-1	18 JUN 20
AD 2-LGAV-STAR-3	18 JUN 20
AD 2-LGAV-VFR	15 JUL 21
AD 2-LGAV-ASMAC	18 JUN 20

Page	Date
AD 2 LGBL	
AD 2 LGBL-1	02 DEC 21
AD 2 LGBL-2	28 JUN 12
AD 2 LGBL-3	24 FEB 22
AD 2 LGBL-4	24 FEB 22
AD 2 LGBL-5	28 JUN 12
AD 2 LGBL-6	20 JUN 19
AD 2 LGBL-7	28 JUN 12
AD 2 LGBL-8	28 JUN 12
AD 2 LGBL-9	02 MAY 13
AD 2 LGBL-10	13 AUG 20
AD 2-LGBL-ADC	16 MAR 06
AD 2-LGBL-AOC A-1	10 JUN 04
AD 2-LGBL-IAC-1	02 FEB 17
AD 2-LGBL-IAC-2	25 APR 19
AD 2-LGBL-SID-1	30 MAR 17
AD 2-LGBL-SID-2	02 FEB 17
AD 2-LGBL-STAR-1	13 AUG 20
AD 2-LGBL-VFR	08 NOV 18
AD 2 LGEL	
AD 2 LGEL-1	02 DEC 21
AD 2 LGEL-2	24 FEB 22
AD 2 LGEL-3	24 FEB 22
AD 2 LGEL-4	24 FEB 22
AD 2 LGEL-5	24 FEB 22
AD 2 LGEL-6	24 FEB 22
AD 2 LGEL-7	24 MAR 22
AD 2 LGEL-8	24 FEB 22
AD 2 LGEL-9	24 MAR 22
AD 2 LGEL-10	21 APR 22
AD 2-LGEL-IAC-3	01 MAR 18
AD 2 LGHI	
AD 2 LGHI-1	06 DEC 18
AD 2 LGHI-2	06 DEC 18
AD 2 LGHI-3	05 NOV 20
AD 2 LGHI-4	30 DEC 21
AD 2 LGHI-5	06 DEC 18
AD 2 LGHI-6	20 JUN 19
AD 2 LGHI-7	30 DEC 21
AD 2 LGHI-8	25 MAR 21
AD 2 LGHI-9	06 DEC 18
AD 2 LGHI-10	15 JUL 21
AD 2-LGHI-ADC	17 MAR 05
AD 2-LGHI-AOC A-1	25 NOV 04
AD 2-LGHI-IAC-1	23 APR 20
AD 2-LGHI-IAC-2	23 APR 20

Page	Date
AD 2-LGHI-SID-1	15 JUL 21
AD 2-LGHI-SID-2	15 JUL 21
AD 2-LGHI-STAR-1	15 JUL 21
AD 2 LGIK	
AD 2 LGIK-1	06 DEC 18
AD 2 LGIK-2	28 JUN 12
AD 2 LGIK-3	28 JUN 12
AD 2 LGIK-4	30 DEC 21
AD 2 LGIK-5	28 JUN 12
AD 2 LGIK-6	05 NOV 20
AD 2 LGIK-7	28 JUN 12
AD 2 LGIK-8	28 JUN 12
AD 2 LGIK-9	28 JUN 12
AD 2-LGIK-ADC	10 MAY 07
AD 2 LGIO	
AD 2 LGIO-1	10 SEP 20
AD 2 LGIO-2	13 SEP 18
AD 2 LGIO-3	10 SEP 20
AD 2 LGIO-4	10 SEP 20
AD 2 LGIO-5	30 DEC 21
AD 2 LGIO-6	10 SEP 20
AD 2 LGIO-7	10 SEP 20
AD 2 LGIO-8	10 SEP 20
AD 2 LGIO-9	10 SEP 20
AD 2 LGIO-10	09 SEP 21
AD 2-LGIO-ADC	22 JUN 17
AD 2-LGIO-AOC A-1	15 FEB 07
AD 2-LGIO-IAC-1	19 JUL 18
AD 2-LGIO-IAC-2	19 JUL 18
AD 2-LGIO-IAC-3	19 JUL 18
AD 2-LGIO-IAC-4	19 JUL 18
AD 2-LGIO-IAC-5	19 JUL 18
AD 2-LGIO-IAC-6	25 FEB 21
AD 2-LGIO-IAC-7	05 DEC 19
AD 2-LGIO-IAC-8	09 SEP 21
AD 2-LGIO-IAC-9	05 DEC 19
AD 2-LGIO-SID-1	15 JUL 21
AD 2-LGIO-SID-2	15 JUL 21
AD 2-LGIO-STAR-1	15 JUL 21
AD 2-LGIO-STAR-2	15 JUL 21
AD 2 LGIR	
AD 2 LGIR-1	02 JAN 20
AD 2 LGIR-2	09 SEP 21
AD 2 LGIR-3	09 SEP 21
AD 2 LGIR-4	30 DEC 21
AD 2 LGIR-5	09 SEP 21

Page	Date
AD 2 LGIR-6	09 SEP 21
AD 2 LGIR-7	10 SEP 20
AD 2 LGIR-8	19 JUL 18
AD 2 LGIR-9	09 SEP 21
AD 2 LGIR-10	09 SEP 21
AD 2 LGIR-11	19 JUL 18
AD 2 LGIR-12	19 JUL 18
AD 2 LGIR-13	19 JUL 18
AD 2 LGIR-14	19 JUL 18
AD 2 LGIR-15	19 JUL 18
AD 2 LGIR-16	19 JUL 18
AD 2 LGIR-17	09 SEP 21
AD 2-LGIR-ADC	09 SEP 21
AD 2-LGIR-AOC A-1	11 DEC 14
AD 2-LGIR-AOC A-2	11 DEC 14
AD 2-LGIR-IAC-1	23 MAY 19
AD 2-LGIR-IAC-2	23 MAY 19
AD 2-LGIR-IAC-3	21 JUL 16
AD 2-LGIR-IAC-4	07 NOV 19
AD 2-LGIR-IAC-5	07 NOV 19
AD 2-LGIR-VAC	19 JUL 18
AD 2-LGIR-SID-1	26 APR 18
AD 2-LGIR-SID-2	26 APR 18
AD 2-LGIR-SID-3	18 JUL 19
AD 2-LGIR-SID-4	18 JUL 19
AD 2-LGIR-SID-5	25 APR 19
AD 2-LGIR-SID-6	25 APR 19
AD 2-LGIR-SID-7	26 APR 18
AD 2-LGIR-SID-8	12 AUG 21
AD 2-LGIR-STAR-1	18 JUL 19
AD 2-LGIR-STAR-2	18 JUL 19
AD 2-LGIR-VFR	30 MAR 17
AD 2-LGIR-ASMACH	19 JUL 18
AD 2 LGKA	
AD 2 LGKA-1	06 DEC 18
AD 2 LGKA-2	06 DEC 18
AD 2 LGKA-3	06 DEC 18
AD 2 LGKA-4	30 DEC 21
AD 2 LGKA-5	09 SEP 21
AD 2 LGKA-6	28 JUN 12
AD 2 LGKA-7	20 JUN 19
AD 2 LGKA-8	15 AUG 19
AD 2 LGKA-9	05 NOV 20
AD 2 LGKA-10	24 FEB 22
AD 2-LGKA-ADC	09 SEP 21
AD 2-LGKA-AOC A-1	10 JUN 04

Page	Date
AD 2-LGKA-IAC-1	27 FEB 20
AD 2-LGKA-IAC-2	27 FEB 20
AD 2-LGKA-SID-1	24 FEB 22
AD 2-LGKA-SID-2	24 FEB 22
AD 2 LGKC	
AD 2 LGKC-1	06 DEC 18
AD 2 LGKC-2	28 JUN 12
AD 2 LGKC-3	05 NOV 20
AD 2 LGKC-4	30 DEC 21
AD 2 LGKC-5	28 JUN 12
AD 2 LGKC-6	25 MAR 21
AD 2 LGKC-7	28 JUN 12
AD 2 LGKC-8	16 OCT 14
AD 2 LGKC-9	30 APR 15
AD 2-LGKC-ADC	15 FEB 07
AD 2-LGKC-AOC A-1	14 APR 05
AD 2-LGKC-IAC-1	13 NOV 14
AD 2-LGKC-IAC-2	13 NOV 14
AD 2-LGKC-IAC-3	13 NOV 14
AD 2-LGKC-IAC-4	13 NOV 14
AD 2-LGKC-IAC-5	13 NOV 14
AD 2-LGKC-SID-1	13 NOV 14
AD 2-LGKC-SID-2	13 NOV 14
AD 2-LGKC-SID-3	13 NOV 14
AD 2-LGKC-SID-4	13 NOV 14
AD 2-LGKC-STAR-1	13 NOV 14
AD 2-LGKC-STAR-2	13 NOV 14
AD 2-LGKC-STAR-3	13 NOV 14
AD 2 LGKF	
AD 2 LGKF-1	21 APR 22
AD 2 LGKF-2	21 APR 22
AD 2 LGKF-3	12 AUG 21
AD 2 LGKF-4	30 DEC 21
AD 2 LGKF-5	12 AUG 21
AD 2 LGKF-6	12 AUG 21
AD 2 LGKF-7	21 APR 22
AD 2 LGKF-8	20 MAY 21
AD 2 LGKF-9	20 MAY 21
AD 2 LGKF-10	20 MAY 21
AD 2 LGKF-11	21 APR 22
AD 2-LGKF-ADC	12 AUG 21
AD 2-LGKF-APDC	12 AUG 21
AD 2-LGKF-AOC A-1	14 APR 05
AD 2-LGKF-IAC-1	12 DEC 13
AD 2-LGKF-IAC-2	12 DEC 13
AD 2-LGKF-IAC-3	24 FEB 22

Page	Date
AD 2-LGKF-SID-1	13 NOV 14
AD 2-LGKF-SID-2	13 NOV 14
AD 2-LGKF-SID-3	13 NOV 14
AD 2-LGKF-STAR-1	13 NOV 14
AD 2-LGKF-STAR-2	12 DEC 13
AD 2-LGKF-STAR-3	12 DEC 13
AD 2 LGKJ	
AD 2 LGKJ-1	16 AUG 18
AD 2 LGKJ-2	28 JUN 12
AD 2 LGKJ-3	05 NOV 20
AD 2 LGKJ-4	30 DEC 21
AD 2 LGKJ-5	29 MAR 18
AD 2 LGKJ-6	05 NOV 20
AD 2 LGKJ-7	28 JUN 12
AD 2 LGKJ-8	28 JUN 12
AD 2 LGKJ-9	28 JUN 12
AD 2-LGKJ-ADC	07 JUL 05
AD 2-LGKJ-AOC A-1	07 JUL 05
AD 2 LGKL	
AD 2 LGKL-1	02 DEC 21
AD 2 LGKL-2	28 JUN 12
AD 2 LGKL-3	08 NOV 18
AD 2 LGKL-4	30 DEC 21
AD 2 LGKL-5	28 JUN 12
AD 2 LGKL-6	20 JUN 19
AD 2 LGKL-7	30 MAY 13
AD 2 LGKL-8	28 JUN 12
AD 2 LGKL-9	02 DEC 21
AD 2 LGKL-10	13 AUG 20
AD 2-LGKL-ADC	16 MAR 06
AD 2-LGKL-AOC A-1	14 APR 05
AD 2-LGKL-IAC-1	08 NOV 18
AD 2-LGKL-IAC-2	08 NOV 18
AD 2-LGKL-IAC-3	08 NOV 18
AD 2-LGKL-IAC-4	18 JUN 20
AD 2-LGKL-SID-1	03 JAN 19
AD 2-LGKL-SID-2	08 NOV 18
AD 2-LGKL-STAR-1	30 MAY 13
AD 2-LGKL-STAR-2	18 JUN 20
AD 2-LGKL-VFR	13 AUG 20
AD 2 LGKO	
AD 2 LGKO-1	21 APR 22
AD 2 LGKO-2	21 APR 22
AD 2 LGKO-3	20 MAY 21
AD 2 LGKO-4	30 DEC 21
AD 2 LGKO-5	20 MAY 21

Page	Date
AD 2 LGKO-6	16 AUG 18
AD 2 LGKO-7	12 AUG 21
AD 2 LGKO-8	20 MAY 21
AD 2 LGKO-9	02 DEC 21
AD 2 LGKO-10	20 MAY 21
AD 2 LGKO-11	20 MAY 21
AD 2 LGKO-12	21 APR 22
AD 2-LGKO-ADC	12 AUG 21
AD 2-LGKO-APDC	12 AUG 21
AD 2-LGKO-AOC A-1	14 APR 05
AD 2-LGKO-IAC-1	02 JAN 20
AD 2-LGKO-IAC-2	02 JAN 20
AD 2-LGKO-IAC-3	02 JAN 20
AD 2-LGKO-IAC-4	07 NOV 19
AD 2-LGKO-IAC-5	07 NOV 19
AD 2-LGKO-SID-1	02 JAN 20
AD 2-LGKO-SID-2	02 JAN 20
AD 2-LGKO-SID-3	07 NOV 19
AD 2-LGKO-STAR-1	26 MAR 20
AD 2-LGKO-STAR-2	02 JAN 20
AD 2-LGKO-STAR-3	02 JAN 20
AD 2-LGKO-STAR-4	02 DEC 21
AD 2-LGKO-VFR	15 JUL 21
AD 2 LGKP	
AD 2 LGKP-1	05 DEC 19
AD 2 LGKP-2	28 JUN 12
AD 2 LGKP-3	05 NOV 20
AD 2 LGKP-4	30 DEC 21
AD 2 LGKP-5	02 APR 15
AD 2 LGKP-6	02 JAN 20
AD 2 LGKP-7	19 JUL 18
AD 2 LGKP-8	30 DEC 21
AD 2 LGKP-9	02 JAN 20
AD 2-LGKP-ADC	02 JAN 20
AD 2-LGKP-AOC A-1	02 JAN 20
AD 2-LGKP-IAC-1	01 JUL 10
AD 2-LGKP-IAC-2	01 JUL 10
AD 2-LGKP-SID-1	15 NOV 12
AD 2-LGKP-SID-2	15 NOV 12
AD 2 LGKR	
AD 2 LGKR-1	21 APR 22
AD 2 LGKR-2	19 MAY 22
AD 2 LGKR-3	30 DEC 21
AD 2 LGKR-4	24 FEB 22
AD 2 LGKR-5	19 MAY 22
AD 2 LGKR-6	20 MAY 21

Page	Date
AD 2 LGKR-7	24 FEB 22
AD 2 LGKR-8	21 APR 22
AD 2 LGKR-9	19 MAY 22
AD 2 LGKR-10	19 MAY 22
AD 2 LGKR-11	19 MAY 22
AD 2 LGKR-12	23 APR 20
AD 2 LGKR-13	24 MAR 22
AD 2 LGKR-14	19 MAY 22
AD 2-LGKR-ADC	19 MAY 22
AD 2-LGKR-APDC	19 MAY 22
AD 2-LGKR-AOC A-1	13 MAR 08
AD 2-LGKR-IAC-1	25 APR 19
AD 2-LGKR-IAC-2	25 APR 19
AD 2-LGKR-IAC-3	25 APR 19
AD 2-LGKR-IAC-4	25 APR 19
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AD 2-LGKR-IAC-10	25 APR 19
AD 2-LGKR-IAC-11	26 MAR 20
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AD 2-LGKR-SID-2	25 APR 19
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AD 2-LGKR-SID-4	25 APR 19
AD 2-LGKR-SID-5	25 APR 19
AD 2-LGKR-SID-6	25 APR 19
AD 2-LGKR-SID-7	25 APR 19
AD 2-LGKR-STAR-1	25 APR 19
AD 2-LGKR-STAR-2	25 APR 19
AD 2-LGKR-STAR-3	25 APR 19
AD 2-LGKR-STAR-4	25 APR 19
AD 2-LGKR-STAR-5	25 APR 19
AD 2-LGKR-STAR-6	25 APR 19
AD 2-LGKR-VFR	25 APR 19
AD 2-LGKR-ASMAC	24 FEB 22
AD 2 LGKS	
AD 2 LGKS-1	06 DEC 18
AD 2 LGKS-2	28 JUN 12
AD 2 LGKS-3	30 DEC 21
AD 2 LGKS-4	30 DEC 21
AD 2 LGKS-5	28 JUN 12
AD 2 LGKS-6	05 NOV 20
AD 2 LGKS-7	28 JUN 12
AD 2 LGKS-8	28 JUN 12

Page	Date
AD 2 LGKS-9	28 JUN 12
AD 2-LGKS-ADC	07 JUL 05
AD 2-LGKS-AOC A-1	07 JUL 05
AD 2 LGKV	
AD 2 LGKV-1	21 APR 22
AD 2 LGKV-2	21 APR 22
AD 2 LGKV-3	19 MAY 22
AD 2 LGKV-4	19 MAY 22
AD 2 LGKV-5	20 MAY 21
AD 2 LGKV-6	09 SEP 21
AD 2 LGKV-7	19 MAY 22
AD 2 LGKV-8	21 APR 22
AD 2 LGKV-9	20 MAY 21
AD 2 LGKV-10	20 MAY 21
AD 2 LGKV-11	21 APR 22
AD 2-LGKV-ADC	21 APR 22
AD 2-LGKV-APDC	09 SEP 21
AD 2-LGKV-AOC A-1	10 JUN 04
AD 2-LGKV-IAC-1	08 NOV 18
AD 2-LGKV-IAC-2	08 NOV 18
AD 2-LGKV-IAC-3	08 NOV 18
AD 2-LGKV-IAC-4	08 NOV 18
AD 2-LGKV-SID-1	08 NOV 18
AD 2-LGKV-SID-2	08 NOV 18
AD 2-LGKV-SID-3	28 FEB 19
AD 2-LGKV-SID-4	08 NOV 18
AD 2-LGKV-SID-5	08 NOV 18
AD 2-LGKV-SID-6	08 NOV 18
AD 2-LGKV-STAR-1	08 NOV 18
AD 2-LGKV-STAR-2	08 NOV 18
AD 2-LGKV-STAR-3	08 NOV 18
AD 2-LGKV-STAR-4	08 NOV 18
AD 2-LGKV-STAR-5	08 NOV 18
AD 2-LGKV-VFR	26 MAR 20
AD 2 LGKY	
AD 2 LGKY-1	15 JUL 21
AD 2 LGKY-2	10 DEC 15
AD 2 LGKY-3	30 DEC 21
AD 2 LGKY-4	30 DEC 21
AD 2 LGKY-5	28 JUN 12
AD 2 LGKY-6	05 NOV 20
AD 2 LGKY-7	28 JUN 12
AD 2 LGKY-8	28 JUN 12
AD 2-LGKY-ADC	18 JAN 07
AD 2-LGKY-AOC A-1	13 MAR 08
AD 2 LGKZ	

Page	Date
AD 2 LGKZ-1	06 DEC 18
AD 2 LGKZ-2	06 DEC 18
AD 2 LGKZ-3	30 DEC 21
AD 2 LGKZ-4	30 DEC 21
AD 2 LGKZ-5	28 JUN 12
AD 2 LGKZ-6	20 JUN 19
AD 2 LGKZ-7	27 FEB 20
AD 2 LGKZ-8	24 FEB 22
AD 2 LGKZ-9	24 FEB 22
AD 2-LGKZ-ADC	17 MAR 05
AD 2-LGKZ-AOC A-1	10 JUN 04
AD 2-LGKZ-IAC-1	24 FEB 22
AD 2-LGKZ-IAC-2	10 SEP 20
AD 2-LGKZ-IAC-3	10 SEP 20
AD 2-LGKZ-SID-1	21 MAY 20
AD 2-LGKZ-SID-2	21 MAY 20
AD 2-LGKZ-STAR-1	21 MAY 20
AD 2 LGLE	
AD 2 LGLE-1	06 DEC 18
AD 2 LGLE-2	28 JUN 12
AD 2 LGLE-3	30 DEC 21
AD 2 LGLE-4	30 DEC 21
AD 2 LGLE-5	28 JUN 12
AD 2 LGLE-6	05 NOV 20
AD 2 LGLE-7	28 JUN 12
AD 2 LGLE-8	28 JUN 12
AD 2 LGLE-9	28 JUN 12
AD 2-LGLE-ADC	07 JUL 05
AD 2-LGLE-AOC A-1	07 JUL 05
AD 2 LGLM	
AD 2 LGLM-1	04 JAN 18
AD 2 LGLM-2	18 OCT 12
AD 2 LGLM-3	10 DEC 15
AD 2 LGLM-4	24 FEB 22
AD 2 LGLM-5	01 FEB 18
AD 2 LGLM-6	30 DEC 21
AD 2 LGLM-7	24 FEB 22
AD 2 LGLM-8	24 FEB 22
AD 2 LGLM-9	13 SEP 18
AD 2-LGLM-ADC	28 APR 16
AD 2-LGLM-AOC A-1	10 DEC 15
AD 2-LGLM-IAC-1	12 NOV 15
AD 2-LGLM-IAC-2	12 NOV 15
AD 2-LGLM-SID-1	12 NOV 15
AD 2-LGLM-SID-2	12 NOV 15
AD 2-LGLM-STAR-1	12 NOV 15

