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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 07/22 Effective Date: 11 AUG 2022 Publication Date: 30 JUN 2022

1. Amendment content

GEN

NIL

ENR

ENR 1.6 Updated information in Operational use of transponder while on the ground
ENR 1.9 Updated information regarding Route Availability Document (RAD)
ENR 5.1 General review

AD

AD 2 LGKO Revision of:

- AD 2-LGKO-APDC and renamed as AD 2-LGKO-APDC-1

Introduction of:

- AD 2-LGKO-APDC-2

AD 2 LGKR Updated information in pushback and engine start-up procedure
AD 2 LGSA Updated information in:

- 2.9 on TWY Markings
- 2.13 on RWY 11 TORA-TODA-ASDA

Revision of:

- AD 2-LGSA-ADC

AD 2 LGSR Revision of:

- AD 2-LGSR-APDC

AD 2 LGZA New clearing equipment available

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	02/22

6. Insert / remove the pages as shown hereunder:

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AIRAC AIP AMENDMENT			
NR/Year	Publication date	Effective date	Inserted by
05/22	05 MAY 22	16 JUN 22	L. TOURNAVITIS
06/22	02 JUN 22	14 JUL 22	L. TOURNAVITIS
07/22	30 JUN 22	11 AUG 22	L. TOURNAVITIS

AIRAC AIP AMENDMENT			
NR/Year	Publication date	Effective date	Inserted by

GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR / YEAR	SUBJECT	AIP SECTION(S) AFFECTED	PERIOD OF VALIDITY	CANCELLATION RECORD
12/98 1 NOV 1998	ATS ROUTE NETWORK FOR HELICOPTERS	ENR 1.1.9 AD 1.1.1.5		AMDT 07/21
02/10 17 JUN 2010	SANTORINI AERODROME Establishment of parallel TWY of RWY 16L/34R as RWY 16R/34L	LGSR: AD 2.9 subpara:2, 4 AD 2.14. columns:1, 2, 3, 4, 6, 7, AD 2.12 columns:1, 3, 5, 6, 7, 8,9,10 AD 2.22.2 LGSR AD 2-ADC-1. LGSR AD 2-IAC-1 LGSR AD 2-IAC-2 LGSR AD 2-SID-1 LGSR AD 2- SID-2 LGSR AD 2-STAR-1		AMDT 02/19
03/13 13 JUN 2013	Additional SID for ATHINA/ ELEFThERIOS aerodrome via temporary ATS Route Z507 from RWYs 03L/R and 21L/R	LGAV AD 2.22 and LGAV charts		AMDT 02/19
02/14 11 DEC 2014	HELIPORT INFORMATION	AD 3-HELIPORTS		AMDT 05/20
02/18 21 DEC 2017	RNAV Route (Z507-UZ507) Effective date: 1 FEB 2018	ENR 3.3 ENR 4.4 LGAV charts		
01/20 09 APR 2010	HELIPORT INFORMATION	AD 3-HELIPORTS	21 MAY 2020 - UFN	AMDT 08/20
02/20 18 JUN 2010	LGTS RWY 28	LGTS AD 2-13 Para 2.22 FLIGHT PROCEDURES	13 AUG 2020 - UFN	AMDT 11/20
03/20 30 JUL 2010	HELIPORT INFORMATION	AD 3-HELIPORTS	10 SEP 2020 - UFN	
01/22 02 JUN 2022	GA/BA FLIGHT PLAN SUSPENSION PROCEDURE	GEN 1.2.2	14 JUL 2022 - 30 SEP 2022	
02/22 30 JUN 2022	UAV FLIGHTS IN SUPPORT OF HELLENIC COAST GUARD OPERATIONS	GEN 3.6	11 AUG 2022 - UFN	

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1.6.4.4.1.5.2 The pilot of an aircraft requesting navigation assistance from an air traffic control unit providing ATS surveillance services shall state the reason (e.g. to avoid areas of adverse weather or unreliable navigational instruments) and shall give as much information as possible in the circumstances.

1.6.4.4.1.5.3 When an aircraft has reported unreliable directional instruments, the pilot shall be requested, prior to the issuance of manoeuvring instructions, to make all turns at an agreed rate and to carry out the instructions immediately upon receipt.

1.6.4.4.2 RADAR INFORMATION SERVICE

1.6.4.4.2.1 Area Radar Information Service is provided to all IFR identified flights which operate out of controlled airspace (airspace Class G), within the Area Radar Coverage, after identification has been effected.

1.6.4.4.2.2 Pilots should know the radar identification does not necessarily mean provision of Radar Control and that, while flying out of controlled airspace, they receive only Radar Information Service remaining wholly responsible for maintaining separation from other aircraft, whether the controller has passed traffic information or not.

1.6.4.4.2.3 When an identified IFR flight operating outside controlled airspace is observed to be a conflicting path with another aircraft, the pilot should when practicable:

- a) Be informed of the unknown aircraft and if so requested by the pilot or if, in the opinion of the controller, the situation warrants, a course of avoiding action should be suggested; and
- b) Be notified when the conflict no longer exists.

1.6.4.5 POSITION REPORTS

1.6.4.5.1 A position report is mandatory when an aircraft is over the boundaries, entering or leaving ATHINAI FIR / HELLAS UIR.

1.6.4.5.2 Position reports on initial call after changing a radio frequency may contain only the aircraft identification and level; subsequently, position reports may contain only aircraft identification, position and time.

1.6.4.5.3 In order to reduce air-ground communication load, after Radar identification of an aircraft has been established and until the termination of radar service, aircraft shall report its position only over those reporting points requested by ATHINAI ACC or MAKEDONIA ACC.

1.6.4.5.4 Aircraft shall omit position reporting over the rest of significant points, unless otherwise instructed.

1.6.4.5.4.1 When a controlled flight has been exempted from the requirement to report at compulsory reporting points, pilots shall resume voice position reporting: (SERA 8025)

- a) when so instructed;
- b) when advised that the ATS surveillance service has been terminated; or
- c) when advised that the ATS surveillance identification is lost.

1.6.4.6 HORIZONTAL AREA RADAR SEPARATION

1.6.4.6.1 Horizontal Area radar separation based on radar-observed distance:

- Horizontal Area separation minimum is 10 NM
- Horizontal Area radar separation minimum between aircraft in holding and other aircraft is 10 NM
- Radar separation is not applied between aircraft holding over the same holding fix.

1.6.4.6.2 Longitudinal separation minimum based on time and radar-observed distance.

1.6.4.6.2.1 A minimum longitudinal separation of three minutes may be applied between aircraft on the same track or crossing tracks, whether at the same level, climbing or descending, provided that:

- a) Their flight progress is continuously monitored by radar forming an integral part of the ATC unit concerned; and
- b) The distance between the aircraft, as observed by radar, is never less than 37 KM (20 NM).

1.6.5 Altimeter settings procedures applicable to air traffic services and minimum levels

1.6.5.1 The controller shall at all times be in possession of full and up-to-date information regarding:

- a) Established minimum flight altitudes within the area of responsibility,
- b) The lowest usable flight level or levels determined for the whole or parts of the control area for which they are responsible,
- c) ACCs shall, when circumstances warrant it, use the lowest usable flight level or levels, when assigning flight levels and pass it to the pilot on request.

Note: The IFR cruising levels have been determined for each segment of ATS routes within ATHINAI FIR/HELLAS UIR (see **ENR 3.1** and **ENR 3.3**).

1.6.5.2 ACCs shall have available for transmission to aircraft, on request, an appropriate number of QNH reports or forecast pressures for the FIRs and control areas for which they are responsible and for those adjacent.

1.6.5.3 The flight crew shall be provided with the transition level in due time prior to reaching it during descent. This may be accomplished by voice communications, ATIS broadcast or data link.

1.6.6 Transponder operating procedures

1.6.6.1 SYSTEM OF SSR CODE ASSIGNMENT

1.6.6.1.1 ATHINAI ACC and MAKEDONIA ACC shall assign SSR codes in accordance with ICAO/ Air Navigation Plan --- European Region, FASID, as listed below:

ASSIGNED	LOCAL	MILITARY
2001 – 2077	0040 – 0057	3601 – 3637
5501 – 5537	1401 – 1477	5001 – 5077
	2201 – 2277	6301 – 6377
	7001 – 7077	
	7401 – 7477	
	3640 – 3677	

1.6.6.2 SSR TRANSPONDER OPERATION

1.6.6.2.1 No general exemptions from the above requirements will be granted, but in very special circumstances relaxation of the requirements for a single flight, may be approved by the appropriate ATC unit.

1.6.6.2.1.1 The carriage and operation of properly functioning SSR transponder equipment with mode A and C capability is mandatory for all flights within ATHINAI FIR / HELLAS UIR (see also **GEN 1.5.3.1**).

1.6.6.2.1.2 When an aircraft carries a serviceable SSR transponder, the pilot shall operate the transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes [SERA.13001(a)].