Page	Date
AD 2 LGMK	
AD 2 LGMK-1	21 APR 22
AD 2 LGMK-2	21 APR 22
AD 2 LGMK-3	15 JUL 21
AD 2 LGMK-4	30 DEC 21
AD 2 LGMK-5	15 JUL 21
AD 2 LGMK-6	20 JUN 19
AD 2 LGMK-7	12 AUG 21
AD 2 LGMK-8	15 JUL 21
AD 2 LGMK-9	20 MAY 21
AD 2 LGMK-10	15 JUL 21
AD 2 LGMK-11	02 DEC 21
AD 2 LGMK-12	21 APR 22
AD 2-LGMK-ADC	21 APR 22
AD 2-LGMK-APDC	12 AUG 21
AD 2-LGMK-AOC A-1	04 AUG 05
AD 2-LGMK-IAC-1	23 JUL 15
AD 2-LGMK-IAC-1	23 JUL 15
AD 2-LGMK-IAC-2	20 JUN 19
AD 2-LGMK-IAC-3	23 JUL 15
AD 2-LGMK-IAC-4	20 JUN 19
AD 2-LGMK-SID-1	23 JUL 15
AD 2-LGMK-SID-2	23 JUL 15
AD 2-LGMK-SID-3	26 MAY 16
AD 2-LGMK-SID-4	20 JUN 19
AD 2-LGMK-SID-5	20 JUN 19
AD 2-LGMK-STAR-1	26 MAY 16
AD 2-LGMK-STAR-2	20 JUN 19
AD 2-LGMK-STAR-3	20 JUN 19
AD 2-LGMK-STAR-4	12 AUG 21
AD 2-LGMK-VFR	20 JUN 19
AD 2 LGML	
AD 2 LGML-1	13 SEP 18
AD 2 LGML-2	13 SEP 18
AD 2 LGML-3	30 DEC 21
AD 2 LGML-4	30 DEC 21
AD 2 LGML-5	28 JUN 12
AD 2 LGML-6	20 JUN 19
AD 2 LGML-7	28 JUN 12
AD 2 LGML-8	05 NOV 20
AD 2 LGML-9	12 NOV 15
AD 2-LGML-ADC	20 SEP 05
AD 2-LGML-AOC A-1	04 AUG 05
AD 2-LGML-IAC-1	12 NOV 15
AD 2-LGML-IAC-2	12 NOV 15
AD 2-LGML-SID-1	12 NOV 15

Page	Date
AD 2-LGML-SID-2	12 NOV 15
AD 2 LGMT	
AD 2 LGMT-1	21 APR 22
AD 2 LGMT-2	21 APR 22
AD 2 LGMT-3	09 SEP 21
AD 2 LGMT-4	30 DEC 21
AD 2 LGMT-5	02 DEC 21
AD 2 LGMT-6	09 SEP 21
AD 2 LGMT-7	02 JAN 20
AD 2 LGMT-8	19 MAY 22
AD 2 LGMT-9	21 APR 22
AD 2 LGMT-10	15 JUL 21
AD 2 LGMT-11	02 DEC 21
AD 2 LGMT-12	21 APR 22
AD 2-LGMT-ADC	21 APR 22
AD 2-LGMT-APDC-1	28 JAN 21
AD 2-LGMT-APDC-2	21 APR 22
AD 2-LGMT-AOC A	12 NOV 15
AD 2-LGMT-IAC-2	23 APR 20
AD 2-LGMT-IAC-3	23 APR 20
AD 2-LGMT-IAC-4	23 APR 20
AD 2-LGMT-IAC-5	23 APR 20
AD 2-LGMT-IAC-6	21 MAY 20
AD 2-LGMT-SID-2	23 APR 20
AD 2-LGMT-SID-3	23 APR 20
AD 2-LGMT-STAR-2	23 APR 20
AD 2-LGMT-VFR	23 APR 20
AD 2 LGNX	
AD 2 LGNX-1	21 APR 22
AD 2 LGNX-2	01 MAY 14
AD 2 LGNX-3	21 APR 22
AD 2 LGNX-4	05 NOV 20
AD 2 LGNX-5	30 DEC 21
AD 2 LGNX-6	01 MAY 14
AD 2 LGNX-7	05 NOV 20
AD 2 LGNX-8	01 MAY 14
AD 2 LGNX-9	10 SEP 20
AD 2 LGNX-10	19 JUL 18
AD 2-LGNX-ADC	21 AUG 14
AD 2-LGNX-AOC A-1	21 AUG 14
AD 2 LGPA	
AD 2 LGPA-1	10 SEP 20
AD 2 LGPA-2	02 MAR 17
AD 2 LGPA-3	08 NOV 18
AD 2 LGPA-4	30 DEC 21
AD 2 LGPA-5	08 NOV 18

Page	Date
AD 2 LGPA-6	02 MAR 17
AD 2 LGPA-7	20 JUN 19
AD 2 LGPA-8	20 JUN 19
AD 2 LGPA-9	20 JUN 19
AD 2 LGPA-10	20 JUN 19
AD 2-LGPA-ADC	08 NOV 18
AD 2-LGPA-AOC A-1	02 MAR 17
AD 2-LGPA-VFR	13 SEP 18
AD 2 LGPL	
AD 2 LGPL-1	16 AUG 18
AD 2 LGPL-2	16 AUG 18
AD 2 LGPL-3	16 AUG 18
AD 2 LGPL-4	30 DEC 21
AD 2 LGPL-5	16 AUG 18
AD 2 LGPL-6	23 JUL 15
AD 2 LGPL-7	05 NOV 20
AD 2 LGPL-8	23 JUL 15
AD 2 LGPL-9	23 JUL 15
AD 2 LGPL-10	23 JUL 15
AD 2-LGPL-ADC	09 JUN 05
AD 2-LGPL-AOC A-1	14 APR 05
AD 2 LGPZ	
AD 2 LGPZ-1	21 APR 22
AD 2 LGPZ-2	21 APR 22
AD 2 LGPZ-3	20 MAY 21
AD 2 LGPZ-4	30 DEC 21
AD 2 LGPZ-5	15 AUG 19
AD 2 LGPZ-6	15 AUG 19
AD 2 LGPZ-7	19 MAY 22
AD 2 LGPZ-8	30 DEC 21
AD 2 LGPZ-9	24 FEB 22
AD 2 LGPZ-10	24 FEB 22
AD 2 LGPZ-11	21 APR 22
AD 2-LGPZ-ADC	15 JUL 21
AD 2-LGPZ-APDC	23 MAY 19
AD 2-LGPZ-AOC A-1	07 JUL 05
AD 2-LGPZ-IAC-1	07 DEC 17
AD 2-LGPZ-IAC-2	19 JUL 18
AD 2-LGPZ-IAC-3	07 DEC 17
AD 2-LGPZ-IAC-4	07 DEC 17
AD 2-LGPZ-SID-1	24 FEB 22
AD 2-LGPZ-SID-2	07 DEC 17
AD 2-LGPZ-SID-3	07 DEC 17
AD 2-LGPZ-SID-4	07 DEC 17
AD 2-LGPZ-STAR-1	07 DEC 17
AD 2-LGPZ-STAR-2	07 DEC 17

Page	Date
AD 2-LGPZ-STAR-3	07 DEC 17
AD 2 LGRP	
AD 2 LGRP-1	19 MAY 22
AD 2 LGRP-2	21 APR 22
AD 2 LGRP-3	20 MAY 21
AD 2 LGRP-4	30 DEC 21
AD 2 LGRP-5	15 JUL 21
AD 2 LGRP-6	20 MAY 21
AD 2 LGRP-7	20 MAY 21
AD 2 LGRP-8	24 FEB 22
AD 2 LGRP-9	21 APR 22
AD 2 LGRP-10	21 APR 22
AD 2 LGRP-11	24 FEB 22
AD 2 LGRP-12	20 MAY 21
AD 2 LGRP-13	20 MAY 21
AD 2 LGRP-14	24 FEB 22
AD 2 LGRP-15	19 MAY 22
AD 2-LGRP-ADC	24 FEB 22
AD 2-LGRP-APDC	24 FEB 22
AD 2-LGRP-AOC A-1	04 SEP 03
AD 2-LGRP-IAC-1	24 FEB 22
AD 2-LGRP-IAC-2	24 FEB 22
AD 2-LGRP-IAC-3	24 FEB 22
AD 2-LGRP-IAC-4	24 FEB 22
AD 2-LGRP-IAC-5	24 FEB 22
AD 2-LGRP-IAC-6	24 FEB 22
AD 2-LGRP-SID-1	27 FEB 20
AD 2-LGRP-SID-2	27 FEB 20
AD 2-LGRP-SID-3	23 APR 20
AD 2-LGRP-SID-4	27 FEB 20
AD 2-LGRP-SID-5	27 FEB 20
AD 2-LGRP-SID-6	27 FEB 20
AD 2-LGRP-SID-7	23 APR 20
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AD 2-LGRP-STAR-2	26 MAR 20
AD 2-LGRP-STAR-3	26 MAR 20
AD 2-LGRP-STAR-4	26 MAR 20
AD 2-LGRP-STAR-5	26 MAR 20
AD 2-LGRP-STAR-6	26 MAR 20
AD 2-LGRP-VFR	19 MAY 22
AD 2-LGRP-ASMAC	26 MAR 20
AD 2 LGRX	
AD 2 LGRX-1	02 DEC 21
AD 2 LGRX-2	26 MAR 20
AD 2 LGRX-3	30 APR 15
AD 2 LGRX-4	30 DEC 21

Page	Date
AD 2 LGRX-5	02 JAN 20
AD 2 LGRX-6	20 JUN 19
AD 2 LGRX-7	30 APR 15
AD 2 LGRX-8	02 DEC 21
AD 2 LGRX-9	02 DEC 21
AD 2-LGRX-ADC	02 JAN 20
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AD 2-LGRX-IAC-1	13 OCT 16
AD 2-LGRX-IAC-2	02 DEC 21
AD 2-LGRX-SID-1	10 NOV 16
AD 2-LGRX-SID-2	13 OCT 16
AD 2-LGRX-STAR-1	13 OCT 16
AD 2-LGRX-STAR-2	13 OCT 16
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AD 2 LGSA-2	21 APR 22
AD 2 LGSA-3	20 MAY 21
AD 2 LGSA-4	30 DEC 21
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AD 2 LGSA-6	20 JUN 19
AD 2 LGSA-7	12 AUG 21
AD 2 LGSA-8	21 APR 22
AD 2 LGSA-9	20 MAY 21
AD 2 LGSA-10	20 MAY 21
AD 2 LGSA-11	20 MAY 21
AD 2 LGSA-12	20 MAY 21
AD 2 LGSA-13	21 APR 22
AD 2-LGSA-ADC	12 AUG 21
AD 2-LGSA-APDC	12 AUG 21
AD 2-LGSA-AOC A	15 AUG 19
AD 2-LGSA-IAC-1	18 AUG 16
AD 2-LGSA-IAC-2	18 AUG 16
AD 2-LGSA-IAC-3	18 AUG 16
AD 2-LGSA-IAC-4	10 SEP 20
AD 2-LGSA-IAC-5	08 NOV 18
AD 2-LGSA-IAC-6	03 JAN 19
AD 2-LGSA-SID-1	13 OCT 16
AD 2-LGSA-SID-2	10 NOV 16
AD 2-LGSA-SID-3	13 OCT 16
AD 2-LGSA-SID-4	18 AUG 16
AD 2-LGSA-SID-5	13 OCT 16
AD 2-LGSA-SID-6	18 AUG 16
AD 2-LGSA-SID-7	03 JAN 19
AD 2-LGSA-SID-8	03 JAN 19
AD 2-LGSA-STAR-1	18 AUG 16
AD 2-LGSA-STAR-2	18 AUG 16

Page	Date
AD 2-LGSA-STAR-3	18 AUG 16
AD 2-LGSA-STAR-4	18 AUG 16
AD 2-LGSA-STAR-5	18 AUG 16
AD 2-LGSA-STAR-6	18 AUG 16
AD 2-LGSA-STAR-7	03 JAN 19
AD 2-LGSA-STAR-8	03 JAN 19
AD 2-LGSA-VFR	08 NOV 18
AD 2 LGSK	
AD 2 LGSK-1	21 APR 22
AD 2 LGSK-2	21 APR 22
AD 2 LGSK-3	15 JUL 21
AD 2 LGSK-4	25 APR 19
AD 2 LGSK-5	30 DEC 21
AD 2 LGSK-6	15 JUL 21
AD 2 LGSK-7	15 JUL 21
AD 2 LGSK-8	05 DEC 19
AD 2 LGSK-9	19 MAY 22
AD 2 LGSK-10	15 JUL 21
AD 2 LGSK-11	15 JUL 21
AD 2 LGSK-12	20 MAY 21
AD 2 LGSK-13	21 APR 22
AD 2-LGSK-ADC	15 JUL 21
AD 2-LGSK-APDC	15 JUL 21
AD 2-LGSK-AOC A-1	17 SEP 15
AD 2-LGSK-IAC-1	26 MAR 20
AD 2-LGSK-IAC-2	26 MAR 20
AD 2-LGSK-SID-1	05 DEC 19
AD 2-LGSK-SID-2	05 DEC 19
AD 2-LGSK-STAR-2	05 DEC 19
AD 2-LGSK-VFR	25 APR 19
AD 2 LGSM	
AD 2 LGSM-1	21 APR 22
AD 2 LGSM-2	21 APR 22
AD 2 LGSM-3	21 APR 22
AD 2 LGSM-4	16 OCT 14
AD 2 LGSM-5	30 DEC 21
AD 2 LGSM-6	20 MAY 21
AD 2 LGSM-7	16 OCT 14
AD 2 LGSM-8	12 AUG 21
AD 2 LGSM-9	19 MAY 22
AD 2 LGSM-10	20 MAY 21
AD 2 LGSM-11	20 MAY 21
AD 2 LGSM-12	20 MAY 21
AD 2 LGSM-13	21 APR 22
AD 2-LGSM-ADC	12 AUG 21
AD 2-LGSM-APDC	12 AUG 21

Page	Date
AD 2-LGSM-AOC A-1	17 SEP 15
AD 2-LGSM-IAC-1	17 SEP 15
AD 2-LGSM-IAC-2	17 SEP 15
AD 2-LGSM-SID-1	24 JUL 14
AD 2-LGSM-SID-2	26 JUN 14
AD 2-LGSM-SID-3	26 JUN 14
AD 2-LGSM-STAR-1	26 JUN 14
AD 2-LGSM-VFR	26 JUN 14
AD 2 LGSO	
AD 2 LGSO-1	06 DEC 18
AD 2 LGSO-2	12 AUG 21
AD 2 LGSO-3	30 DEC 21
AD 2 LGSO-4	30 DEC 21
AD 2 LGSO-5	28 JUN 12
AD 2 LGSO-6	20 JUN 19
AD 2 LGSO-7	28 JUN 12
AD 2 LGSO-8	24 FEB 22
AD 2 LGSO-9	02 JAN 20
AD 2-LGSO-ADC	15 FEB 07
AD 2-LGSO-AOC A-1	15 FEB 07
AD 2-LGSO-IAC-1	02 JAN 20
AD 2-LGSO-SID-1	02 JAN 20
AD 2-LGSO-SID-2	02 JAN 20
AD 2 LGSR	
AD 2 LGSR-1	21 APR 22
AD 2 LGSR-2	21 APR 22
AD 2 LGSR-3	20 MAY 21
AD 2 LGSR-4	30 DEC 21
AD 2 LGSR-5	15 JUL 21
AD 2 LGSR-6	20 MAY 21
AD 2 LGSR-7	12 AUG 21
AD 2 LGSR-8	21 APR 22
AD 2 LGSR-9	20 MAY 21
AD 2 LGSR-10	20 MAY 21
AD 2 LGSR-11	20 MAY 21
AD 2 LGSR-12	21 APR 22
AD 2-LGSR-ADC	12 AUG 21
AD 2-LGSR-APDC	12 AUG 21
AD 2-LGSR-AOC A	28 MAR 19
AD 2-LGSR-IAC-4	21 MAY 20
AD 2-LGSR-IAC-5	28 FEB 19
AD 2-LGSR-IAC-8	28 FEB 19
AD 2-LGSR-IAC-9	19 JUL 18
AD 2-LGSR-IAC-10	25 MAR 21
AD 2-LGSR-SID-3	28 FEB 19
AD 2-LGSR-SID-4	28 FEB 19

Page	Date
AD 2-LGSR-STAR-2	28 FEB 19
AD 2-LGSR-STAR-3	28 FEB 19
AD 2-LGSR-STAR-4	28 FEB 19
AD 2-LGSR-VFR	19 JUL 18
AD 2 LGST	
AD 2 LGST-1	06 DEC 18
AD 2 LGST-2	28 JUN 12
AD 2 LGST-3	19 JUL 18
AD 2 LGST-4	30 DEC 21
AD 2 LGST-5	10 DEC 15
AD 2 LGST-6	20 JUN 19
AD 2 LGST-7	20 JUN 19
AD 2 LGST-8	20 JUN 19
AD 2 LGST-9	20 JUN 19
AD 2-LGST-ADC	10 DEC 15
AD 2-LGST-AOC A-1	10 DEC 15
AD 2-LGST-IAC-1	06 DEC 18
AD 2-LGST-SID-1	06 DEC 18
AD 2-LGST-SID-2	06 DEC 18
AD 2-LGST-STAR-1	06 DEC 18
AD 2 LGSY	
AD 2 LGSY-1	09 SEP 21
AD 2 LGSY-2	10 NOV 16
AD 2 LGSY-3	06 FEB 14
AD 2 LGSY-4	30 DEC 21
AD 2 LGSY-5	09 SEP 21
AD 2 LGSY-6	20 JUN 19
AD 2 LGSY-7	28 JUN 12
AD 2 LGSY-8	28 JUN 12
AD 2 LGSY-9	20 SEP 12
AD 2 LGSY-10	19 MAY 22
AD 2-LGSY-IAC-1	20 DEC 07
AD 2-LGSY-SID-1	20 DEC 07
AD 2-LGSY-SID-2	20 DEC 07
AD 2-LGSY-STAR-1	20 DEC 07
AD 2-LGSY-VFR	19 MAY 22
AD 2 LGTS	
AD 2 LGTS-1	19 MAY 22
AD 2 LGTS-2	21 APR 22
AD 2 LGTS-3	09 SEP 21
AD 2 LGTS-4	30 DEC 21
AD 2 LGTS-5	02 DEC 21
AD 2 LGTS-6	13 AUG 20
AD 2 LGTS-7	19 MAY 22
AD 2 LGTS-8	19 MAY 22
AD 2 LGTS-9	19 MAY 22

Page	Date
AD 2 LGTS-10	19 MAY 22
AD 2 LGTS-11	19 MAY 22
AD 2 LGTS-12	19 MAY 22
AD 2 LGTS-13	05 NOV 20
AD 2 LGTS-14	13 AUG 20
AD 2 LGTS-15	24 MAR 22
AD 2 LGTS-16	31 DEC 20
AD 2 LGTS-17	31 DEC 20
AD 2 LGTS-18	19 MAY 22
AD 2-LGTS-ADC	19 MAY 22
AD 2-LGTS-APDC	19 MAY 22
AD 2-LGTS-AOC A-1	13 AUG 20
AD 2-LGTS-AOC A-2	11 DEC 14
AD 2-LGTS-PATC-1	10 NOV 01
AD 2-LGTS-PATC-2	13 AUG 20
AD 2-LGTS-IAC-1	21 AUG 14
AD 2-LGTS-IAC-2	02 JAN 20
AD 2-LGTS-IAC-3	21 AUG 14
AD 2-LGTS-IAC-6	01 MAY 14
AD 2-LGTS-IAC-7	02 JAN 20
AD 2-LGTS-IAC-10	02 JAN 20
AD 2-LGTS-IAC-11	02 JAN 20
AD 2-LGTS-IAC-12	09 SEP 21
AD 2-LGTS-IAC-13	09 SEP 21
AD 2-LGTS-IAC-14	13 AUG 20
AD 2-LGTS-IAC-15	15 JUL 21
AD 2-LGTS-SID-1	21 AUG 14
AD 2-LGTS-SID-2	21 AUG 14
AD 2-LGTS-SID-7	21 AUG 14
AD 2-LGTS-SID-8	21 AUG 14
AD 2-LGTS-SID-9	15 JUL 21
AD 2-LGTS-SID-10	13 AUG 20
AD 2-LGTS-SID-11	15 JUL 21
AD 2-LGTS-SID-12	13 AUG 20
AD 2-LGTS-STAR-1	06 MAR 14
AD 2-LGTS-STAR-2	02 FEB 17
AD 2-LGTS-STAR-3	06 MAR 14
AD 2-LGTS-STAR-4	02 FEB 17
AD 2-LGTS-STAR-5	13 AUG 20
AD 2-LGTS-STAR-6	13 AUG 20
AD 2-LGTS-STAR-7	31 DEC 20
AD 2-LGTS-VFR	23 JUL 15
AD 2-LGTS-ASMAC	24 MAR 22
AD 2 LGZA	
AD 2 LGZA-1	21 APR 22
AD 2 LGZA-2	21 APR 22

Page	Date
AD 2 LGZA-3	21 APR 22
AD 2 LGZA-4	30 DEC 21
AD 2 LGZA-5	30 DEC 21
AD 2 LGZA-6	23 JUL 15
AD 2 LGZA-7	12 AUG 21
AD 2 LGZA-8	21 APR 22
AD 2 LGZA-9	21 APR 22
AD 2 LGZA-10	20 MAY 21
AD 2 LGZA-11	20 MAY 21
AD 2 LGZA-12	21 APR 22
AD 2-LGZA-ADC	12 AUG 21
AD 2-LGZA-APDC	12 AUG 21
AD 2-LGZA-AOC A-1	23 JUL 15
AD 2-LGZA-IAC-1	23 APR 20
AD 2-LGZA-IAC-2	23 APR 20
AD 2-LGZA-IAC-3	18 JUN 20
AD 2-LGZA-IAC-4	23 APR 20
AD 2-LGZA-IAC-5	23 APR 20
AD 2-LGZA-IAC-6	23 APR 20
AD 2-LGZA-IAC-7	13 AUG 20
AD 2-LGZA-IAC-8	23 APR 20
AD 2-LGZA-SID-1	18 OCT 12
AD 2-LGZA-SID-2	18 OCT 12
AD 2-LGZA-SID-3	18 OCT 12
AD 2-LGZA-SID-4	18 OCT 12
AD 2-LGZA-SID-5	18 OCT 12
AD 2-LGZA-SID-6	18 OCT 12
AD 2-LGZA-STAR-1	14 NOV 13
AD 2-LGZA-STAR-2	06 MAR 14
AD 2-LGZA-STAR-3	14 NOV 13
AD 2-LGZA-STAR-4	06 MAR 14
AD 2-LGZA-STAR-5	18 OCT 12
AD 2-LGZA-STAR-6	18 OCT 12
AD 3	
AD 3.0	
AD 3.0-1	05 NOV 20
AD 3.0-2	21 APR 22
AD 3.1	
AD 3.1-1	28 MAY 15
AD 3.1-2	15 JUL 21
AD 3.1-3	20 MAY 21
AD 3.2	
AD 3.2-1	07 JAN 16
AD 3.2-2	28 JUN 12
AD 3.2-3	28 JUN 12
AD 3.3	

Page	Date
AD 3.3-1	01 MAY 14
AD 3.3-2	29 MAY 14
AD 3.3-3	01 MAY 14
AD 3.4	
AD 3.4-1	23 JUL 15
AD 3.4-2	20 AUG 15
AD 3.4-3	28 JUN 12
AD 3.5	
AD 3.5-1	02 APR 15
AD 3.5-2	02 APR 15
AD 3.5-3	02 APR 15
AD 3.6	
AD 3.6-1	08 NOV 18
AD 3.6-2	08 NOV 18
AD 3.6-3	28 JUN 12
AD 3.7	
AD 3.7-1	09 JAN 14
AD 3.7-2	28 JUN 12
AD 3.7-3	28 JUN 12
AD 3.8	
AD 3.8-1	09 JAN 14
AD 3.8-2	28 JUN 12
AD 3.8-3	28 JUN 12
AD 3.9	
AD 3.9-1	09 JAN 14
AD 3.9-2	28 JUN 12
AD 3.9-3	28 JUN 12
AD 3.10	
AD 3.10-1	09 JAN 14
AD 3.10-2	28 JUN 12
AD 3.10-3	28 JUN 12
AD 3.11	
AD 3.11-1	09 JAN 14
AD 3.11-2	28 JUN 12
AD 3.11-3	28 JUN 12
AD 3.12	
AD 3.12-1	26 JUL 12
AD 3.12-2	28 JUN 12
AD 3.12-3	28 JUN 12
AD 3.13	
AD 3.13-1	19 SEP 13
AD 3.13-2	19 SEP 13
AD 3.13-3	05 NOV 20
AD 3.13-4	05 NOV 20
AD 3.14	
AD 3.14-1	06 MAR 14

Page	Date
AD 3.14-2	20 MAY 21
AD 3.14-3	20 MAY 21
AD 3.15	
AD 3.15-1	27 JUN 13
AD 3.15-2	27 JUN 13
AD 3.15-3	28 JUN 12
AD 3.16	
AD 3.16-1	28 JUN 12
AD 3.16-2	28 JUN 12
AD 3.16-3	28 JUN 12
AD 3.17	
AD 3.17-1	26 JUL 12
AD 3.17-2	13 SEP 18
AD 3.17-3	05 NOV 20
AD 3.18	
AD 3.18-1	23 MAY 19
AD 3.18-2	28 JUN 12
AD 3.18-3	28 JUN 12
AD 3.19	
AD 3.19-1	28 JUN 12
AD 3.19-2	28 JUN 12
AD 3.19-3	25 MAR 21
AD 3.19-4	05 NOV 20
AD 3.20	
AD 3.20-1	26 JUN 14
AD 3.20-2	28 JUN 12
AD 3.20-3	28 JUN 12
AD 3.21	
AD 3.21-1	26 JUL 12
AD 3.21-2	30 MAY 13
AD 3.21-3	05 NOV 20
AD 3.21-4	28 JUN 12
AD 3.22	
AD 3.22-1	05 NOV 20
AD 3.23	
AD 3.23-1	03 APR 14
AD 3.23-2	28 JUN 12
AD 3.23-3	28 JUN 12
AD 3.24	
AD 3.24-1	30 MAR 17
AD 3.24-2	02 APR 15
AD 3.24-3	28 JUN 12
AD 3.25	
AD 3.25-1	03 APR 14
AD 3.25-2	28 JUN 12
AD 3.25-3	28 JUN 12

Page	Date
AD 3.26	
AD 3.26-1	10 DEC 15
AD 3.26-2	28 JUN 12
AD 3.26-3	28 JUN 12
AD 3.27	
AD 3.27-1	28 JUN 12
AD 3.27-2	28 JUN 12
AD 3.27-3	28 JUN 12
AD 3.28	
AD 3.28-1	09 JAN 14
AD 3.28-2	12 OCT 17
AD 3.28-3	28 JUN 12
AD 3.29	
AD 3.29-1	09 JAN 14
AD 3.29-2	28 JUN 12
AD 3.29-3	28 JUN 12
AD 3.30	
AD 3.30-1	09 JAN 14
AD 3.30-2	28 JUN 12
AD 3.30-3	28 JUN 12
AD 3.31	
AD 3.31-1	05 NOV 20
AD 3.32	
AD 3.32-1	02 APR 15
AD 3.32-2	02 APR 15
AD 3.32-3	02 APR 15
AD 3.33	
AD 3.33-1	12 NOV 15
AD 3.33-2	01 MAY 14
AD 3.33-3	28 JUN 12
AD 3.34	
AD 3.34-1	25 JUN 15
AD 3.34-2	25 JUN 15
AD 3.34-3	02 MAY 13
AD 3.35	
AD 3.35-1	03 APR 14
AD 3.35-2	03 APR 14
AD 3.35-3	28 JUN 12
AD 3.36	
AD 3.36-1	03 APR 14
AD 3.36-2	28 JUN 12
AD 3.36-3	28 JUN 12
AD 3.37	
AD 3.37-1	09 JAN 14
AD 3.37-2	28 JUN 12
AD 3.37-3	18 OCT 12

Page	Date
AD 3.38	
AD 3.38-1	09 JAN 14
AD 3.38-2	20 AUG 15
AD 3.38-3	28 JUN 12
AD 3.39	
AD 3.39-1	09 JAN 14
AD 3.39-2	28 JUN 12
AD 3.39-3	28 JUN 12
AD 3.40	
AD 3.40-1	08 JAN 15
AD 3.40-2	28 JUN 12
AD 3.40-3	28 JUN 12
AD 3.41	
AD 3.41-1	28 JUN 12
AD 3.41-2	28 JUN 12
AD 3.41-3	28 JUN 12
AD 3.42	
AD 3.42-1	28 JUN 12
AD 3.42-2	28 JUN 12
AD 3.42-3	28 JUN 12
AD 3.43	
AD 3.43-1	28 JUN 12
AD 3.43-2	28 JUN 12
AD 3.43-3	28 JUN 12
AD 3.44	
AD 3.44-1	09 JAN 14
AD 3.44-2	28 JUN 12
AD 3.44-3	28 JUN 12
AD 3.45	
AD 3.45-1	09 JAN 14
AD 3.45-2	28 JUN 12
AD 3.45-3	28 JUN 12
AD 3.46	
AD 3.46-1	08 JAN 15
AD 3.46-2	28 JUN 12
AD 3.46-3	28 JUN 12
AD 3.47	
AD 3.47-1	09 JAN 14
AD 3.47-2	28 JUN 12
AD 3.47-3	28 JUN 12
AD 3.48	
AD 3.48-1	09 JAN 14
AD 3.48-2	28 JUN 12
AD 3.48-3	28 JUN 12
AD 3.49	
AD 3.49-1	28 JUN 12

Page	Date
AD 3.49-2	28 JUN 12
AD 3.49-3	13 SEP 18
AD 3.50	
AD 3.50-1	02 APR 15
AD 3.50-2	02 APR 15
AD 3.50-3	28 JUN 12
AD 3.51	
AD 3.51-1	09 JAN 14
AD 3.51-2	28 JUN 12
AD 3.51-3	28 JUN 12
AD 3.52	
AD 3.52-1	09 JAN 14
AD 3.52-2	28 JUN 12
AD 3.52-3	28 JUN 12
AD 3.53	
AD 3.53-1	26 JUN 14
AD 3.53-2	03 APR 14
AD 3.53-3	28 JUN 12
AD 3.54	
AD 3.54-1	09 JAN 14
AD 3.54-2	09 JAN 14
AD 3.54-3	28 JUN 12
AD 3.55	
AD 3.55-1	28 JUN 12
AD 3.55-2	28 JUN 12
AD 3.55-3	28 JUN 12
AD 3.56	
AD 3.56-1	09 JAN 14
AD 3.56-2	28 JUN 12
AD 3.56-3	28 JUN 12
AD 3.57	
AD 3.57-1	28 FEB 19
AD 3.57-2	28 FEB 19
AD 3.57-3	28 JUN 12
AD 3.58	
AD 3.58-1	09 JAN 14
AD 3.58-2	28 JUN 12
AD 3.58-3	28 JUN 12
AD 3.59	
AD 3.59-1	03 APR 14
AD 3.59-2	28 JUN 12
AD 3.59-3	28 JUN 12
AD 3.60	
AD 3.60-1	09 JAN 14
AD 3.60-2	28 JUN 12
AD 3.60-3	28 JUN 12

Page	Date
AD 3.61	
AD 3.61-1	20 AUG 15
AD 3.61-2	28 JUN 12
AD 3.61-3	28 JUN 12
AD 3.62	
AD 3.62-1	30 APR 15
AD 3.62-2	30 APR 15
AD 3.62-3	28 JUN 12
AD 3.63	
AD 3.63-1	06 MAR 14
AD 3.63-2	22 AUG 13
AD 3.63-3	28 JUN 12
AD 3.64	
AD 3.64-1	09 JAN 14
AD 3.64-2	28 JUN 12
AD 3.64-3	28 JUN 12
AD 3.65	
AD 3.65-1	28 JUN 12
AD 3.65-2	28 JUN 12
AD 3.65-3	28 JUN 12
AD 3.66	
AD 3.66-1	09 JAN 14
AD 3.66-2	02 MAY 13
AD 3.66-3	28 JUN 12
AD 3.67	
AD 3.67-1	09 JAN 14
AD 3.67-2	06 FEB 14
AD 3.67-3	28 JUN 12
AD 3.68	
AD 3.68-1	26 JUL 12
AD 3.68-2	26 JUL 12
AD 3.68-3	28 JUN 12
AD 3.69	
AD 3.69-1	28 JAN 21
AD 3.69-2	20 MAY 21
AD 3.69-3	20 MAY 21
AD 3.70	
AD 3.70-1	19 JUL 18
AD 3.70-2	19 JUL 18
AD 3.70-3	25 MAR 21
AD 3.70-4	05 NOV 20
AD 3.71	
AD 3.71-1	06 DEC 18
AD 3.71-2	06 DEC 18
AD 3.71-3	06 DEC 18
AD 3.71-4	06 DEC 18

Page	Date
AD 3.72	
AD 3.72-1	28 MAR 19
AD 3.72-2	28 MAR 19
AD 3.72-3	23 MAY 19
AD 3.73	
AD 3.73-1	20 JUN 19
AD 3.73-2	20 JUN 19
AD 3.73-3	20 JUN 19

Page	Date
AD 3.74	
AD 3.74-1	21 APR 22
AD 3.74-2	21 APR 22
AD 3.74-3	21 APR 22
AD 3.75	
AD 3.75-1	21 APR 22
AD 3.75-2	21 APR 22
AD 3.75-3	21 APR 22

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-LGTS-IAC-1,2,3,6,7,10,11,12,13,14,15 AD 2-LGTS-SID-1,2,7,8,9,10,11,12 AD 2-LGTS-STAR-1,2,3,4,5,6,7 AD 2-LGTS-VFR	On the plan view, amend to read ATIS, APP & TWR Freqs 127.550, 118.275, 118.100 MHz as 8.33 kHz channels:127.555, 118.280, 118.105 respectively	AIRAC AMDT 04/22
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

1.9.6.1.3 ATH-MAK FMP shall ensure that, as detailed below, the NM has all relevant data to be able to carry out its responsibilities in all phases of the ATFCM operations. ATH-MAK FMP shall provide the NM with data and changes thereto as follows:

- Sector configurations and activations (Pre-Tactical and Tactical phases).
- Monitoring values (Pre-Tactical and Tactical phases).
- Traffic volumes (always).
- Flows to be associated to a reference location (always).
- Taxitimes and runway configurations (Pre-Tactical and Tactical phases).
- Monitoring values of aerodromes/sets of aerodromes/points (Pre-Tactical and Tactical phases).
- Details or events or information that will have an impact on capacity at an aerodrome or ACC (always).
- Feedback on new or trial procedures (Post Operations phase).

1.9.6.2 ATH-MAK FMP shall provide the NM with 'local knowledge', including any data or information which could be considered as necessary or useful in the effective and efficient execution of the ATFCM task. The NM shall advise ATH-MAK FMP of any events or information which will or may affect the service provided by its parent ACC(s).

1.9.6.2.1 ATH-MAK FMP is the local ATFCM partner for all airports ATC units.

1.9.6.2.2 The NM and ATH-MAK FMP are jointly responsible for providing advice and information to ATC as may be required, and to Aircraft Operators.

1.9.6.3 The hours of operation of ATH-MAK FMP are H24.

1.9.6.3.1 The ATH-MAK FMP shall operate with qualified staff tasked mainly with the FMP functions daily during the most appropriate periods in consistency with the traffic patterns handled by the ACC/FMP.

1.9.6.3.2 Outside these periods the FMP functions come under the responsibility of the ATH-MAK ACC Supervisor in addition to other duties.

1.9.6.4 Responsibilities of ATH-MAK FMP Manager

1.9.6.4.1 The FMP Manager is charged with the responsibility for all ATFCM activities in the ACCs and within the area of responsibility. This person, shall act as the focal point for administrative and organisational matters in dealings with the NM as well as Customer's Single Point of Contact.

1.9.6.4.2 General ATFCM enquiries should be addressed to the FMP Manager.

1.9.6.4.2.1 ATH-MAK FMP Manager communication and address

Title	Head of Tactical Pre-Tactical Section (ASM/ATFCM DIVISION)
Last Name	Tzimas
First Name	Ioannis
Function	FMP Manager ATH-MAK ACC
Telephone (Direct)	+30 2109972656
Telefax (Direct)	+30 2109647329
Mobile	-----
Email	d17c@hcaa.gr
Address	Area Navigation Department P.O. Box 70360
Post Code – City	16610 ATHENS (GLYFADA)
Country	Greece

1.9.6.4.3 Operational ATFCM enquiries should normally be addressed to the local FMPs as shown in the table below:

1.9.6.4.3.1 Communications and addresses

-NEW RTE MID A1 BOGNA UA1 RBT UG32 TOP UA1 ELB UA12 UA18 EKOLA A18 MLG DCT MLQ -RESPBY 0900 -REASON OUTREG -COMMENT PURPOSE IS AOWIR -TAXITIME 0020 -TOT LIMIT - VALPERIOD 200809011050200809011450		follows : -CTOT -NEWCTOT -CTOT -REASON -NEWCTOT
-TITLE ERR -ARCID AMC101 -FILTIM 0915 -ORGMMSG SMM -REASON SYNTAX ERROR	ERR: ERROR MESSAGE The error message indicates that an error has been found in a message previously received by ETFMS. The erroneous field or the reason for rejection may be indicated.	This message is sent by ETFMS when a message is received but its syntax is incorrect and cannot be processed. It can also be sent when a message is received with a correct syntax but the message cannot be correlated to an existing flight plan or the message is not relevant (e.g. an EOBT earlier than the previous one). AOs / ATS resend the correct message.

1.9.11.7.1.2 Table of SLOT related messages originated by AOs / ATS .

1.9.11.7.1.2.1 ATFCM messages originated by AOs / ATS may include the IFPLID, preferably only if generated automatically.

SLOT RELATED MESSAGES – ORIGINATED BY AOs/ATS		
MESSAGE & EXAMPLE	DEFINITION	PROCEDURE & ACTION
-TITLE SMM -ARCID AMC101 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 0945 -CTOT 1020	SMM: SLOT MISSED MESSAGE This message is originated by an AO when a slot time given in the SAM cannot be achieved but where a new EOBT cannot be supplied.	NM cancels the issued CTOT and issues the suspension with an FLS message. The flight is suspended until : AOs / ATS will advise new EOBT (when known) via a Change (CHG), Delay (DLA) or CNL and refile into IFPS. The NM responds with an SAM or a DES.
-TITLE SPA -ARCID AMC101 -ADEP EGLL -ADES LMML -EOBT 0945 -NEWCTOT 1010	SPA: SLOT IMPROVEMENT PROPOSAL MESSAGE This message is a positive response to a Slot Improvement Proposal (SIP) message.	NM confirms thereafter NEWCTOT with an SRM if an SPA is received within the RESPBY time. If an SPA outside RESPBY time or if parameters of restriction have changed, an error message will be sent stating the REASON i.e. VOID. AOs / ATC comply with the NEWCTOT or SRM.
-TITLE SRJ -ARCID AMC101 -ADEP EGLL -ADES LMML -EOBT 0945 -REJCTOT 1010	SRJ: SLOT PROPOSAL REJECTION MESSAGE This message is confirmation that an AO cannot comply with a Slot Improvement Proposal (SIP) message.	Use of this message will allow the SIP slot to be released back into the system for potential use elsewhere. The AO keeps the original slot received before the SIP .
-TITLE RFI -ARCID AMC101 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 1030	RFI: RFI MESSAGE The RFI message is used by the AO to change the flight's readiness status from SWM (RFI NO) to RFI. The RFI status of the flight will be set to YES.	The AO operating a flight having its RFI status set to YES will receive an SRM if any improvement is possible. ATC will also receive the same message. AO and ATC shall comply with the NEWCTOT.