1.6.6.2.1.3 Pilots shall not operate the IDENT feature unless requested by ATS. (**SERA 13001(b)**)

1.6.6.2.2 SSR transponder Mode A code setting

1.6.6.2.2.1 Except in the cases described in **ENR 1.6.6.3** below, the following shall apply in compliance with SERA.13005 (b):

- Pilots shall select codes as instructed by the ATS unit. When entering ATHINAI FIR/HELLAS UIR, pilots shall maintain the mode A code assigned by the previous ATS unit until otherwise instructed;
- In the absence of ATC instructions related to code setting, pilots of IFR flights departed from aerodromes within ATHINAI FIR shall select code 2000 and maintain that code until otherwise instructed;
- Pilots of GAT VFR flights shall select code 7000 and maintain that code setting until otherwise instructed (see also ENR 1.2).

Note: Pilots of VFR flights should pay attention when selecting code 7000, in order to avoid misleading emergency codes (7500, 7600 and 7700) which may cause the activation of ATS, SAR and Air Defense units.

1.6.6.2.2.2 When it is observed that the code shown on the situation display is different from what has been assigned to the aircraft [SERA.13005 (c)]:

- the pilot shall be requested to confirm the code selected and, if the situation warrants, to reselect the correct code; and
- if the discrepancy between assigned and displayed codes still persists, the pilot may be requested to stop the operation of the aircraft's transponder. The next control position and any other affected unit using SSR and/or multilateration (MLAT) in the provision of ATS shall be informed accordingly.

1.6.6.2.2.2.1 When requested by ATC to confirm the code selected, the pilot shall:

- verify the Mode A code setting on the transponder;
- reselect the assigned code if necessary; and
- confirm to ATC the setting displayed on the controls of the transponder.

1.6.6.2.3 Pressure-altitude-derived information

1.6.6.2.3.1 When the aircraft carries serviceable Mode C equipment, the pilot shall continuously operate this mode unless otherwise dictated by ATC [SERA.13010 (a)].

1.6.6.2.3.2 Verification of pressure-altitude-derived level information displayed to the controller shall be effected at least once by each suitably equipped ATC unit on initial contact with the aircraft concerned or, if this is not feasible, as soon as possible thereafter [SERA.13010 (b)].

1.6.6.2.3.2.1 The tolerance value used to determine that pressure-altitude-derived level information displayed to the controller is accurate shall be:

- +/-200 ft (+/- 60 m) in RVSM airspace; and
- +/-300 ft (+/- 90 m) outside RVSM airspace.

1.6.6.2.3.2.2 The verification shall be effected by simultaneous comparison with altimeter-derived level information received from the same aircraft by radiotelephony. The pilot of the aircraft whose pressure-altitude-derived level information is within the approved tolerance value need not be advised of such verification.

1.6.6.2.3.3 Erroneous level information

1.6.6.2.3.3.1 If the displayed level information is not within the approved tolerance value or when a discrepancy in excess of the approved tolerance value is detected subsequent to verification, the pilot shall be advised accordingly and requested to check the pressure setting and confirm the aircraft's level.

1.6.6.2.3.3.2 If, following confirmation of the correct pressure setting the discrepancy continues to exist, the following action shall be taken by ATC according to circumstances:

- a) request the pilot to select and operate an alternative transponder, if available, and reverify that the displayed level information is within the approved tolerance; or
- b) request the pilot to stop Mode C, provided this does not cause the loss of position and identity information, and notify the next control positions or ATC unit concerned with the aircraft of the action taken; or
- c) inform the pilot of the discrepancy and request that the relevant operation continue in order to prevent loss of position and identity information of the aircraft. In addition, the ATC unit shall notify the next control position or ATC unit concerned with the aircraft of the action taken.

Note: It should be highlighted that ACAS will accept mode C replies that are erroneous, and it is possible to issue an RA based on these inputs. When the measures described in (a) cannot be implemented, the controller should take into account the likelihood of generating ACAS RA in the provision of ATS.

1.6.6.3 SSR TRANSPONDER MODE A CODE SETTING DURING EMERGENCIES, COMMUNICATION FAILURE AND UNLAWFUL INTERFERENCE

1.6.6.3.1 To indicate that it is in a specific contingency situation, the pilot of an aircraft equipped with SSR shall [SERA.13005(a)]:

- a) select Code 7700 to indicate a state of emergency unless ATC has previously directed the pilot to operate the transponder on a specified code. In the latter case, a pilot may nevertheless select Code 7700 whenever there is a specific reason to believe that this would be the best course of action;
- b) select Code 7600 to indicate a state of radio-communication failure;
- c) attempt to select Code 7500 to indicate a state of unlawful interference. If circumstances so warrant, Code 7700 should be used instead.

Note 1: If a pilot has selected Mode A Code 7500 and has been requested to confirm this code by ATC, the pilot should, according to circumstances, either confirm this or not reply at all. If the pilot does not reply, ATC should take this as confirmation that the use of Code 7500 is not an inadvertent false code selection.

Note 2: Mode A Codes 7700, 7600, 7500 are always monitored.

1.6.6.4 SPECIAL TRANSPONDER OPERATION

1.6.6.4.1 When it is necessary to stop IFF/SIF transponders from replying on Mode A/3, pilots shall be requested to switch off Mode 3 ("STOP SQUAWK MODE THREE").

1.6.6.4.2 In no case shall they be required to switch to STANDBY, since operating of the STANDBY switch stops the IFF/SIF transponder from replying on all modes.

Note: Some military aircraft are required to operate IFF transponder for non-ATC purposes simultaneously with and independently of their operation in Mode A/3 for ATC purposes.

1.6.6.5 OPERATION OF SSR EQUIPMENTS AND DISPLAYS

1.6.6.5.1 SSR-derived information shall be checked by use of special monitoring devices or by correlation of an identified primary radar blip with the appropriate SSR response.

1.6.6.5.2 The "all codes" setting shall be used when it is desired to display for ATC purposes all aircraft in a specified area that are equipped with SSR or IFF/SIF transponders; the "all aircraft" setting shall be used when it is desired to also display aircraft equipped with basic IFF transponders.

1.6.6.6 SSR TRANSPONDER FAILURE

1.6.6.6.1 In case of a transponder failure after departure, ATC units shall attempt to provide for continuation of the flight to the destination aerodrome in accordance with the flight plan. Pilots may, however, be expected to comply with specific restrictions [SERA.13020 (a)]. For specific restrictions see also **ENR 1.6.6.6.3.3**.

1.6.6.6.2 In the case of a transponder which has failed and cannot be restored before departure, pilots shall [SERA.13020 (b)]:

- a) inform ATS as soon as possible, preferably before submission of a flight plan;
- b) insert in Item 10 of the ICAO flight plan form under SSR the character 'N' for complete unserviceability of the transponder or, in case of partial transponder failure, insert the character corresponding to the remaining transponder capability; and
- c) comply with the published procedures (see **ENR 1.6.6.6.3.2**) for requesting an exemption from the requirements to carry a functioning SSR transponder.

1.6.6.6.3 Specific restrictions in case of a total or partial SSR transponder failure

1.6.6.6.3.1 In addition to the above mentioned provisions, aircraft requesting an exemption from the requirements to carry a functioning SSR transponder shall comply with the following procedures.

1.6.6.6.3.2 SSR transponder failure before departure

1.6.6.3.2.1 In case of a partial failure of SSR transponder Mode C only, the aircraft concerned shall:

- a) plan to proceed to the destination aerodrome in accordance with the flight plan;
- b) not insert the character 'W' under SSR in item 10 of the ICAO flight plan form; and
- c) operate below the RVSM airspace.

1.6.6.3.2.2 In case of a total SSR transponder failure, which is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned shall:

- a) inform ATC as soon as possible, before submission of the flight plan, in order to obtain permission to proceed, as directly as possible, to the nearest suitable aerodrome where repair can be made, after prior coordination between the aircraft operator and the aerodrome operator;
- b) not insert the character 'W' under SSR in item 10 of the ICAO flight plan form;
- c) operate below the RVSM airspace; and
- d) not operate as a VFR flight at night

1.6.6.3.2.3 The ATC units concerned shall, when granting clearance to aircraft experiencing a total SSR transponder failure, take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.

1.6.6.3.3 SSR transponder failure after departure

1.6.6.3.3.1 The failure of SSR transponder Mode C only during the flight shall not restrict the continuation of the flight and the provisions described in **ENR 1.6.6.2.3.3** shall be applied.

1.6.6.3.3.2 In case of a total or partial SSR transponder failure, the aircraft concerned shall:

- a) not operate within RVSM airspace, with the exception of aircraft experiencing the failure when already within the RVSM airspace. In this case the aircraft shall be considered as "NON RVSM APPROVED" and an increased minimum vertical separation of 2000FT shall be established, unless the aircraft is cleared outside RVSM airspace by the ATC unit; and
- b) comply with the clearances received and acknowledged, when operating in controlled airspace.