1.9.12 A.S.M (Air Space Management)

Civil Military Coordination

1.9.12.1 A.M.C. (Airspace Management Cell)

1.9.12.1.2 The main objectives of the position

The cooperation of HCAA and military units for a common Airspace Management Cell (AMC), responsible for the necessary civil-military coordination procedures (at level 2 and level 3) to ensure efficient use of airspace by all Uses within ATH FIR and HELLAS UIR. (Flexible Use of Airspace, FUA).

1.9.12.1.3 The Tasks to be performed

Level 2

1.9.12.1.4 Military unit responsible for airspace activities, submit requests to appropriate section of ATFM/ASM DIVISIONS D17, for airspace reservation, the previous days of operation.

1.9.12.1.5 Section evaluates the plan and after negotiations with the proper units finalizes the airspace reservation plan. A relevant NOTAM is issued for the airspace reservation.

1.9.12.1.6 Military unit responsible for airspace activities submit the requests for the airspace reservation plan to the AMC for publication in CHMI/FUA application.

1.9.12.1.7 After the AMC has received the airspace requests, the notification of the airspace allocation will be published in a daily Airspace Use Plan (AUP). The Airspace Use Plan (AUP) will be published as DRAFT from 12:00 UTC (summer time) to cover the 24 hours time period between 06:00 UTC the next day to 06:00 UTC the day after. After that, the AMC will promote the AUP before 15:00 UTC (14:00 UTC summer) from DRAFT to READY. (FUA/AMC/CADF OPERATIONS MANUAL EUROCONTROL EDITION 5.1 chap. 2.1.1).

Level 3

1.9.12.1.8 Airspace allocated in the AUP that is cancelled or changed on the day of activity, will be subject of reallocation by the AMC, through an Updated Use Plan (UUP), promulgated by 09:00UTC on the day of operation to cover the period between 12:00 UTC that day to the 06:00 the following day. If we need to send an Updated Use Plan (UUP), for the same day, after 09:00 UTC, we coordinate with the CADF to open the FUA application in order to publish the UUP. (FUA/AMC/CADF OPERATIONS MANUAL EUROCONTROL EDITION 5.1 chap.2.1.1).

1.9.12.1.9 There is coordination between civil and military ATS Units, and between them and military controlling units to support a process exploiting the airspace capacity in a dynamic manner.

A.M.C OFFICE: Telephone number: 210 997 2785.

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.)				
2.1.5.8 LIMNOS TMA (cont.) b) <u>FL 155</u> 1000 FT ABOVE SFC Class of airspace: Class D	LIMNOS APP	LIMNOS APPROACH GR, EN HO	128.500 362.300 MHz	(see LGLM AD 2.18) Coverage: FL 150 / 40 NM MIL
2.1.5.9 MAKEDONIA TMA 402801N 0222536E, then clockwise an arc of circle, radius 25 NM, centered on 403537N, 0225653E to 402800N, 0232810E - 401124N, 0232011E, then clockwise an arc of circle radius 30 NM centered on 403537N, 0225653E to 401159N, 0223234E- 402801N, 0222536E. a) <u>FL 460</u> FL 245 Class of airspace: Class C b) <u>FL 245</u> 1000 FT ABOVE SFC Class of airspace: Class C : FL 195 and above Class D: 1000 FT ABOVE SFC – FL 195	MAKEDONIA ACC	MAKEDONIA CONTROL/ RADAR GR, EN H24	133.880 132.375 378.375 MHz 360.300 MHz	(see also ENR 2.1.4) Sector LGMDTSLU Sector LGMDWL MIL MIL
	MAKEDONIA APP	THESSALONIKI APPROACH/ RADAR GR, EN H24	118.280 120.800 362.300 MHz	(see LGTS AD 2.18) Coverage: FL 250 / 50 NM Coverage: FL 150 / 40 NM MIL
2.1.5.10 MIKONOS TMA A circle 15 NM radius centered on MKN VOR/DME limited to the North by a straight line joining the points 373400N 0250500E and 373400N 0253700E. <u>FL 095</u> 1000 FT ABOVE SFC Class of airspace: Class D	MIKONOS APP	MIKONOS APPROACH GR, EN HO	118.750	(see LGMK AD 2.18) Coverage: FL 150 / 40 NM
2.1.5.11 MITILINI TMA 392500N 0262600E (boundary of ATHINAI – ISTANBUL FIRs) to 392100N 0255700E, then following an arc of a circle radius 23 NM centered on LSV VOR/DME, to 385300N 0263800E (boundary of ATHINAI - ISTANBUL FIRs), limited to the East by ATHINAI – ISTANBUL FIR boundaries. a) <u>FL 245</u> FL 145 Class of airspace: Class C : FL 195 and above Class E: FL 145 - FL 195 (cont.)	MAKEDONIA ACC	MAKEDONIA CONTROL/ RADAR GR, EN H24	127.475 133.650 378.375 MHz 360.300 MHz	(see also ENR 2.1.4) Sector LGMDLMOU Sector LGMDLMOL MIL MIL

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	
L41/UL41 (RNAV 5)							
Δ LABUX 353455N 0255132E	SIT 327° 34.7NM 2631 FT	037° 217°	28.6	FL 305 FL 075 Class C above FL 195 Class E at FL 195 and below	090 ↓	080 ↑	ATHINAI ACC: 133.325 126.125 125.200 127.975
Δ INKAB 355559N 0261530E	SIT 358° 51.8NM 2631 FT		28.4		090 ↓	080 ↑	AWY affected by: LGC101 (LABUX-PAMIC) (see ENR 5.1.4)
Δ PAMIC 361647N 0263930E	RDS 260° 69NM 1572 FT		6.4		090 ↓	080 ↑	
Δ NAXAS 362127N 0264456E	RDS 267° 64.5NM 1572 FT		10.5		090 ↓	080 ↑	
Δ GILOS 362915N 0265401E	RDS 274° 57.8NM 1572 FT				090 ↓	080 ↑	

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	
N132/UN132 (RNAV 5)							
▲ BITLA (FIR BDRY) 405232N 0212129E	TSL 284° 78.6NM 773 FT	141°	196.5	FL 660 FL 165 Class C above FL 195			For continuation see AIP NORTH MACEDONIA
△ ROPOX 381012N 0234550E	ATV 349° 16.9NM 2400 FT	141° 321°	44.6	Class E at FL 195 and below	170 ↓		MAKEDONIA ACC: 125.355 132.375
▲ KEA VOR/DME (KEA) 373326N 0241752E	NIL				170 ↓	180 ↑	ATHINAI ACC: 123.825 125.200 127.975 123.725
△ TUXEM 365513N 0250454E	MIL 065° 28.9NM 654 FT		53.4		090 ↓		BITLA- ROPOX CDR1 H24. The non availability is published daily in EAUP/EUUP. AWY affected by: LG-TSA01 (BITLA- ROPOX) (see ENR 5.2) LG-TSA02 (BITLA- ROPOX) (see ENR 5.2) LG-TSA03 (BITLA- ROPOX) (see ENR 5.2) LGC101 (MADEX-NIBOX) (see ENR 5.1.4)
△ MADEX 363911N 0252354E	MIL 093° 42.7NM 654 FT		22.1		090 ↓		
△ KUPIS 361419N 0255355E	MIL 111° 73.2NM 654 FT		34.6		090 ↓		
△ INKAB 355559N 0261530E	SIT 358° 51.8NM 2631 FT		25.3	FL 660 6500 FT ALT Class C above FL 195	090 ↓		
△ NIBOX 352038N 0265623E	SIT 062° 40.4NM 2631 FT	131°	48.5	Class E at FL 195 and below	090 ↓		
△ LIAKI 350744N 0271105E	SIT 082° 49.1NM 2631 FT		17.6		090 ↓		
△ LAPSO 350306N 0271620E	SIT 087° 53.3NM 2631		6.3		090 ↓		
▲ KUMBI (FIR BDRY) 334250N 0284500E	SIT 118° 150.8NM 2631 FT		108.6		090 ↓		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.

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
EVIVI	412410N 0232720E	L863/UL863, Y94	(FIR BDRY / SOFIA) FRA(X)
EVUNU	355657N 0284505E	G18, L609/UL609	
EXELA	355720N 0293252E	N127/UN127, M601/UM601, R19	FRA(I)
F			
FOXLI	360106N 0282311E	N128/UN128	LGRP
G			
GARTA	385906N 0205806E	L53/UL53, V60/UV60, V61/UV61, Y302/UY302	FRA(I)
GENDO	365517N 0244741E	L607/UL607, R32/UR32	
GERMI	380956N 0230728E	L995/UL995, R19	FRA(I)
GIKAS	392959N 0244001E	G18/UG18, N133/UN133	FRA(I)
GILOS	362915N 0265401E	B34, M601/UM601, L41/UL41	
GIVIS	360723N0252418E	J62/UJ62, L/UL607, T/UT514	LGSR
GOLDO	405256N 0261458E	G12, M603/UM603, N79/UN79	(FIR BDRY / ISTANBUL) FRA(E)
GOSEX	354201N 0251129E	L612/UL612	
GOVOK	402148N 0213433E	W58	LGKZ, LGKA
GUDIS	343208N 0274558E	A14, N133/UN133, M1/UM1	FRA(I)
I			
IBTIN	391913N 0205359E	V60 / UV60	
IDILO	404726N 0252622E	G12, M603/UM603, N131/UN131	FRA(I)
IDIMI	385901N 0192257E	M600/UM600	
IKARO	375159N 0261952E	G18, L609/UL609, R32/UR32	
INKAB	355559N 0261530E	L41/UL41, N132/UN132	
IPTAG	371810N 0221443E	J61	LGKL
IRBAX	360513N 0282513E	L995/UL995	
IRBEG	364837N 0252541E	J62/UJ62	LGSR
IXIMA	364847N 0232125E	B1/UB1, L612/UL612	
IXONI	381854N 0221356E	J52/UJ52, L53/UL53	FRA(I)
K			
KAVOS	334400N 0300000E	A14, M1/UM1	(FIR BDRY / NICOSIA) FRA(EX)
KERES	385838N 0242932E		(TEMP Z507/UZ507 see SUP 02/18 - 21 DEC 2018) FRA(I)
KERMA	382207N 0255136E	G802/UG802, L618/UL618	FRA(I)
KEROS	390718N 0201326E	N7/UN7	LGKR
KOGIS	400713N 0215948E	G12, M600/UM600, W58	FRA(I)
KOPAR	364949N 0264119E	H59/UH59, L995/UL995, R19	FRA(I)
KOROS	390559N 0245457E	G33/UG33, N133/UN133, W58/UW58	FRA(I)
KUMBI	334250N 0284500E	N129/UN129, N132/UN132, N139/UN139, L612/UL612	(FIR BDRY / CAIRO) FRA(X)
KUPIS	361419N 0255355E	N132/UN132, N134/UN134	FRA(I)
L			
LABUX	353455N 0255132E	V57, N136/UN136, L41/UL41	
LAKAD	361402N 0282944E	M601/UM601, R19	
LAPSO	350306N 0271620E	M978/UM978, N132/UN132, R78	
LARKI	372356N 0265018E	G18, H59/UH59, L609/UL609	
LASBU	410051N0240201E	Y/UY505	

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
LASKO	381916N 0194437E	M601/UM601	
LATAN	391736N 0190000E	L869/UL869, M872/UM872, N1/UN1	(FIR BDRY / BRINDISI) FRA(EX)
LATMO	350819N 0282336E	L53/UL53, N129/UN129	
LATSO	391912N 0202255E	R19, L995/UL995	LGKR
LEKPO	400646N 0230943E	L617/UL617	
LETSO	372727N 0253930E	R32/UR32	
LIAKI	350744N 0271105E	L54/UL54, N132/UN132	
LINGI	343043N 0243244E	M872/UM872	
LINRO	355756N 0274158E	G80/UG80, L52/UL52	FRA(I)
LOKNA	361046N 0273554E	V57, N136/UN136	
LOPOS	401727N 0223001E	G12, M600/UM600	
LOPTI	411143N 0242603E	N127/UN127	
LORNO	372400N 0190000E	A145/UA145, M729/UM729, L81/UL81, UP23	(FIR BDRY / ROMA) FRA(X)
LUPIS	391238N 0245732E	G18/UG18, G33/UG33	
LURUS	365321N 0263101E	L995/UL995, N139/UN139, R19	
LUSES	391853N 0222425E	V651/UV651	
LUTIG	353146N 0300000E		(FIR BDRY / NICOSIA)
M			
MADEX	363911N 0252354E	B34, L53/UL53, M601/UM601, N132/UN132	FRA(I)
MAKED	410745N 0223100E	L617/UL617, P20/UP20, P36	(FIR BDRY / SKOPJE) FRA(EX)
MALED	391315N 0201812E	A14/UA14	
MANOK	362418N 0240222E	P169/UP169, L612/UL612	
MARIK	383559N 0260519E	H59	
MASES	354926N 0265842E	L53/UL53, N134/UN134, N139/UN139	
METRU	340000N 0250900E	P868/UP868, M872/UM872, L81/UL81	(FIR BDRY / CAIRO) FRA(E)
MICPO	411359N 0233353E	M/UM987, L/UL863	
MOCNA	382647N 0254258E	G18/UG18	LGHI
MOKIS	351702N 0264628E	G80/UG80	
MONUV	360713N 0233001E	B1/UB1, P32/UP32, UN45	FRA(I)
N			
NAVOK	354415N 0281422E	N129/UN129	
NAVUS	354157N 0251707E	J62/UJ62	
NAXAS	362127N 0264456E	L52/UL52, N139/UN139, L41/UL41	
NEMES	374223N 0223451E	B34/UB34, N7/UN7	
NEMIS	382223N 0254716E	G18/UG18, G802/UG802	
NETIS	364210N 0245749E	B34, L607/UL607, M601/UM601,	
NEVAL	404856N 0250631E	N/UN79	
NEVIK	350800N 0215740E	P32/UP32, L144/UL144	(FIR BDRY / MALTA) FRA(EX)
NEVRA	381006N 0243337E	G33/UG33, N137/UN137, T514/UT514	(TEMP Z507/UZ507 see SUP 02/18 - 21 DEC 2018) FRA(I)
NIBOX	352038N 0265623E	G80/UG80, N132/UN132	
NIDRI	390321N 0202823E	A14/UA14, T352/UT352	
NIKRO	393957N 0200712E	M127/UM127	(FIR BDRY / TIRANA)

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
NIKTI	413247N 0240718E	N127/UN127, N181,Y505/UY505	(FIR BDRY / SOFIA) FRA(E)
NILAS	360751N 0282630E	G18, L609/UL609	
NILVA	391926N 0254058E	H59	
NIPIS	350248N 0273027E	M978/UM978, N139/UN139, R78	
NISOS	375509N 0262508E	H59, R32/UR32	
NITSA	371127N 0252240E	J62/UJ62	
NOSTO	394900N 0190000E	L612/UL612, N7/UN7	(FIR BDRY / BRINDISI) FRA(E)
O			
OBUP	355307N 0284113E	L995/UL995	
ODARA	381300N 0241700E		
ODIKO	405817N 0231431E	N128/UN128, M987/UM987	
OGSIL	380946N 0244505E	G8, N604/UN604	LGAV
OKORO	371216N 0262239E	N139/UN139	
OKTIM	411359N 0235528E	N181,Y94	
OLGAT	401441N 0190000E	L53/UL53	(FIR BDRY / BRINDISI) FRA(X)
ORMOS	375033N 0263451E	H59	
ORTOS	385805N 0201345E	L612/UL612, N732/UN732	
ORVIS	353420N 0280821E	W54/UW54	
OSDES	382142N 0205534E	N1/UN1, Y302/UY302	
OSMOS	400852N0231545E		(TEMP Z507/UZ507 see SUP 02/18 - 21 DEC 2018)
OTHON	342724N 0300000E	N128/UN128	(FIR BDRY / NICOSIA) FRA(E)
OTREX	350916N 0245620E	M978/UM978, R78	FRA(I)
P			
PAMIC	361647N 0263930E	L41/UL41,N133/UN133	
PANOX	382236N 0254302E	G802/UG802	
PARAX	393336N 0202435E	G12, M600/UM600	LGKR
PARNA	391544N 0202549E	L53/UL53	
PAXIS	335706N 0272000E	L54/UL54, L607/UL607, A10	(FIR BDRY / CAIRO) FRA(X)
PELAS	391800N 0235930E		(TEMP Z507/UZ507 see SUP 02/18 - 21 DEC 2018) FRA(I)
PEREN	403548N 0235804E	G12, L863 /UL863, M603/UM603, N128/UN128, N133/ UN133, V652/UV652, Y505/UY505, N644/UN644	FRA(I)
PERIM	350101N 0283818E	L53/UL53, M978/UM978, R78	
PEROK	371216N 0252706E	N137/UN137	
PEXAN	364049N 0251047E	B34, M601/UM601, T514/UT514	
PIBOM	405415N 0251828E	N131/UN131, N644/UN 644,	FRA(I)
PIDAX	371341N 0253041E	L995/UL995, R19	
PIKAD	380341N 0224152E	L53/UL53	
PIKOS	395742N 0213300E	G12, L607/UL607, M600/UM600	FRA(I)
PINDO	402851N 0205721E	L607/UL607, M603/UM603, N79/UN79,UP14	(FIR BDRY / TIRANA) FRA(EX)
PIPEN	380341N 0260700E	G18, H59, L609/UL609	
PIROX	362900N 0280300E	N129/UN129	(FIR BDRY / ISTANBUL) FRA(EX)
PITAS	395400N 0195040E	N732/UN732	(FIR BDRY / TIRANA)

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
PIVOS	382229N 0254501E	G802/UG802, N130/UN130	
R			
RAPOS	370805N 0250808E	L52/UL52, R32/UR32	
REDRA	375856N 0263128E	R32/UR32	(FIR BDRY / ISTANBUL) FRA(EX)
REFUS	411635N 0234818E	N/UN133,Y94	
RERSA	360006N 0210507E	UN45, M728/UM728	
RESPA	372449N 0205728E	A145/UA145	
RESTI	362804N 0242623E	J56/UJ56, L613/UL613	
RIGRO	373524N 0255227E	R32/UR32, N133/UN133	FRA(I)
RIKSO	385000N 0262600E	N127/UN127, N128/UN128, UP14	(FIR BDRY / ISTANBUL) FRA(EX)
RILIN	375754N 0224000E	N604/UN604	
RIMAX	380707N 0224301E	L613/UL613	
RIPID	390515N 0201124E	N732/UN732	
RIPLI	371633N 0252146E	L995/UL995, N137/UN137, R19, R32/UR32, J62/UJ62	FRA(I)
RODIP	412515N 0244204E	N131/UN131	(FIR BDRY / SOFIA) FRA(E)
ROPOX	381012N 0234550E	B1, M749/UM749, N132/UN132, P20/UP20	
ROTAS	355650N 0201346E	UN45	(FIR BDRY / MALTA) FRA(EX)
RO TSA	385228N 0203914E	A14/UA14, N731/UN731, N7/UN7	
ROXOL	354622N 0273016E	G80/UG80	
RUGAS	411946N 0224729E	N128 / UN128	(FIR BDRY / SKOPJE) FRA(EX)
RUPUM	360610N 0272210E	L52/UL52, V57, N136/UN136	FRA(I)
RUSOS	361230N 0242159E	J56,L612/UL612	
RUTOM	383106N 0190000E	M601/UM601, N604/UN604	(FIR BDRY / ROMA) FRA(EX)
S			
SALUN	340000N 0242700E	M728/UM728, N4/UN4, L604/U L604	(FIR BDRY / CAIRO) FRA(X)
SIGFO	385635N 0233904E	B1, M749/UM749	FRA(I)
SITRU	380626N 0261758E	R20/UR20	(FIR BDRY / ISTANBUL)
SOKRI	361528N 0232819E	B1/UB1, J65/UJ65	
SOREV	370549N 0242528E	L617/UL617	
SOSIR	382425N 0250735E	G8, G802/UG802, N604/UN604	
SOSUS	404439N 0250424E	G12, M603/UM603	
SOTEG	383539N 0205629E	A14/UA14, Y302/UY302	
SOTIV	363300N 0282900E	N136/UN136	(FIR BDRY / ISTANBUL) FRA(EX)
SOTIX	355112N 0265412E	L53/UL53, N133/UN133, N134/UN134	FRA(I)
STINO	393527N 0250627E	G33/UG33	
SUTIS	404207N 0244455E	G12, H59, M603/UM603, N127/UN127	FRA(I)
T			
TALAS	410436N 0215500E	N130/UN130, M749/UM749	(FIR BDRY / SKOPJE) FRA(EX)
TANSA	340000N 0264900E	B12, L613/UL613, L617/UL617	(FIR BDRY/ CAIRO) FRA(E)
TETUZ	360154N 0213631E	UN45 , L81/UL81	
TIGRA	400324N 0190000E	L995/UL995, T75/UT75	(FIR BDRY / BRINDISI) FRA(EX)

5.1.4.4.1 The following chart shows the ATS Routes within **LGC101** area.



LGKR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Fork lift (2 tons), conveyor belts, container loader (7 tons).
2	Fuel/oil types	Fuel: PF 100 LL by GISSCO TF JET A1: by EKO, GISSCO Oil: NIL
3	Fuelling facilities/capacity	EKO Tel: +30 2661440185 +30 6940271544 Email: A.Kerkira@eko.gr GISSCO Tel: +30 2661440155 +30 2661440156 +30 6948685113 Email: cfu01@gissco.gr
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LGKR AD 2.5 PASSENGER FACILITIES

1	Hotels	Available at AD vicinity and Kerkira town.
2	Restaurants	Snack bar, cafeteria. Restaurants at AD vicinity and Kerkira town.
3	Transportation	Airlines buses, Taxis
4	Medical facilities	First Aid. Hospital in Kontokali, distance 8 KM. Motor Ambulance
5	Bank and Post Office	ATM (cash machines) / Postal Box
6	Tourist Office	Available at AD
7	Remarks	NIL

LGKR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CIV CAT: 7
2	Rescue equipment	Equivalent for CAT 7 requirements.
3	Capability for removal of disabled aircraft	Handlers, External Contractors up to 25 tons
4	Remarks	Specific rescue equipment is available for aircraft veering off in the lagoon/s. An inflatable boat with motor, 4 inflatable 10m long rescue boards and life rings are also available for rescue

LGKR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG (degrees and one-hundredth of a degree)	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	169°	2373X45	PCN 100/F/C/X/T Asphalt	393632.02N 0195437.20E 393529.58N 0195453.23E 30.83M	THR 1.75 M/ 5.74 FT TDZ: NIL
34	349°	2373X45	PCN 100/F/C/X/T asphalt	393531.44N 0195452.75E 393645.04N 0195433.84E 30.83M	THR 1.57 M/ 5.15 FT TDZ: NIL

Slope of RWY-SWY		SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7		8	9	10	11	12
16	See relevant LGKR AD and AOC charts-ICAO					Runway end safety areas are not provided for both runway ends. (See relevant GEN 1.7 Chapter 3.4)
34	See relevant LGKR AD and AOC charts-ICAO					

LGKR AD 2.13 DECLARED DISTANCES

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

2.20.2 Taxiing to and from stands

2.20.2.1 Procedures for arriving aircraft 2.20.2.1.1 All taxi instructions are issued by ATC via VHF communication.

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

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

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

2.20.2.2 Procedures for departing aircraft

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

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

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

2.20.2.2.4 Pushback and engine start-up procedure.

- a) Crew shall request start-up and pushback clearance from ATC. Following pilot request for pushback clearance, ATC will provide permission and instructions regarding the direction (facing) of the aircraft. Start-up of engines shall be performed either during pushback after the service road has been cleared or when the aircraft is aligned on the aircraft stand Taxilane C or A according to aircraft code.
- b) Cross-bleeding start-up is not permitted on the nose-in parking stands 3-11 and may only be performed on the aircraft stand Taxilane A or C and/or RWY according to ATC instructions. Exceptionally cross-bleeding start-up is permitted on the nose-in parking stands 1-2 and the aircraft operator and/or the ground service provider are responsible to safeguard the area around the aircraft in order to prevent personnel and/or vehicle passing behind running engines. The request for cross-bleeding start-up should be timely communicated to the Airport Operations Control Center through the aircraft operator or the ground service provider.
- c) During pushback procedure, aircraft from any parking position is aligned on the Aircraft stand Taxilane C, except aircraft code D (max span 52M) from Parking Stands 6, 7 which is aligned on the Aircraft stand Taxilane A. All aircraft are positioned with the nose gear abeam the lead-in line of the parking position it is vacating, unless otherwise instructed by ATC, except for:
 - i) Pushback facing south from stands 1-3 which is positioned abeam the lead in line of stand 4.
 - ii) Pushback facing south from stand 8 which is positioned abeam the lead in line of stand 7B.
- d) In order to facilitate traffic, ATC may request from aircraft to perform a long/extended pushback or to be pulled forward with the nose gear positioned abeam the lead-in line of any adjacent parking position.
- e) Push-back procedure cannot take place simultaneously in any adjacent positions.
- f) Pushback from stands 1-2 always will be performed facing south.

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

2.20.2.3 Towing of aircraft

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

2.20.3 Parking area for small aircraft (General aviation)

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

2.20.4 Parking area for helicopters

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

2.20.5 Apron - taxiing during winter conditions

NIL

2.20.6 Taxiing – limitations

2.20.6.1 Taxiing to/ from RWY 16 via TWY A1 is only allowed for ICAO code letter aircraft up to C (max span 36M).

2.20.6.2 Taxiing on aircraft stand Taxilane C is only allowed for ICAO code letter aircraft up to C (max span 36M).

2.20.6.3 Simultaneous use (i.e. taxiing on, and/or alignment on) of parallel parts of Aircraft stand Taxilanes A and C is only allowed:

2.20.6.3 Simultaneous use (i.e. taxiing on, and/or alignment on) of parallel parts of Aircraft stand Taxilanes A and C is only allowed:
a) Between stands 4 - 8 and
b) For ICAO code letter aircraft up to C (max span 36M).

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

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

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

2.20.8 Helicopter traffic – limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

LGKR AD 2.21 NOISE ABATEMENT PROCEDURES

Part I

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

2.21.1.1 General provisions

NIL

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

NIL

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

NIL

2.21.1.4 Restrictions

NIL

2.21.1.5 Reporting

NIL

Part II

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

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

NIL

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

NIL

2.21.2.3 Reporting

NIL

Part III

2.21.3 Noise abatement procedures for helicopters

2.21.3.1 General provisions

NIL

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

NIL

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

NIL

2.21.3.4 Reporting

NIL

LGKR AD 2.22 FLIGHT PROCEDURES**2.22.1 General**

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

2.22.1.2 Instructions for the completion of the flight plan form

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

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

2.22.2 Runway in use

2.22.2.1 Traffic circuits shall be entered at 1000 FT by conventional aircraft and 1500 FT by jet aircraft.

- a) Left hand traffic circuit for RWY 16 applies.
- b) Right hand traffic circuit for RWY 34 applies

2.22.3 Procedures for IFR flights within KERKIRA TMA

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

2.22.4 Radar procedures within KERKIRA TMA**2.22.4.1 GENERAL INFORMATION**

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

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

2.22.4.2 SHORT DESCRIPTION OF THE TERMINAL AREA SURVEILLANCE RADAR SYSTEM

2.22.4.2.1 Kerkira Approach Control Office operates one PSR/MSSR Terminal Area Surveillance Radar (TAR) station. The station comprises of the Radar Head Site located at the "AGIOI DEKA" hill (393259.25N 0195251.29E) 3.4 NM. South – Southwest of the airport and the Operational Site (OPS), located at the ATS building of KERKIRA/ IOANNIS KAPODISTRIAS airport

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

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

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

2.22.4.3 THE APPLICATION OF RADAR CONTROL SERVICE

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

- within KERKIRA TMA (see **ENR 2.1.5.6**)
- within the adjacent airways segments (see **LGKR AD 2.22.1.1**).

2.22.4.3.2 The minimum horizontal radar separations are:

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

LGKR AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - KERKIRA/ IOANNIS KAPODISTRIAS Airport	19 MAY 22	AD 2-LGKR-ADC
Aircraft Parking/ Docking Chart – ICAO: - KERKIRA/ IOANNIS KAPODISTRIAS Airport	19 MAY 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
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO: - KERKIRA TMA	24 FEB 22	AD 2-LGKR-ASMAC

AERODROME CHART-ICAO

393607N
0195444EELEV 1.41m
4.63 FT

KERKIRA / IOANNIS KAPODISTRIAS Airport

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

RWY	DIRECTION MAG	THR	THR & GUND ELEVATION	BEARING STRENGTH
16	164	393632.02N 0195437.20E	1.75M 30.83M	PCN 100/F/C/X/T
34	344	393531.44N 0195452.75E	1.57M 30.83M	

Type of surface of Apron & TWYs: Asphalt
Apron PCN 78/F/A/X/T, TWY A1 PCN 83/F/A/X/T
TWY A2 PCN 70/F/C/X/T, TWY A3 PCN 87/F/B/X/T**Hot Spots- HS1 & HS2:** CAUTION
AGAINST VIOLATION! ENSURE
BEFORE COMING TO A STOP AT
THE RWY HOLDING POSITION,
THAT THE HOLDING POSITION
MARKING IS NOT VIOLATED

THR DISPLACED 410m

GARITSA
VOR/DME
GAR 108.80 CH25X
393623.08N
0195433.90E

ATS COMMUNICATION FACILITIES			
Service Designation	Call Sign	Frequency	Remarks
APP	KERKIRA APPROACH	122.355 MHz	Primary Coverage FL 250 / 50 NM
		118.080 MHz	Coverage FL 250 / 50 NM
		122.100 MHz	MIL RGA
		121.500 MHz	Emergency
TAR	KERKIRA RADAR	122.355 MHz	Coverage FL 250 / 50 NM
		278.250 MHz	MIL
TWR	KERKIRA TOWER	118.080 MHz	Coverage FL 250 / 50 NM
		120.855 MHz	Primary Coverage FL 40 / 25 NM
		122.100 MHz	RGA
		257.800 MHz	MIL RGA
	KERKIRA GROUND	121.500 MHz	Emergency
		243.000 MHz	MIL Emergency
G/A/G	KERKIRA RADIO	5637 KHZ	0400 - 1700 Primary
		2989 KHZ	1700 - 0400 Primary
ATIS	KERKIRA IOANNIS KAPODISTRIAS AIRPORT INFORMATION	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

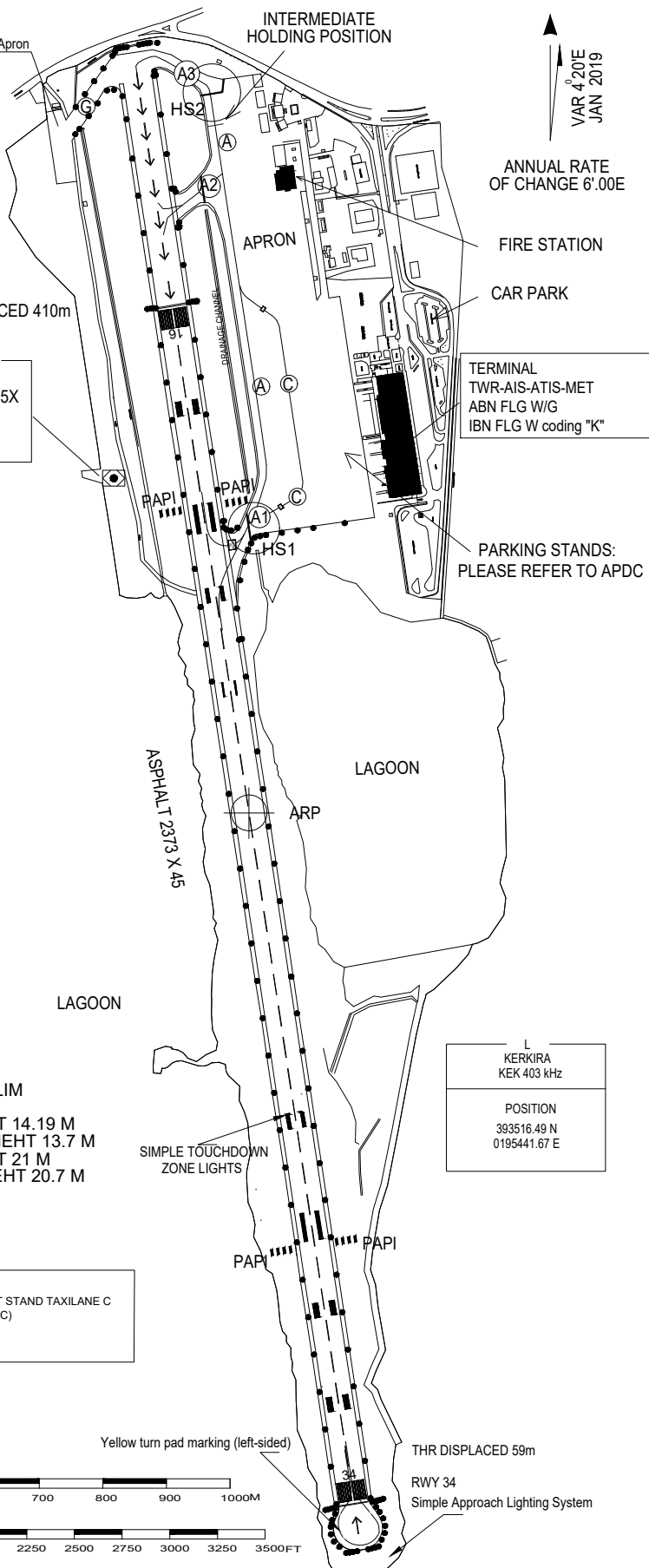
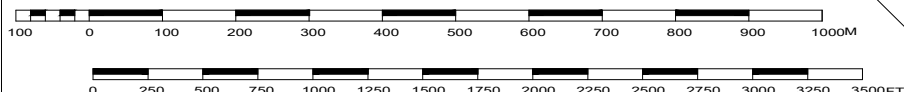
"PAPI system serviceable in azimuth coverage
not more than 8 degrees either side of the
extended runway centre line"

AMENDMENT RECORD

No	DATE	ENTERED BY

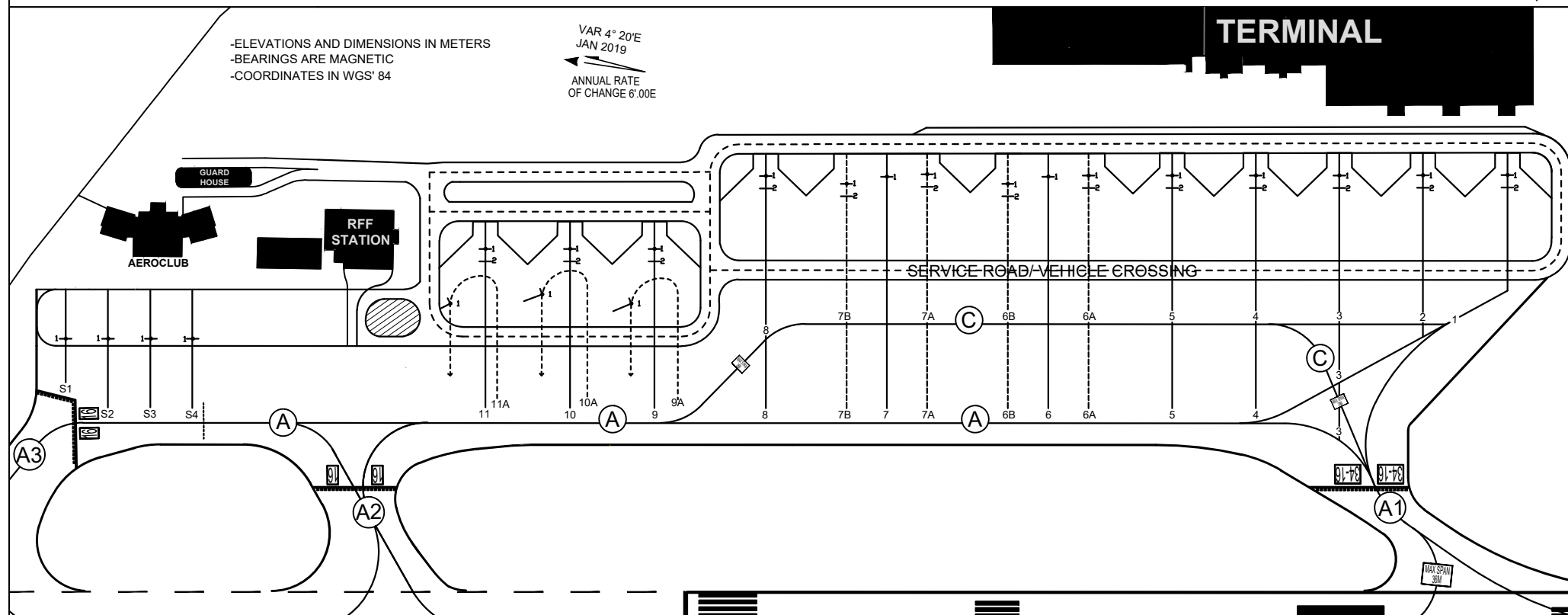
CHANGES:
- NEW SECOND AIRCRAFT STAND TAXILANE C
(PLEASE REFER TO APDC)

SCALE 1 : 10000



AIRCRAFT PARKING/ DOCKING CHART- ICAO

KERKIRA / IOANNIS KAPODISTRIAS Airport



INS COORDINATES FOR A/C STANDS			INS COORDINATES FOR A/C STANDS		
N°	LATITUDE	LONGITUDE	N°	LATITUDE	LONGITUDE
1	393619.92N	0195450.43E	S1	393643.27N	0195440.86E
2	393621.32N	0195450.07E	S2	393642.57N	0195441.04E
3	393622.70N	0195449.70E	S3	393641.88N	0195441.23E
4	393624.08N	0195449.35E	S4	393641.18N	0195441.41E
5	393625.46N	0195448.99E			
6	393627.51N	0195448.44E			
6A	393626.84N	0195448.64E			
6B	393628.15N	0195448.12E			
7	393630.18N	0195447.76E			
7A	393629.52N	0195447.98E			
7B	393630.82N	0195447.43E			
8	393632.18N	0195447.26E			
9	393633.78N	0195445.22E			
9A	393633.98N	0195443.96E			
10	393635.18N	0195444.87E			
10A	393635.49N	0195443.78E			
11	393636.58N	0195444.51E			
11A	393636.98N	0195443.19E			

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

LEGEND	
RUNWAY HOLDING POSITION	=====
TAXIWAY DESIGNATION	(A1)
AIRCRAFT STAND	6
STOP BAR	⊥
MANDATORY INSTRUCTION MARKING	34-16
AIRCRAFT CATEGORY RESTRICTION MARKING	MAX SPAN 30M
INTERMEDIATE HOLDING POSITION	-----
- APRON: ASPHALT	

CHANGES:
- NEW AIRCRAFT STAND TAXILANE C
- NEW ROLL THROUGH PARKING STANDS 9A, 10A, 11A

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

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

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

LGKV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

LGKV AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
05	See relevant LGKV AOC chart-ICAO				
23	See relevant LGKV AOC chart-ICAO				

LGKV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KAVALA/ MEGAS ALEXANDROS / III
2	Hours of service MET Office outside hours	HO ATHINAI
3	Office responsible for TAF preparation Periods of validity	ATHINAI 9 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation, Telephone.
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	MEGAS ALEXANDROS TWR, KAVALA APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 2591053274, +30 6983529718.

LGKV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG (degrees and one- hundredth of a degree)	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	055°	3000 x 45	Rigid part of RWY: 91/R/B/W/T The first 310m of RWY: concrete Flexible part of RWY: 100/F/A/X/T Asphalt	405422.69N 0243617.93E 405517.97N 0243803.42E 40.55M	THR 3.25 M/ 10.66 FT TDZ: NIL
23	235°	3000 x 45	Rigid part of RWY: 100/R/A/W/T The first 200m of RWY: concrete Flexible part of RWY: 100/F/A/X/T Asphalt	405517.97N 0243803.42E 405422.69N 0243617.93E 40.69M	THR 5.40 M/ 17.71 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
05	NIL	NIL	NIL	NIL	3120X300	NIL	See also relevant LGKV AD and AOC charts-ICAO
23	NIL	NIL	NIL	NIL	3120X300	NIL	

LGKV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (FT aMSL)	Remarks
1	2	3	4	5	6	7
KAVALA VOR/DME (4°E)	KPL	108.80 MHz CH 25X	H24	405445.59N 0243653.14E	38 FT / 11.62 M	Coverage FL 250 / 40 NM
KAVALA L (4°E / 2005)	KHR	327 kHz	H24	405536.77N 0243757.35E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of CAA. See also GEN 2.5 and ENR 4.1						

LGKV AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

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

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

2.20.1.2 GA/BA and Non-commercial flights

- a) Due to operational reasons, prior permission (PPR) must be obtained through the FG PPR Platform for all GA/BA and non-commercial flights before the scheduled departure of the flight. PPR must match with the scheduled times of the flight otherwise it must be updated accordingly. PPRs that will not be used must be immediately cancelled. PPR requests should be communicated through a Ground Handling Services Provider or a Local Representative. Detailed guidelines are available on: <https://www.fraportgreece.com/eng/our-expertise-and-services/aviation/ppr-procedure-and-guidelines>.
- b) On the above restriction, the following categories are exempted:
 - SAR flights and airplanes in state of emergency
 - Ambulance flights operated with state aircraft
 - Flights of aircraft rendering assistance or being on a mission in disasters
- c) Aircraft up to 13.6 m wingspan and 8.56 m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar is mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs.
- d) For PPRs which are approved under the condition that there is appropriate towbar availability, the towbar is mandatory regardless of the aircraft dimensions stated in paragraph c) above, as it is a pre-requisite for the PPR granted.
- e) Minimum ground time allowed is 20 min for all GA/BA aircraft excluding helicopters.