1.6.6.3.3.3 Notwithstanding the provisions of **ENR 1.6.6.3.3.1** and **ENR 1.6.6.3.3.2**, in case of a total or partial SSR transponder failure after departure:

- a) continuation of the flight may not be possible, in certain traffic situations, either in terminal areas or en-route, particularly when a total SSR transponder failure is detected shortly after take-off. The aircraft may then be required to return to the departure aerodrome or to land at the nearest suitable aerodrome acceptable to the operator concerned and to ATC; and
- b) when the repair cannot be effected at the landing aerodrome described in (a), then the provisions of **ENR 1.6.6.3.2.2** above shall be applied.

1.6.7 Handling of aircraft in emergency

1.6.7.1 In the event of an aircraft in, or appearing to be in, any form of emergency, every assistance shall be provided by the controller and the procedures prescribed herein may be varied according to the situation.

1.6.7.2 The progress of an aircraft in emergency shall be monitored and (whenever possible) plotted on the situation display until the aircraft passes out of coverage of the ATS surveillance system, and position information shall be provided to all air traffic services units which may be able to give assistance to the aircraft. Transfer to adjacent sectors shall also be affected when appropriate.

1.6.8 Failure of equipment

1.6.8.1 AIRCRAFT RADIO TRANSMITTER FAILURE

1.6.8.1.1 If two-way communication is lost with an aircraft, the controller should determine whether or not the aircraft's receiver is functioning by instructing the aircraft on the channel so far used to acknowledge by instructing the aircraft to operate IDENT, or to change SSR code.

1.6.8.1.2 If the action prescribed in **ENR 1.6.8.1.1** is unsuccessful, it shall be repeated on any available channel on which it is believed that the aircraft might be listening.

1.6.8.1.3 Where it has been established by the action in **ENR 1.6.8.1.1** that the aircraft's radio receiver is functioning, continued control can be effected using SSR code changes or IDENT transmissions to obtain acknowledgement of clearances issued to the aircraft.

1.6.8.2 COMPLETE AIRCRAFT COMMUNICATION FAILURE

1.6.8.2.1 As soon as it is known that two-way communication has failed, ATC shall maintain separation between the aircraft having the communication failure and other aircraft based on the assumption that the aircraft will operate in accordance with **ENR 1.6.8.2.2** or **ENR 1.6.8.2.3**.

1.6.8.2.2 Visual meteorological conditions (VMC)

1.6.8.2.2.1 Except as provided for **ENR 1.6.8.2.3.1**, a controlled flight experiencing communication failure in VMC shall

- a) Set transponder to Code 7600;
- b) Continue to fly in VMC;

- c) Land at the nearest suitable aerodrome; and
- d) Report its arrival time by the most expeditious means to the appropriate ATS unit.

1.6.8.2.3 Instrument meteorological conditions (IMC)

1.6.8.2.3.1 A controlled IFR flight experiencing communication failure in IMC, or where it does not appear feasible to continue in accordance with **ENR 1.6.8.2.2** shall:

- a) Set transponder to Code 7600;
- b) Maintain for a period of 7 minutes the last assigned speed and level or the minimum flight altitude, if the minimum flight altitude is higher than the last assigned level. The period of 7 minutes commences:
 - 1) If operating on a route without compulsory reporting points or if instructions have been received to omit position reports:
 - I) at the time the last assigned level or minimum flight altitude is reached, or
 - II) at the time the transponder is set to Code 7600, whichever is later; or
 - 2) If operating on a route with compulsory reporting points and no instruction to omit position reports has been received:
 - I) At the time the last assigned level or minimum flight altitude is reached, or
 - II) At the previously reported pilot estimate for the compulsory reporting point, or
 - III) At the time of a failed report of position over a compulsory reporting point, whichever is later.

Note: The period of 7 minutes is to allow the necessary air traffic control and coordination measures.

- c) Thereafter, adjust level and speed in accordance with the filed flight plan.

Note: With regard to changes to levels and speed, the filed flight plan, which is the flight plan as filed with ATS unit by the pilot or designated representative without any subsequent changes, will be used.

- d) If being radar vectored or proceeding offset according to RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point,

Note: With regard to the route to be flown or the time to begin descent to the arrival aerodrome, the current flight plan, which is the flight plan, including changes, if any, brought about by subsequent clearances, will be used.

- e) Proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination aerodrome and, when required to ensure compliance with **ENR 1.6.8.2.3.1 f)**, hold over this aid until commencement of descent.
- f) Commence descent from the navigation aid specified in **ENR 1.6.8.2.3.1 e)** at, or as close as possible to, the expected approach time last received and acknowledged at, or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan.
- g) Complete a normal instrument approach procedure as specified for the designated navigation aid; and
- h) Land, if possible, within thirty minutes after the estimated time of arrival specified in **ENR 1.6.8.2.3.1 f)** or the last acknowledged expected approach time, whichever is later.

Note: Pilots are reminded that the aircraft may not be in an area of secondary surveillance radar coverage.

1.6.9 Use of Primary Radar

1.6.9.1 Long range PSRs within ATHINAI FIR / HELLAS UIR are collocated with most of SSRs (see **ENR 1.6.2.1**).

1.6.9.2 Radar coverage of Primary Radars within ATHINAI FIR / HELLAS UIR is 180 NM and is ensured above MFL of the airways.

1.6.9.3 APPLICATION OF AREA RADAR SERVICE BASED ON PSR.

1.6.9.3.1 Radar service based on PSR alone is provided only to those flights within the Radar coverage, which experience an aircraft transponder failure.

1.6.9.3.2 Radar identification is carried out in accordance with procedures mentioned in Doc 4444, para. 8.6.2.3.

1.6.9.3.3 The separation minima specified in **ENR 1.6.4.6** shall also be applied when radar service provided to aircraft is based on PSR.

1.6.10 Coordination of traffic under radar and non-radar control

1.6.10.1 Either of the following arrangements should be applied for the co-ordination of traffic under radar control with traffic under non-radar control.

- a) Traffic under radar control should be vertically separated, 20 NM or more before the limit of the operational radar coverage, from traffic under non radar control, provided that the latter is at least 20 NM before the beginning of the operational radar coverage.
- b) Traffic under radar control should be vertically separated before the limit of the operational radar coverage, from traffic under non-radar control provided that the latter is at least 40 NM before the beginning of the operational radar coverage.

1.6.11 Flight plan and departure messages

1.6.11.1 Filed flight plan messages for flights intending to operate within the NAT Region at a distance of 110 KM (60 NM) or less from the northern and southern boundaries of Gander Oceanic and Shanwick Oceanic flight information regions shall be addressed to the area control centres in charge of the NAT flight information regions along the route and, in addition, to the area control centres in charge of the nearest adjacent NAT flight information regions.