2.20.1.3 Higher code letter aircraft requests

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

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

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

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

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

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

LGMT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (Ft aMSL)	Remarks
1	2	3	4	5	6	7
LESVOS VOR/DME (5°E/2019) (5°E)	LSV	114.20 MHz CH 89X	H24	391352.68N 0262531.16E	729 FT / 222.37 M	Coverage FL 500/ 100 NM
MITILINI VOR/DME (5°E/2019) (5°E)	MLN	109.60 MHz CH 33X	H24	390326.67N 0263601.96E	35 FT / 10.76 M	Coverage FL 250 / 40 NM
MITILINI L (5°E / 2019)	LVO	397 kHz	H24	390258.92N 0263624.53E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of CAA. See also GEN 2.5 and ENR 4.1						

LGMT AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

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

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

2.20.1.2 GA/BA and non-commercial flights

- a) Due to operational reasons, prior permission (PPR) must be obtained through the FG PPR Platform for all GA/BA and non-commercial flights before the scheduled departure of the flight. PPR must match with the scheduled times of the flight otherwise it must be updated accordingly. PPRs that will not be used must be immediately cancelled. PPR requests should be communicated through a Ground Handling Services Provider or a Local Representative. Detailed guidelines are available on: <https://www.fraportgreece.com/eng/our-expertise-and-services/aviation/ppr-procedure-and-guidelines>.
- b) On the above restriction, the following categories are exempted:
 - SAR flights and airplanes in state of emergency
 - Ambulance flights operated with state aircraft
 - Flights of aircraft rendering assistance or being on a mission in disasters
- c) Aircraft up to 41 m wingspan and 47.32 m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar is mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs
- d) For PPR which are approved under the condition that there is appropriate towbar availability, the towbar is mandatory regardless of the aircraft dimensions stated in paragraph C above, as it is a pre-requisite for the PPR granted.
- e) Minimum ground time allowed is 20 min for all GA/BA aircraft excluding helicopters

2.20.1.3 Higher code letter aircraft requests

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

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

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

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

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

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

LGPZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (FT aMSL)	Remarks
1	2	3	4	5	6	7
PREVEZA VOR/DME (4°E / 2019) (4°E)	AKT	110.00 MHz CH 37X	H24	385533.29N 0204543.84E	35 FT / 10.68 M	Coverage FL 250 / 40NM
PREVEZA NDB (4°E / 2019)	PAK	353 kHz	H24	385459.70N 0204526.20E	-	Coverage 50 NM
PREVEZA ILS/DME CAT I, RWY 07L (4°E / 2019) ILS/LLZ (4°E)	IPRV	110.90 MHz	HJ	385550.67N 0204653.08E		Coverage FL 62.5 / 25 NM
GP		330.800 MHz		385522.05N 0204510.87E		Coverage FL 23 / 10 NM GP angle 2.75
DME		CH 46X		385522.05N 0204511.22E	32 FT / 9.78 M	Coverage FL 100 / 25 NM
Radio Navigation and Landing Aids under responsibility of CAA: AKT VOR/DME and PAK NDB. HAF: IPRV ILS/DME. See also GEN 2.5 and ENR 4.1						

LGPZ AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

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

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

2.20.1.2 Parking stands Restrictions.

2.20.1.2.1 Available parking stands for aircraft accommodation up to ICAO code letter aircraft category C. To operate ad-hoc with greater than ICAO code letter aircraft category C, aircraft carriers shall submit relevant request via e-mail to: flightscheduling@fraport-greece.com. The request shall be made at least 10 days before the date planned and shall contain the following data:

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

2.20.1.3 Higher code letter aircraft requests

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

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

2.20.1.4 GA/BA and Non-commercial flights

- Due to operational reasons, prior permission (PPR) must be obtained through the FG PPR Platform for all GA/BA and non-commercial flights before the scheduled departure of the flight. PPR must match with the scheduled times of the flight otherwise it must be updated accordingly. PPRs that will not be used must be immediately cancelled. PPR requests should be communicated through a Ground Handling Services Provider or a Local Representative. Detailed guidelines are available on: <https://www.fraportgreece.com/eng/our-expertise-and-services/aviation/ppr-procedure-and-guidelines>.

- On the above restriction, the following categories are exempted:

- SAR flights and airplanes in state of emergency

LGRP AD 2.1 AERODROME LOCATION INDICATOR AND NAME**LGRP - RODOS/ DIAGORAS****LGRP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

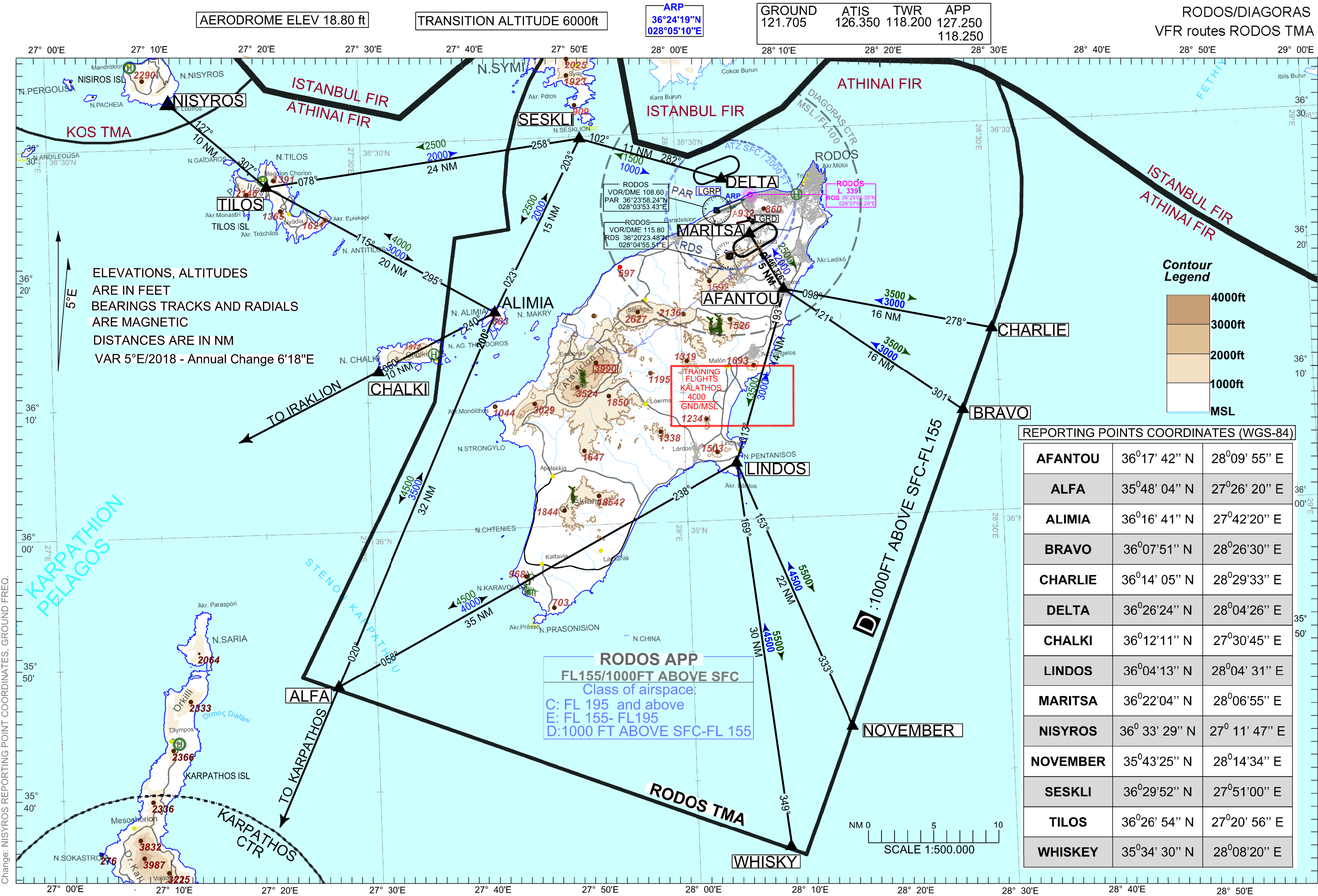
1	ARP coordinates and site at AD	362419N 0280510E Centre of RWY
2	Direction and distance from (city)	BRG 253°, 8 NM from city harbour
3	Elevation/Reference temperature	5.73 M (18.80 FT)/ 33°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	5°40'E (5.67°E)(JAN 2019)/ 6' 18E (0.1050°E)
6	AD Administration, address, telephone, telefax, telex, AFS	Rodos/ Diagoras Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 15123 Maroussi GREECE Mobile: +30 698 5053 883 Email: RHOAOCC@FRAPORT-GREECE.COM Website: https://www.rho-airport.gr Civil Aviation Authority (CAA) GR 85106 RODOS TEL: +30 22410 88900, +30 22410 88700 FAX: +30 22410 83210 AFTN: LGRPYDYX e-mail: d18d@hcaa.gr (ATC) - kard@hcaa.gr (AD ADMIN)
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGRP AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 (TEL: +30 22410 88899 & +30 22410 88888)
6	MET Briefing Office	H24 (MET)
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

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: - VFR routes RODOS TMA	19 MAY 22	AD 2-LGRP-VFR
ATC Surveillance Minmum Altitude Chart (ASMAC) – ICAO: RODOS TMA	26 MAR 20	AD 2-LGRP-ASMAC



RODOS TMA - VFR ROUTES

1. GENERAL:

- 1.1 Access to Rodos TMA is restricted only to aircraft capable of maintaining two-way radio communication with the appropriate ATS unit. Contact DIAGORAS TWR (freq.118.200) or RODOS APP (freq.127.250, 118.250) at reporting points or any other point but not later than 5 min prior to entering RODOS TMA.
- 1.2 Aircraft (including Helicopters) flying under VFR within RODOS TMA, should follow the VFR Routes and Altitudes as depicted in this chart unless VFR criteria require otherwise or a special authorisation is obtained from the appropriate ATC unit.
- 1.3 To meet special traffic requirements the appropriate ATS unit may assign different VFR routes.
- 1.4 Cancellation of IFR flight plan within RODOS TMA is subject to ATC approval and after such a cancellation the VFR Routes and Altitudes should again be followed.
- 1.5 It is reminded that on VFR routes the responsibility to maintain terrain clearance and to avoid collision with other aircraft and restricted airspace rests with the pilot.
- 1.6 Aircraft flying by VFR within RODOS TMA shall be equipped with a functioning transponder with mode A and C capabilities.
- 1.7 Unless otherwise instructed by the appropriate ATS unit, the VFR aircraft shall squawk A 7000.

2. RODOS / DIAGORAS Airport:

- 2.1 When air traffic conditions require ATC may assign different VFR Routes and Altitudes. Also when deemed necessary by the pilots to deviate from the specified routes and/or altitudes they should communicate with RODOS APP (freq.127.250, 118.250) prior entering RODOS TMA or immediately after departure to obtain clearance for deviation.
- 2.2 Position reports must be given to the appropriate ATC unit RODOS APP (freq.127.250, 118.250) or DIAGORAS TWR (freq.118.200), when over compulsory reporting points depicted on this chart.
- 2.3 A continuous watch must be maintained on the appropriate frequency with RODOS APP (freq.127.250, 118.250) or DIAGORAS TWR (freq.118.200), when flying the VFR Routes and Altitudes depicted on this chart.
- 2.4 The use of functioning transponder, with 4096 codes capability on Mode A and automatic altitude transmission on Mode C, within RODOS TMA is mandatory for all IFR and GAT VFR flights (*see above GENERAL paragraph*).
- 2.5 To assist DIAGORAS TWR to arrange a landing sequence of VFR arriving aircraft and facilitate the aerodrome traffic, two visual holding patterns are established north and south of DIAGORAS Airport.
- 2.6 Holding on the above patterns should be carried out 2NM North (DELTA), at an altitude of 1000 ft, and 2NM South (MARITSA), at an altitude of 2000 ft, of RWY 07/25 or as otherwise instructed by DIAGORAS TWR.

LGSK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (Ft aMSL)	Remarks
1	2	3	4	5	6	7
SKIATHOS L (5°E / 2019)	SKC	326 kHz	H24	391027.09N 0233003.17E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of CAA. See also GEN 2.5 .						

LGSK AD 2.20 LOCAL TRAFFIC REGULATIONS**2.20.1 Airport regulations****2.20.1.1 Flight Schedule Data Collection Process (Commercial Flights, excluding GA/BA)**

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

2.20.1.2 GA/BA and non-commercial flights

- a) Due to operational reasons, prior permission (PPR) must be obtained through the FG PPR Platform for all GA/BA and non-commercial flights before the scheduled departure of the flight. PPR must match with the scheduled times of the flight otherwise it must be updated accordingly. PPRs that will not be used must be immediately cancelled. PPR requests should be communicated through a Ground Handling Services Provider or a Local Representative. Detailed guidelines are available on: <https://www.fraportgreece.com/eng/our-expertise-and-services/aviation/ppr-procedure-and-guidelines>.
- b) On the above restriction, the following categories are exempted:
 - SAR flights and airplanes in state of emergency
 - Ambulance flights operated with state aircraft
 - Flights of aircraft rendering assistance or being on a mission in disasters.
- c) Aircraft up to 17.71m wingspan and 18.97m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar are mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs.
- d) For PPR which are approved under the condition that there is appropriate towbar availability, the towbar is mandatory regardless of the aircraft dimensions stated in paragraph c) above, as it is a pre-requisite for the PPR granted.
- e) Minimum ground time allowed is 20 min for all GA/BA aircraft, excluding helicopters.

2.20.1.3 Higher code letter aircraft

To operate with a Higher Code Letter aircraft at LGSK Airport (Aerodrome reference code 3C, RFF category 7), aircraft carriers shall submit relevant request via e-mail to: anocdm@fraport-greece.com. The request shall be made at least 10 days before the date planned and shall contain the following data:

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

2.20.1.4 Aircraft are allowed to taxi only at the indispensable engine power and speed.**2.20.1.5 Maintenance run up tests above idle require prior permission by the Airport Operator. No designated area available, the Airport Operator will coordinate with ATC to designate an area subject to traffic and apron space availability.****2.20.1.6 ATC may request engine start-up on the parking position in order to expedite traffic. Also a pilot may request engine start-up on the parking position for operational reasons. Prior of clearance, ATC shall inform airport operator to monitor the procedure. In such cases, single engine start-up in idle power shall be performed. The aircraft operator and/or the ground service provider are responsible to safeguard the area around the aircraft in order to prevent personnel and/or vehicle passing behind running engines.****2.20.1.7 Landing aircraft shall backtrack at the end of the RWY and follow ATC instructions.****2.20.2 Taxiing to and from stands****2.20.2.1 Procedures for arriving aircraft****2.20.2.1.1 All taxi instructions are issued by ATC via VHF communication.**

LGSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (Ft aMSL)	Remarks
1	2	3	4	5	6	7
SAMOS VOR/DME (4°E)	SAM	111.60 MHz CH 53X	H24	374111.85N 0265425.48E	35 FT / 10.59 M	Coverage FL 200 / 25 NM
SAMOS NDB (4°E / 2013)	SMO	375 kHz	H24	374107.77N 0265459.78E	-	Coverage 80 NM
All Radio Navigation and Landing Aids under responsibility of CAA. See also GEN 2.5 .						

LGSM AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations**2.20.1.1 Flight Schedule Data Collection Process (Commercial Flights, excluding GA/BA)**

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

2.20.1.2 GA/BA and non-commercial flights

- a) Due to operational reasons, prior permission (PPR) must be obtained through the FG PPR Platform for all GA/BA and non-commercial flights before the scheduled departure of the flight. PPR must match with the scheduled times of the flight otherwise it must be updated accordingly. PPRs that will not be used must be immediately cancelled. PPR requests should be communicated through a Ground Handling Services Provider or a Local Representative. Detailed guidelines are available on: <https://www.fraportgreece.com/eng/our-expertise-and-services/aviation/ppr-procedure-and-guidelines>.
- b) On the above restriction, the following categories are exempted:
 - SAR flights and airplanes in state of emergency
 - Ambulance flights operated with state aircraft
 - Flights of aircraft rendering assistance or being on a mission in disasters.
- c) Suitable tow head and towbar for pushback is mandatory for all aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs
- d) Minimum ground time allowed is 20 min for all GA/BA aircraft excluding helicopters

2.20.1.3 Higher code letter aircraft requests

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

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

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

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

2.20.1.6 Maintenance run-up tests above idle require prior permission by the airport operator. No designated area available. Suitable area will be allocated subject to space availability.

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

2.20.2 Taxiing to and from stands**2.20.2.1 Procedures for arriving aircraft****2.20.2.1.1 All taxiing instructions are issued by ATC via VHF communication**

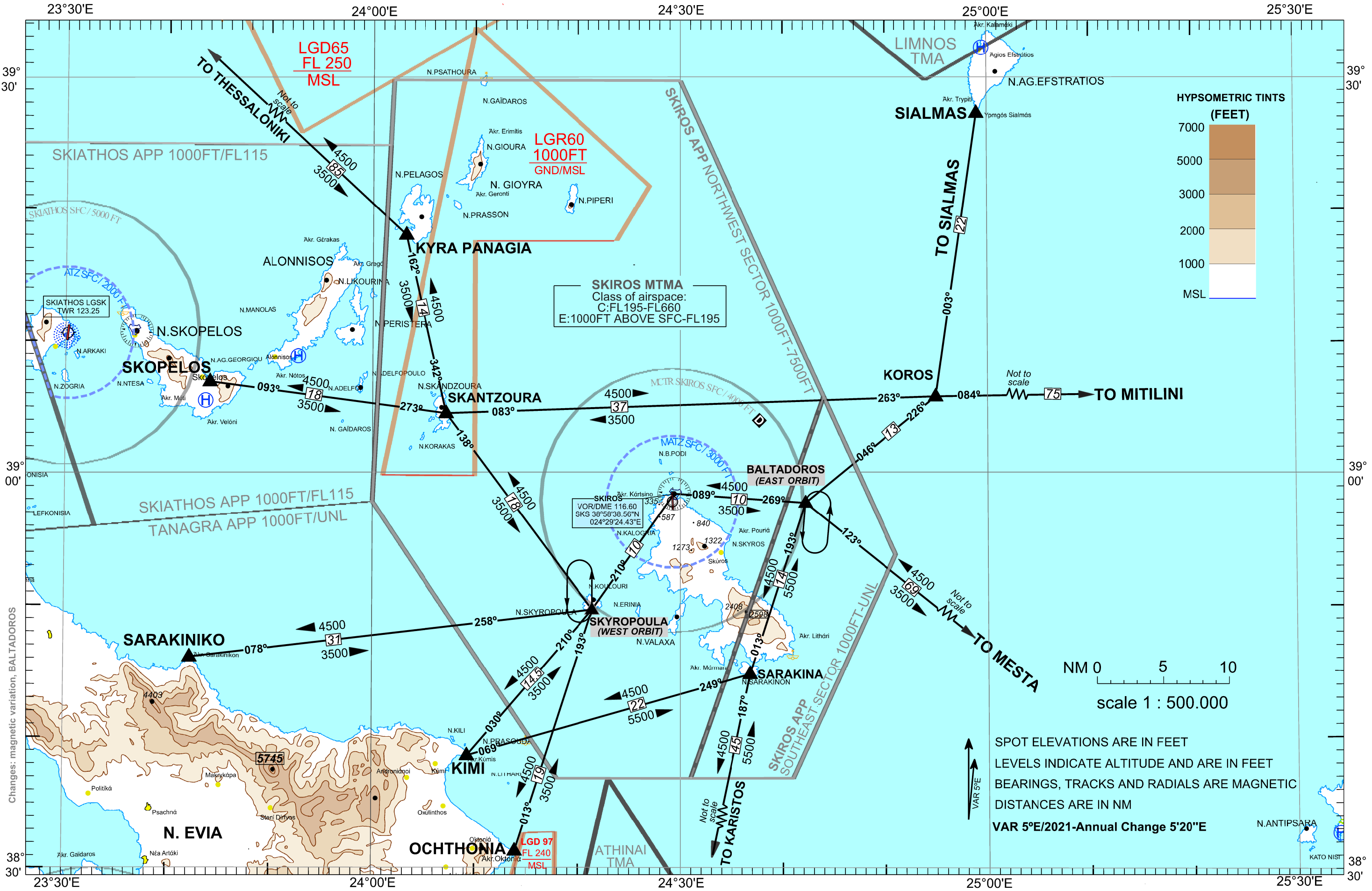
LGSY AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: -	NIL	NIL
Aircraft Parking/ Docking Chart – ICAO: -	NIL	NIL
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: -	NIL	NIL
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 17 / LGSY 1	20 DEC 07	AD 2-LGSY-IAC-1
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 17 / LGSY 2	20 DEC 07	AD 2-LGSY-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 35 / LGSY 3	20 DEC 07	AD 2-LGSY-SID-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR/DME RWY 17 / LGSY 4	20 DEC 07	AD 2-LGSY-STAR-1
Terminal Area Chart - ICAO - VFR routes: - VFR routes SKIROS MTMA	19 MAY 22	AD 2-LGSY-VFR

TRANSITION ALTITUDE 8000ft

APP / TWR 123.200, 122.100

VFR routes SKIROS MTMA



1. Aircraft (including helicopters) flying under VFR within SKIROS MTMA, should follow VFR routes and altitudes as depicted on this chart, unless VFR criteria require otherwise or a special authorization is obtained from appropriate ATC unit.