- 1.6.11.2 For flights departing from points within adjacent regions and entering the NAT Region without intermediate stops, filed flight plan messages shall be transmitted to the appropriate area control centres immediately after the flight plan has been submitted.
- 1.6.11.3 Provided reliable ATS speech circuits exist between the successive ATS units concerned with the flight, departure messages are omitted for IFR flights operated within EUR Region (see also **ENR 1.10.9.1.5**).
- 1.6.11.4 COMPUTER-ASSISTED COORDINATION PROCESS
- 1.6.11.4.1 General
- 1.6.11.4.1.1 When so agreed between adjacent ATC units, a computer-assisted coordination process is introduced to eliminate the need for verbal coordination of boundary estimates and to reduce the amount of manual data input into ATC computers.
- 1.6.11.4.1.2 When introduced between adjacent area control centres for the purpose of activation and updating of FPL messages or RPLs, data processing is based upon messages and procedures described below.
- 1.6.11.4.1.3 The minimum requirement for the activation of flight plan data is in the content of the boundary estimate (EST) message. When so agreed between adjacent units, the activate (ACT) message is used instead of the EST message, enabling additional information to be transmitted.
- 1.6.11.4.1.4 The means of communication to be employed and the procedures to be applied for the exchange of messages in the computer-assisted coordination process are specified by bilateral agreement between the ATC units concerned.
- 1.6.11.4.2 Messages
- 1.6.11.4.2.1 The EST message and the ACT message are the alternative means employed to achieve flight plan activation. The EST message shall contain Field Types 3, 7, 13a, 14 and 16a.
- 1.6.11.4.2.2 The ATC message contains Field Types 3, 7, 13a, 14 and 16a, identical to that of the EST message and, in addition, one or more Field Types 22 as bilaterally agreed between adjacent ATC units for the inclusion of other current information associated with the flight plan.
- 1.6.11.4.2.3 The logical acknowledgement message (LAM) is the mean which the safeguarding of the transmitted message is indicated to the sending ATS unit by the receiving ATS unit. The LAM contains Field Type 3 (message type, number and reference data) with reference to the appropriate ATS message which it acknowledges.
- 1.6.11.4.3 Procedures
- 1.6.11.4.3.1 OPERATIONAL PROCEDURE
- 1.6.11.4.3.2 The following basic rules are applied for the use of EST and ACT messages:
- These messages are automatically generated, exchanged and processed to obviate human intervention to the extent practicable.
 - A single message is sent in respect of each flight due to be transferred and any subsequent revision shall be the subject of verbal coordination.
 - The message provides the most recent information available on all transfer conditions at the time of transmission.
 - Acceptance by the receiving unit of the transfer conditions implied the message is assumed, unless the receiving unit initiates verbal coordination to amend the transfer conditions.
 - There shall be bilateral agreement as to the boundary point and transmission times for each route. The normal transmission time shall be 15 minutes before the flight concerned is expected to cross the boundary.
 - In the event of data not being correlated by the receiving computer with an appropriate entry in its flight plan database, the computer originates a warning to the appropriate ATC sector to take necessary action for the acquisition of missing flight plan details. This involves a telephone inquiry.
 - In the event of incomprehensible or illogical data being detected within the message, the computer initiates an appropriate warning to the ATC sector involved. Any system-initiated warning requires reversion to verbal coordination.
 - If the receiving unit has not received a flight plan, the sending ATC unit shall verbally inform the receiving unit whether or not the aircraft is RVSM approved.
 - When an automated message does not contain the information filed in **Item 18** of the ICAO flight plan form relevant to RVSM operations, the sending ATC unit shall inform the receiving unit of that information by supplementing the ACT message verbally, using the term "NEGATIVE RVSM" or "NEGATIVE RVSM STATE AIRCRAFT", as applicable.
 - When a verbal coordination process is being used, the sending ATC unit shall include the information filed in **item 18** of the ICAO flight plan form relevant to RVSM operations at the end of the verbal estimate message, using the term "NEGATIVE RVSM" or "NEGATIVE RVSM STATE AIRCRAFT", as applicable.
 - When a single aircraft is experiencing an in-flight contingency that impacts on RVSM operations, the associated coordination message(s) shall be supplemented by a description of the cause of the contingency.
- 1.6.11.4.3.3 DATA PROTECTION PROCEDURE
- Appropriate safeguards in the automatic communication process are provided using a logical acknowledgement procedure.
 - This procedure is based on the following basic rules:
 - The receiving computer transmits a LAM in response to an activation message received and processed, up to the point where the operational content will be presented to the appropriate air traffic controller
 - ATHINAI ACC or MAKEDONIA ACC has set a reaction parameter time of one minute from transmission of the activation message. If the LAM is not received within that parameter time, an operational warning is initiated and reversion to telephone and manual mode shall ensure. If the appropriate ATC sector cannot be determined, a LAM shall not be transmitted.

1.6.12 Air Traffic Services coordination

1.6.12.1 COORDINATION BETWEEN UNITS PROVIDING AREA RADAR CONTROL SERVICE

1.6.12.1.1 If a flight should enter an adjacent control area, information concerning any revisions of estimate of 3 minutes or more shall be forwarded to the adjacent area control centre (Normally by telephone in the EUR region).

1.6.13 ATS surveillance system failure

1.6.13.1 In the event of complete failure of the ATS surveillance system where air-ground communications remain, the controller shall plot the positions of all aircraft already identified, take the necessary action to establish procedural separation between the aircraft and, if necessary, limit the number of aircraft permitted to enter the area.

1.6.13.2 As an emergency measure, use of flight levels spaced by half the applicable vertical separation minimum may be resorted to temporarily if standard procedural separation cannot be provided immediately.

1.6.14 Ground radio failure

1.6.14.1 In the event of complete failure of the ground radio equipment used for control, the controller shall, unless able to continue to provide the ATS surveillance service by means of other available communication channels, proceed as follows:

- a) without delay inform all adjacent control positions or ATS units, as applicable of the failure;
- b) apprise such positions or units of the current traffic situation;
- c) request their assistance, in respect of aircraft which may establish communications with those positions or units, in establishing and maintaining separation between such aircraft;
- d) instruct adjacent control positions or ATC units to hold or re-route all controlled flights outside the area of responsibility of the position or ATC unit that has experienced the failure until such time that the provision of normal services can be resumed.