2. Access to SKIROS MTMA is restricted to aircraft (including helicopters) capable of maintaining two-way radio communication with SKIROS Approach (Freq. 123.20 MHz) or SKIROS Tower (Freq. 122.1 MHz)

3. Should air traffic conditions require, ATC may assign different VFR routes. Also when deemed necessary by the pilots to deviate from specified routes and / or altitudes, they should communicate with SKIROS Approach or SKIROS Tower prior entering, or immediately after departure, to obtain clearance for deviation.

4. Position reports must be given to the appropriate ATC unit when over compulsory reporting points, as depicted on this chart.

5. A continuous watch must be maintained on the appropriate frequency with SKIROS Approach or SKIROS Tower, when flying within SKIROS MTMA.

6. Cancellation of FIR flight plan within SKIROS MTMA is subject to ATC approval and after the cancellation, the VFR routes and altitudes should be followed.

7. Aircraft flying under VFR within SKIROS MTMA, shall be equipped by a functioning transponder with Mode A and C capabilities.

8. Unless otherwise instructed by the appropriate ATC unit, all VFR flights shall squawk A7000.

9. To assist SKIROS ATC to arrange landing sequence of FIR and VFR arrivals and facilitate the aerodrome traffic, two (2) visual holding patterns have been established as depicted on this chart:

- (a) WEST ORBIT at SKYROPOULA point, North-South direction, left turn, altitude 2000FT and above, or as otherwise instructed by SKIROS Approach / Tower.
- (b) EAST ORBIT at BALTADOROS point, 10NM East of the Aerodrome Reference Point at Bearing 090°, North-South direction, left turn, altitude 2000FT and above, or as otherwise instructed by SKIROS Approach / Tower.

10. Aircraft flying from SKANTZOURA to KOROS shall maintain two-way radio communication with SKIROS Approach (Freq. 123.20 MHz) or SKIROS Tower (Freq. 122.1 MHz) due to affection of the Instrument Approach Procedure of RWY 17

11. It is reminded that, on VFR Routes, the responsibility to avoid collision with other aircraft and maintenance of terrain clearance rests with the pilots.

LGSY
COORDINATES OF REPORTING POINTS OF VFR ROUTES

1. KYRA PANAGIA	39° 18' 16''	24° 03' 14''
2. SKANTZOURA	39° 04' 43''	24° 07' 12''
3. SARA KINIKO	38° 46' 08''	23° 42' 16''
4. SKYROPOULA (WEST ORBIT)	38° 51' 25''	24° 20' 30''
5. KIMI	38° 38' 44''	24° 09' 17''
6. OCHTHONIA	38° 31' 29''	24° 13' 55''
7. SARA KINA	38° 43' 10''	24° 38' 56''
8. BALTADOROS (EAST ORBIT)	38° 57' 56''	24° 42' 14''
9. KOROS	39° 05' 59''	24° 54' 57''
10. SIALMAS	39° 27' 30''	24° 58' 59''
11. SKOPELOS	39° 07' 01''	23° 44' 06''

LGTS AD 2.1 AERODROME LOCATION INDICATOR AND NAME**LGTS - THESSALONIKI/ MAKEDONIA****LGTS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	403111.0N 0225815.3E Intersection RWY16/34 and 10/28
2	Direction and distance from (city)	BRG 170°, 7NM from city centre (White Tower)
3	Elevation/Reference temperature	6.83 M (22 FT) / 32°C
4	Geoid undulation at AD ELEV PSN	40.81 M (133 FT)
5	MAG VAR/Annual change	4°42'E (4.7°E) (JAN 2020) / 5'44"E (0.0956°E)
6	AD Administration, address, telephone, telefax, telex, AFS	Thessaloniki /Makedonia Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 15123 Maroussi GREECE Mobile: +30 698 5053 885 Email: SKGAOCC@FRAPORT-GREECE.COM Website: https://www.skg-airport.gr Civil Aviation Authority (CAA) P.O BOX 22605 GR 55103 KALAMARIA TEL: +30 2310 985000 FAX: +30 2310 475555 AFTN: LGTSYDYX e-mail: kathmgae1@hcaa.gr (CAA), d18b@hcaa.gr (CAA / ATC)
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGTS AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 (TEL: +30 2310 985550)
6	MET Briefing Office	H24 (MET)
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	Winter Period
12	Remarks	NIL

LGTS 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 LGTS AD 2.20.4

LGTS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	THESSALONIKI MAKEDONIA CTR A circle, 10 NM radius centred at 403111N 0225815E.
		THESSALONIKI MAKEDONIA ATZ A circle, 5 NM radius centred at 403111N 0225815E (ARP)
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: THESSALONIKI RADAR Greek, English
		ATZ: MAKEDONIA TOWER Greek, English
5	Transition altitude	6000 FT
6	Remarks	For MAKEDONIA TMA see ENR 2.1.5.9

LGTS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	THESSALONIKI APPROACH	120.800 118.280 362.300 MHz 122.100 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq Cover. FL 150/ 40 NM Coverage FL 250/ 50 NM MIL RGA Emergency MIL Emergency
TAR	THESSALONIKI RADAR	120.800 362.300 MHz	H24	Coverage FL150/ 40 NM MIL
	THESSALONIKI DIRECTOR	118.280	H24	Coverage FL 250 / 50 NM
TWR	MAKEDONIA TOWER	118.105 118.055 122.100 257.800 MHz 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq Cover. FL 40 / 25 NM Coverage FL 40 / 25 NM RGA MIL RGA Emergency MIL Emergency

TWR (cont.)	MAKEDONIA DELIVERY	118.055	Operating on ATC instructions	Coverage FL 40/ 25NM Clearance Delivery
	MAKEDONIA GROUND	121.705	H24	Cover. Aerodrome Surface / 5 NM ACFT Start up & Taxi Clearance
G/A/G	MAKEDONIA RADIO	5637 kHz 2989 kHz	H24: 0400–1700 H24: 1700-0400	Primary Primary
ATIS (ARR / DEP)	THESSALONIKI MAKEDONIA AIRPORT INFORMATION	127.555	H24	Coverage FL 200 / 60 NM
All ATS Communication Facilities under responsibility of CAA. For TAR services see ENR 1.6 & LGTS AD 2.22.4 , for ATIS see also ENR 1.1.1.8.3.3				

LGTS 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
THESSALONIKI VOR/DME (5°E / 2020) (5°E)	TSL	112.10 MHz CH 58X	H24	402724.51N 0225927.81E	773 FT / 235.71 M	Coverage FL 500 / 150 NM
FISKA VOR/DME (5°E / 2020) (5°E)	FSK	116.40 MHz CH 111X	H24	410555.37N 0225929.36E	1299 FT / 395.91 M	Coverage FL 500 / 150 NM
MIKRA VOR/DME (5°E / 2020) (5°E)	MKR	110.80 MHz CH 45X	H24	403107.41N 0225811.28E	27 FT / 8.28 M	Coverage FL 250 / 40 NM
THESSALONIKI NDB (5°E / 2020)	THS	345 kHz	H24	403536.96N 0225653.11E	-	Coverage 80 NM
FISKA L (5°E / 2020)	FIS	314 kHz	H24	410553.33N0225 930.34E	-	Coverage 40 NM
THESSALONIKI ILS/DME CAT II, RWY 10 (5°E / 2020) ILS/LLZ (5°E) GP DME	IMAK	109.50 MHz 332.60 MHz CH 32X	H24	403057.51N 0225926.57E 403120.34N 0225704.84E 403120.40N 0225705.21E	11.50 FT / 3.51 M	Coverage FL 62.5 / 25 NM Coverage FL 23 / 10 NM GP Angle 3° Coverage. FL 100 / 25 NM
THESSALONIKI ILS/DME CAT II, RWY 16 (5°E / 2020) ILS/LLZ (5°E) GP DME	ITSL	110.30 MHz 335.00 MHz CH 40X	H24	403023.85N 0225830.37E 403136.57N 0225802.10E 403136.57N 0225802.10E	4 FT / 1.23 M	Coverage FL 62.5 / 25 NM Coverage FL 23/ 10 NM GP Angle 3°, RDH 52 FT Coverage FL 100 / 25 NM
All Radio Navigation and Landing Aids under responsibility of CAA. See also GEN 2.5 and ENR 4.1						

LGTS AD 2.20 LOCAL TRAFFIC REGULATIONS**2.20.1 Airport Regulations****2.20.1.1 Flight Schedule Data Collection Process (Commercial Flights, excluding GA/BA)**

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

2.20.1.2 GA/BA and non-commercial flights

- a) Due to operational reasons, prior permission (PPR) must be obtained through the FG PPR Platform for all GA/BA and non-commercial flights before the scheduled departure of the flight. PPR must match with the scheduled times of the flight otherwise it must be updated accordingly. PPRs that will not be used must be immediately cancelled. PPR requests should be communicated through a Ground Handling Services Provider or a Local Representative. Detailed guidelines are available on: <https://www.fraportgreece.com/eng/our-expertise-and-services/aviation/ppr-procedure-and-guidelines>.
- b) On the above restriction, the following categories are exempted:
 - SAR flights and airplanes in state of emergency
 - Ambulance flights operated with state aircraft
 - Flights of aircraft rendering assistance or being on a mission in disasters.
- c) Aircraft up to 18.29 m wingspan and 20 m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar is mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs
- d) For PPR which are approved under the condition that there is appropriate towbar availability, the towbar is mandatory regardless of the aircraft dimensions stated in paragraph c) above, as it is a pre-requisite for the PPR granted.
- e) Minimum ground time allowed is 20 min for all GA/BA aircraft excluding helicopters.

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGTS Airport (Aerodrome reference code 4E, RFF category 8), aircraft carriers shall submit relevant request via e-mail to: anocdm@fraport-greece.com. The request shall be made at least 10 days before the date planned and shall contain the following data:

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

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

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

2.20.1.6 Maintenance run-up tests on idle power and/or above idle require prior permission by the Airport Operator. No designated area available, the Airport Operator will, in coordination with ATC will designate an area subject to traffic and space available on the movement area.

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

2.20.1.8 U-turns on RWYs, including their intersections with TWY links are not permitted, unless otherwise advised by ATC for operational reasons.

2.20.2 Taxiing to and from stands**2.20.2.1 Procedures for arriving aircraft**

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

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

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

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

2.20.2.1.5 Aircraft with outer engines placed at a distance more than 15 M from the aircraft centreline shall –if possible– taxi with the engines shut-down, while on TWY “A” and the apron Aircraft Stand Taxilanes. In all other cases, no engine shall be shut-down.

2.20.2.2 Procedures for departing aircraft

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

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

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

2.20.2.2.4 Pushback and engine start-up procedure.

- a) Crew shall request start-up and pushback clearance from ATC on the Ground frequency (see **LGTS AD 2.18**, call sign MAKEDONIA GROUND). Following pilot request for pushback clearance, ATC will provide permission and instructions regarding the direction (facing) of the aircraft. Start-up of engines shall be performed either during pushback after the service road has been cleared or when the aircraft is aligned on the Aircraft Stand Taxilane C or D according to aircraft Category.
- b) Cross-bleeding start-up is not permitted on the nose-in parking stands and may only be performed on the taxilane C or D according to ATC instructions after prior coordination with airport operator. In that case the airport operator shall inform ATC regarding dependencies for entry and/or pushback behind the cross-bleed. The request for cross-bleeding start-up should be timely communicated to the Airport Operations Control Center (AOCC) through the aircraft operator or the ground service provider.
- c) During pushback procedure, aircraft from any parking position is aligned on the Aircraft Stand Taxilane C. Aircraft types ICAO cat D or E from Parking Stand 10 must be aligned on taxilane D. All aircraft are positioned with the nose gear abeam the lead-in line of the parking position it is vacating, unless otherwise instructed by ATC. Exceptionally pushback from parking stand 3 (both facings North and South) will be positioned with the nose gear abeam the lead-in line of parking stand 4.
- d) In order to facilitate traffic, ATC may request from aircraft to perform a long/extended pushback or to be pulled forward with the nose gear positioned abeam the lead-in line of any other parking position. Aircraft types ICAO Cat D or E must be positioned only abeam the lead-in line of a parking position suitable for ICAO aircraft type cat D or E.
- e) Push-back procedure cannot take place simultaneously in any adjacent positions.
- f) Pushback from stands 1 and 2 shall always be performed facing south. When north winds of more than 15kt prevail at the airport, pilot may request engine start-up on the parking position. The aircraft operator and/or the ground service provider is responsible to safeguard the area around the aircraft in order to prevent personnel or vehicle to pass behind running engines. Prior of clearance, ATC shall inform airport operator to monitor the procedure.

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

2.20.2.3 Towing of aircraft

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

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 Arriving / departing aircraft taxiing to/from General Aviation apron and Aeroclub (see **AD2 LGTS- ADC**), shall be guided by Follow-Me car and adhere to marshaller's instructions.

2.20.3.2 Arriving aircraft to stands S1, S2 S3, S4 shall be guided by Follow Me car and adhere to marshaller's instructions.

2.20.4 Parking area for helicopters

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

2.20.5 Apron - taxiing during winter conditions

2.20.5.1 Aircraft de/anti-icing activities are performed under the responsibility of the aircraft operator and/or the Ground Handler. Aircraft de/anti-icing is allowed at all parking stands. Prior coordination with the Airport Operations Coordination Center (AOCC) is required.

2.20.6 Taxiing – limitations

2.20.6.1 Turning for back-track on RWY 16/34 is permitted only on RWY threshold markings.

2.20.6.2 TWY Link A3 is to be used only by:

- a) Code letter "A" and "B" aeroplanes (wingspan less than 24 M and main gear wheel span less than 6 M)
- b) Helicopters with largest overall width (rotors turning) less than 14.4 M for ground taxiing and less than 10.1 M for air-taxiing

c) Aircraft with MTOW less than 20,000 KG

2.20.6.3 Stop bars

- a) Taxiing across stop bars, is strictly prohibited when they are switched on
- b) Clearances of any kind do not cover permission for taxiing across an operating stop bar
- c) In case of a complete failure of the stop bar system, the information is broadcast on the ATIS and crossing of an operating stop bar is permitted only under the guidance of a Follow Me car

2.20.6.4 Taxiing on Aircraft Stand Taxilane C between parking positions 1-10B and 13-26 is only allowed for aircraft types up to ICAO cat C.

2.20.6.5 Simultaneous use (i.e. taxiing on, and/or alignment on) of parallel parts of Aircraft Stand Taxilanes C and D is allowed:

- a) Between stands 4 - 9 and
- b) For aircraft types up to ICAO cat C.

2.20.6.6 Taxiing on intersection of TWY F and TWY F6 is not allowed when aircraft is pushed back from stands:

- a) 12 and 12B both facings
- b) 12A facing north
- c) 13 facing east

2.20.6.7 All aircraft landing on RWY 34 will vacate the RWY via TWY A2 or A1 unless otherwise instructed by ATC. TWY F or TWY A4 may exceptionally be used only under ATC approval.

2.20.6.8 All aircraft landing on RWY 10 will not vacate the RWY via TWY F6 unless otherwise instructed by ATC.

2.20.6.9 TWY F5 not to be used as RAPID EXIT TWY. Aircraft vacating RWY 10/28 via TWY F5 shall hold short on RWY holding position of RWY 16/34.

2.20.6.10 Taxiing on TWY F7 is not allowed when aircraft is pushed back from parking stands:

- a) 21 both facings
- b) 20 facing west
- c) 22 facing east

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

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

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

2.20.8 Helicopter traffic – limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

2.20.10 Operation of advanced surveillance system

2.20.10.1 In order to cooperate with the Mode-S based Advanced Surveillance System, aircraft operators intending to use Thessaloniki “Makedonia” airport shall ensure that the Mode S transponder is able to operate when the aircraft is on the ground.

2.20.10.1.1 Pilots shall:

- a) Select AUTO mode and the assigned Mode A code.
- b) If AUTO mode is not available, select ON (e.g. XPDR) and the assigned Mode A code:
 - from the request for towed push-back or taxi, whichever is earlier
 - after landing, continuously until the aircraft is fully parked in its stand;
 - when the aircraft is fully parked, they shall select STBY.

2.20.10.1.2 Whenever the aircraft is capable of reporting Aircraft Identification (i.e. callsign used in flight), this should be entered (through the FMS or the Transponder Control Panel) at the time of the request for towed push-back or taxi, whichever is earlier.

2.20.10.1.3 Air crew must use the ICAO defined format to enter the Aircraft Identification.

2.20.10.1.4 To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving clearance to line up, and should be deselected after vacating the runway.

2.20.10.1.5 For aircraft taxiing without flight plan, Mode A code 2000 should be selected.

LGTS AD 2.21 NOISE ABATEMENT PROCEDURES

Part I

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

2.21.1.1 General provisions

NIL

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

NIL

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

NIL

2.21.1.4 Restrictions

NIL

2.21.1.5 Reporting

NIL

Part II

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

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

NIL

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

NIL

2.21.2.3 Reporting

NIL

Part III

2.21.3 Noise abatement procedures for helicopters

2.21.3.1 General provisions

NIL

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

NIL

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

NIL

2.21.3.4 Reporting

NIL

LGTS AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - THESSALONIKI/ MAKEDONIA	19 MAY 22	AD 2-LGTS-ADC
Aircraft Parking/ Docking Chart – ICAO: - THESSALONIKI/ MAKEDONIA	19 MAY 22	AD 2-LGTS-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 10/28 / LGTS AOC 1	13 AUG 20	AD 2-LGTS-AOC A-1
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 16/34 / LGTS AOC 2	11 DEC 14	AD 2-LGTS-AOC A-2
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: - THESSALONIKI/ MAKEDONIA RWY 16	10 NOV 01	AD 2-LGTS-PATC-1
Precision Approach Terrain Chart – ICAO: - THESSALONIKI/ MAKEDONIA RWY 10	13 AUG 20	AD 2-LGTS-PATC-2
Instrument Approach Chart (IAC) – ICAO: - ILS CAT I RWY 16	21 AUG 14	AD 2-LGTS-IAC-1
Instrument Approach Chart (IAC) – ICAO: - ILS CAT II RWY 16	02 JAN 20	AD 2-LGTS-IAC-2
Instrument Approach Chart (IAC) – ICAO: - MKR VOR/DME RWY 16	21 AUG 14	AD 2-LGTS-IAC-3
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 34	01 MAY 14	AD 2-LGTS-IAC-6
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 34	02 JAN 20	AD 2-LGTS-IAC-7
Instrument Approach Chart (IAC) - ICAO: - RNP Z RWY 34	02 JAN 20	AD 2-LGTS-IAC-10
Instrument Approach Chart (IAC) - ICAO: - RNP Y RWY 34	02 JAN 20	AD 2-LGTS-IAC-11
Instrument Approach Chart (IAC) – ICAO: - ILS Y or LOC Y RWY 10	09 SEP 21	AD 2-LGTS-IAC-12
Instrument Approach Chart (IAC) – ICAO: - ILS Z or LOC Z RWY 10	09 SEP 21	AD 2-LGTS-IAC-13
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 10	13 AUG 20	AD 2-LGTS-IAC-14
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 28	15 JUL 21	AD 2-LGTS-IAC-15
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 16 (TSL VOR/DME)	21 AUG 14	AD 2-LGTS-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 34 (TSL VOR/DME)	21 AUG 14	AD 2-LGTS-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 16 (MKR VOR/DME)	21 AUG 14	AD 2-LGTS-SID-7
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 34 (MKR VOR/DME)	21 AUG 14	AD 2-LGTS-SID-8
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 28 (BASED ON MKR VOR/DME)	15 JUL 21	AD 2-LGTS-SID-9
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 28 (BASED ON TSL VOR/DME)	13 AUG 20	AD 2-LGTS-SID-10
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 10 (BASED ON MKR VOR/DME)	15 JUL 21	AD 2-LGTS-SID-11
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 10 (BASED ON TSL VOR/DME)	13 AUG 20	AD 2-LGTS-SID-12
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 16 (MKR VOR/DME)	06 MAR 14	AD 2-LGTS-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 16 (TSL VOR/DME)	02 FEB 17	AD 2-LGTS-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 34 (MKR VOR/DME)	06 MAR 14	AD 2-LGTS-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 34 (TSL VOR/DME)	02 FEB 17	AD 2-LGTS-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 10 (BASED ON MKR VOR/DME)	13 AUG 20	AD 2-LGTS-STAR-5
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 10 (BASED ON TSL VOR/DME)	13 AUG 20	AD 2-LGTS-STAR-6
Standard Arrival Chart –Instrument (STAR) – ICAO: - RWY 28 (BASED ON MKR VOR/DME)	31 DEC 20	AD 2-LGTS-STAR-7
Terminal Area Chart - ICAO - VFR routes: - LGTS VFR	23 JUL 15	AD 2-LGTS-VFR
ATC Surveillance Minimum Altitude Chart (ASMACH) – ICAO: - MAKEDONIA TMA	24 MAR 22	AD 2-LGTS-ASMACH

ARP 403111.0N 0225815.3E

AD ELEV 6.83M / 22 FT

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

RWY	DIRECTION MAG	THRESHOLD	THR Elevation (AMSL) UDR Elevation	TDZ ELEVATION (AMSL)	BEARING STRENGTH
10	99°	403126.92N 0225651.30	5.31 40.87	5.31	PCN 72/F/A/W/T
28	279°	403100.06N 0225913.15E	5.04 40.90	NIL	
16	162°	403149.43N 0225803.17E	3.55 40.90	3.72	PCN 65/F/A/X/T
34	342°	403033.01N 0225827.46E	6.73 40.81	NIL	

TWY type of surface: Asphalt. For restrictions for TWY "A3" see LGTS AD2.20.6.2
 Apron type of surface: Asphalt (FTO apron, Gen Av apron and stands 1 to 15) and
 concrete (stands 16 to 26)

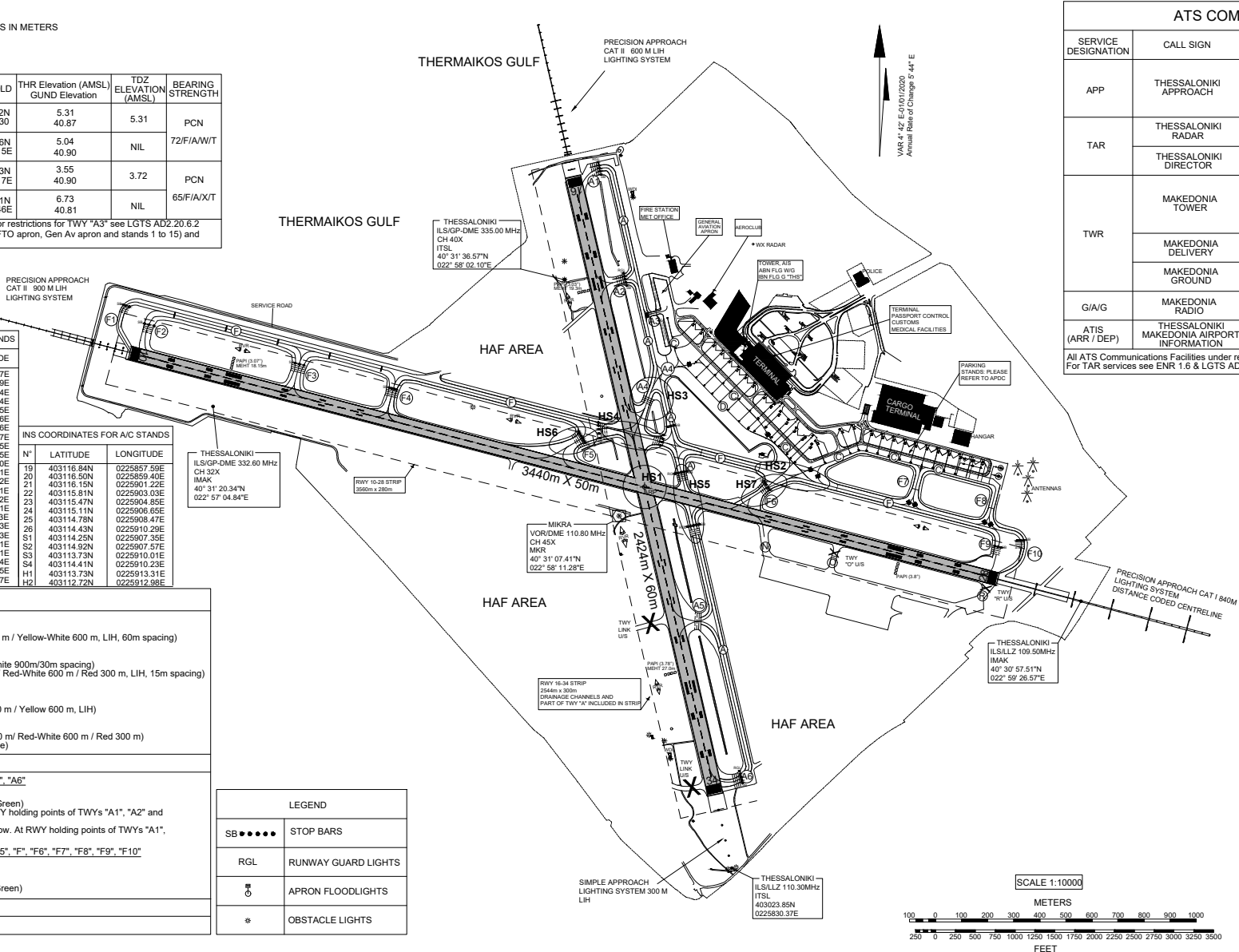
INS COORDINATES FOR A/C STANDS

N°	LATITUDE	LONGITUDE
1	40°131.29N	025°822.97E
2	40°130.29N	025°824.29E
3	40°128.71N	025°826.34E
4	40°127.71N	025°827.34E
5	40°126.71N	025°828.95E
6	40°125.71N	025°830.26E
7	40°124.71N	025°831.57E
8	40°123.71N	025°832.87E
9	40°122.28N	025°834.65E
10	40°121.15N	025°837.25E
11	40°120.02N	025°839.85E
10b	40°120.16N	025°837.11E
11b	40°119.19N	025°839.82E
11a	40°119.17N	025°838.41E
12a	40°118.17N	025°839.72E
12b	40°117.25N	025°842.41E
12c	40°117.17N	025°844.03E
12d	40°116.17N	025°842.33E
13	40°115.69N	025°843.69E
14	40°118.69N	025°849.31E
15	40°118.61N	025°849.21E
16	40°117.57N	025°851.57E
17	40°117.51N	025°855.95E
18	40°117.19N	025°855.77E

N°	LATITUDE	LONGITUDE
19	40°116.81N	025°857.59E
20	40°116.60N	025°859.34E
21	40°116.15N	025°860.22E
22	40°115.81N	025°903.03E
23	40°115.47N	025°904.85E
24	40°115.11N	025°906.65E
25	40°114.78N	025°908.47E
26	40°114.43N	025°910.29E
27	40°114.16N	025°912.09E
28	40°114.25N	025°907.35E
29	40°113.82N	025°915.57E
S1	40°113.73N	025°916.22E
S2	40°114.41N	025°910.23E
H1	40°113.73N	025°910.31E
H2	40°112.72N	025°912.98E

RUNWAY LIGHTING
<u>RWY 10-28</u>
RWY EDGE Lights (White 2800 m / Yellow-White 60m m, LIH, 60m spacing)
RWY END Lights (Red)
RWY THR Lights (Green)
RWY 10 TDZ Lights CAT II (White 900m/30m spacing)
RWY CL Lights (White 2500 m / Red-White 600 m / Red 300 m, LIH, 15m spacing)
<u>RWY 16-34</u>
RWY EDGE Lights (White 1800 m / Yellow 600 m, LIH)
RWY END Lights (Red)
RWY CL Lights (Green)
RWY 16 TDZ Lights Cat II (White)
<u>TAXIWAY LIGHTING</u>
<u>TWYs "A", "A1", "A2", "A4", "A5", "A6"</u>
TWY C/L Lights (Green, LIH)
EXIT TWY C/L Lights (Yellow-Green)
STOP BAR Lights (Red, At RWY holding points of TWYs "A1", "A2" and "A6")
RWY GUARD Lights (FLG Yellow, At RWY holding points of TWYs "A1", "A2" and "A6")
<u>TWYs "F1", "F2", "F3", "F4", "F5", "F6", "F7", "F8", "F9", "F10"</u>
TWY EDGE Lights (Blue)
TWY C/L Lights (Green)
STOP BAR LIGHTS (Red)
EXIT TWY C/L Lights (Yellow-Green)
<u>APRON LIGHTING</u>
Floodlights

LEGEND	
SB ●●●●●	STOP BARS
RGL	RUNWAY GUARD LIGHTS
	APRON FLOODLIGHTS
	OBSTACLE LIGHTS



ATS COMMUNICATIONS FACILITIES					
SERVICE DESIGNATION	CALL SIGN	FREQUENCY/ VHF CH	OPERATIONAL HOURS	REMARKS	
APP	THESSALONIKI APPROACH	120.800	H24	Primary freq cover. FL 150/ 40NM	
		118.280	H24	Coverage FL 250/ 50NM	
		362.300 MHz	H24	MIL	
		122.100	H24	RGA	
		121.500	H24	Emergency	
		243.000 MHz	H24	MIL Emergency	
		THESSALONIKI RADAR	120.800	H24	Coverage FL 150/ 40NM
			362.300 MHz		MIL
TAR	THESSALONIKI DIRECTOR	118.280	H24	Coverage FL 250/ 50NM	
	MAKEDONIA TOWER	118.105	H24	Primary freq cover. FL 40/ 25NM	
118.055		H24	Coverage FL 40/ 25NM		
122.100		H24	RGA		
257.800 MHz		H24	MIL RGA		
TWR		121.500	H24	Emergency	
		243.000 MHz	H24	MIL Emergency	
		MAKEDONIA DELIVERY	118.050	Operating on ATC instructions	Coverage FL 40/ 25NM
					Clearance Delivery
	MAKEDONIA GROUND	121.705	H24	Cover. Aerodrome Surface / 5NM	
				ACFT Start-up & Taxi Clearance	
G/A/G	MAKEDONIA RADIO	5637 kHz	H24: 0400-1700	Primary	
		2989 kHz	H24: 1700-0400	Primary	
ATIS (ARR / DEP)	THESSALONIKI MAKEDONIA AIRPORT INFORMATION	127.555	H24	Coverage FL 200/ 60NM	

All ATS Communications Facilities under responsibility of CAA.
For TAR services see ENR 1.6 & LGTS AD 22.4, for ATIS see also ENR 1.1.8.3.3

Hot Spot
HS1
INTERSECTION OF RWYS

Hot Spot
HS5
INTERSECTION OF RWY10/28
WITH TWY A: INTERSECTION
WITH PAVEMENT MARKINGS
AND SIGNAGE TO WARN
AGAINST ENTRY TO RWY 10/28
FROM TWY A.

Hot Spot
HS2
WIDE OPENING.
WHERE APPLICABLE, MAKE
SURE OF CORRECT TURN
FROM APRON TO TWY "F"
BEFORE RWY 10-28.

Hot Spot
HS6
TWY F5: NOT TO BE USED AS
RAPID EXIT TWY. AIRCRAFT
VACATING RWY 10/28 VIA TWY
F5 SHALL HOLD SHORT ON
RWY HOLDING POSITION OF
RWY 16/34.

Hot Spot
HS3
TAXILINK "A4" NOT TO BE
USED AS RAPID EXIT
TAXIWAY.

Hot Spot
HS7
TWY F6: NOT TO BE USED AS
RAPID EXIT TWY.

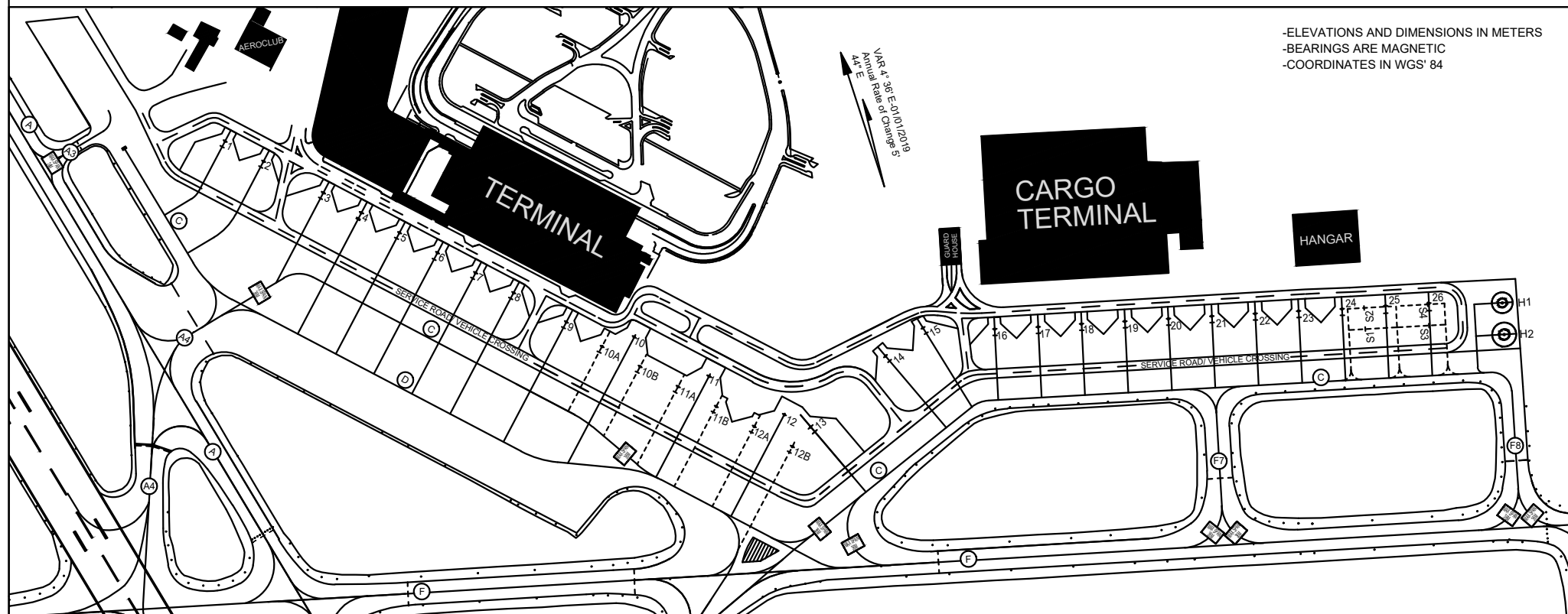
Hot Spot
HS4
INTERSECTION OF RWY16/34
WITH TWY F: INTERSECTION
WITH PAVEMENT MARKINGS
AND SIGNAGE TO WARN
AGAINST ENTRY TO RWY 16
FROM TWY F.

CHANGES:

- ADDITION OF RVRs FOR RWY 16/34 AND 10/28
- APPROACH, TOWER, TAR AND ATIS FREQUENCIES ON ATS COMMUNICATION FACILITIES TABLE

AIRCRAFT PARKING/ DOCKING CHART- ICAO

THESSALONIKI/ MAKEDONIA Airport



INS COORDINATES FOR A/C STANDS		
N°	LATITUDE	LONGITUDE
1	403131.29N	0225822.97E
2	403130.28N	0225824.29E
3	403128.71N	0225826.34E
4	403127.71N	0225827.64E
5	403126.71N	0225828.95E
6	403125.71N	0225830.26E
7	403124.71N	0225831.56E
8	403123.71N	0225832.87E
9	403122.28N	0225834.65E
10	403121.15N	0225837.25E
10a	403121.16N	0225835.80E
10b	403120.16N	0225837.11E
11	403119.19N	0225839.82E
11a	403119.17N	0225838.41E
11b	403118.17N	0225839.72E

INS COORDINATES FOR A/C STANDS		
N°	LATITUDE	LONGITUDE
12	403117.25N	0225842.41E
12a	403117.17N	0225841.03E
12b	403116.17N	0225842.33E
13	403116.60N	0225843.33E
14	403118.09N	0225847.31E
15	403118.61N	0225849.21E
16	403117.87N	0225852.14E
17	403117.51N	0225853.95E
18	403117.19N	0225855.77E
19	403116.84N	0225857.59E
20	403116.50N	0225859.40E
21	403116.15N	0225901.22E
22	403115.81N	0225903.03E
23	403115.47N	0225904.85E
24	403115.11N	0225906.65E

INS COORDINATES FOR A/C STANDS		
N°	LATITUDE	LONGITUDE
25	403114.78N	0225908.47E
26	403114.43N	0225910.29E
S1	403114.25N	0225907.35E
S2	403114.92N	0225907.57E
S3	403113.73N	0225910.01E
S4	403114.41N	0225910.23E
H1	403113.73N	0225913.31E
H2	403112.72N	0225912.98E

CHANGES:
- APPROACH, TOWER, TAR AND ATIS FREQUENCIES ON ATS COMMUNICATION FACILITIES

LEGEND	
TAXIWAY EDGE LIGHTS	●
INTERMEDIATE HOLDING POSITION	— — —
TAXIWAY DESIGNATION	(A)
AIRCRAFT CATEGORY RESTRICTION MARKING	MAX SPAN 30M
AIRCRAFT STAND	2
RUNWAY HOLDING POSITION	== == ==
- APRON: CONCRETE AND ASPHALT - THE COORDINATES PROVIDED REPRESENT THE FRONT STOP BAR OF THE STAND (ON THE SIDE OF THE TERMINAL)	

ATS COMMUNICATIONS FACILITIES				
SERVICE DESIGNATION	CALL SIGN	FREQUENCY	OPERATIONAL HOURS	REMARKS
APP	THESSALONIKI APPROACH	120.800	H24	Primary freq Cover. FL 150/ 40 NM Coverage FL 250/ 50 NM MIL RGA Emergency MIL Emergency
		118.280	H24	
		362.300 MHz	H24	
		122.100	H24	
TAR	THESSALONIKI RADAR	120.800	H24	Coverage FL 150/ 40 NM MIL
		362.300 MHz	H24	
TWR	MAKEDONIA TOWER	118.280	H24	Coverage FL 250/ 50 NM Primary freq Cover. FL 40/ 25 NM Coverage FL 40/ 25 NM RGA MIL RGA Emergency MIL Emergency
		118.105	H24	
		118.055	H24	
		122.100	H24	
		257.800 MHz	H24	
G/A/G	MAKEDONIA RADIO	121.500	H24	Cover. Aerodrome Surface / 5 NM ACFT Start up & Taxi Clearance
		243.000 MHz	H24	
		121.705	H24	
ATIS (ARR/DEP)	THESSALONIKI MAKEDONIA AIRPORT INFORMATION	5637 kHz	H24: 0400 - 1700 H24: 1700 - 0400	Primary Primary
		2989 kHz		
ATIS (ARR/DEP)	THESSALONIKI MAKEDONIA AIRPORT INFORMATION	127.555	H24	Coverage FL 200 / 60 NM

All ATS Communication Facilities under responsibility of CAA.
For TAR services see ENR 1.6 & LGTS AD 2.22.4, for ATIS see also ENR 1.1.1.5.3.3