1.6.15 Use of radar in ATHINAI TMA

1.6.15.1 Radar coverage within ATHINAI TMA is provided in the form of (unified) multi radar coverage by three terminal radars;

- ATHINAI - ATARS (PSR+MSSR)
- KAMARA (PSR+MSSR)
- MERENDA (MSSR)

1.6.15.1.1 In case of unavailability of one or more terminal radars, additional radar coverage is provided automatically, in the same form, by long range radars.

1.6.15.2 ATHINAI Approach control Unit (ATHINAI APP) provides terminal area surveillance radar (TAR) services within ATHINAI TMA (see **ENR 2.1.5.2**), according to ICAO DOC 4444, part VI.

1.6.15.3 The minimum horizontal radar separation applied between radar tracks is 5 NM.

1.6.15.3.1 The minimum horizontal radar separation can be 3 NM provided that:

- a) The tracks are within a range of 25 NM from the radar head (either ATARS or KAMARA).
- b) The tracks are deriving from the same radar head.
- c) Both PSR and MSSR radars are available.
- d) The transponders of the aircraft involved are operating normally.

Note: Attention is drawn to the fact that radar service to aircraft experiencing transponder failure will be possible only within the coverage of the primary radars given that aircraft's ground speed is approximately 80 knots or above.

1.6.15.4 PARTICULAR RADAR SERVICES

- a) Provide radar vectoring of arriving traffic on to the pilot interpreted final approach aids, terminated normally at the time the aircraft leaves the last assigned heading to intercept the final approach track.
- b) Provide radar monitoring of other pilots interpreted approaches for the purpose of providing aircraft with information and advice relative to significant deviations from nominal flight path, including deviations from the terms of their air traffic control clearances.

Note 1: Aircraft transferred to TOWER executing an instrument approach shall report "RUNWAY INSIGHT" in the first contact or as soon as the visual contact is established. When the aircraft reports "RUNWAY INSIGHT" the provision of radar service is terminated.

Note 2: VENIZELOS TOWER is exempted from the above requirement as radar service continues to apply after transfer of control to the TOWER radar controller (see also LGAV AD 2.22.4).

Note 3: The above radar services are not applicable, if the arriving aircraft experiences transponder failure.

- c) Provide radar vectoring of arriving traffic to LGEL - ELEFSIS aerodrome to a point from which a visual approach can be completed.
- d) Provide radar separation between:
 - I) succeeding departing aircraft,
 - II) succeeding arriving aircraft,
 - III) departing and arriving aircraft.

Note: In special cases there is no requirement for a minimum track divergence between missed approach and departure courses and the aircraft will follow the radials applicable for each case. Controller intervention is required to establish a radar or procedural separation as soon as possible.

- e) Provide radar vectoring to departing aircraft for the purpose of facilitating an expeditious and efficient departure flow and expediting climb to cruising level.
- f) Provide radar vectoring to assist pilots in their navigation.
- g) Provide assistance to aircraft in distress.
- h) Provide Collision hazards information. This radar service is provided when an identified controlled flight is observed to be a conflicting track with an unknown aircraft and is deemed to constitute a collision hazard. The controlled flight shall whenever practicable:
 - I) Be informed of the unknown aircraft and if so requested by the controlled flight, or if in the opinion of the radar controller the situation warrants a course of avoiding action should be suggested.
 - II) Be notified when the conflict no longer exists.
The controller's suggestion shall not relieve the pilot-in-command of an aircraft from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by ACAS equipment, as will best avert collision.

Note: The ATC may not be in the position to provide traffic information on aircraft with a failed transponder due to known deficiencies of primary radar.

1.6.15.5 SSR OPERATION AND TRANSPONDERS

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

- a) Pilots shall operate the transponder and select modes and codes in accordance with ATC instructions.
- b) If not otherwise instructed, the pilot of an IFR flight entering ATHINAI TMA shall maintain the most recently assigned code.
- c) Pilots of VFR flights who have not received specific instructions from ATC concerning code setting will squawk A/7000.

1.6.15.5.2 Operational use of transponder while on the ground

1.6.15.5.2.1 While on the ground transponders must be switched-on, on ground mode.

1.6.15.5.2.2 Aircraft not equipped with mode S, shall switch off transponder while on ground.

1.6.15.5.3 Operational use of transponder in case of emergency

1.6.15.5.3.1 EMERGENCY PROCEDURES

- a) In case of emergency the pilot has to squawk Mode A code 7700.

1.6.15.5.3.2 UNLAWFUL INTERFERENCE PROCEDURES

- a) The pilot of an aircraft, which is being subjected to unlawful interference, shall endeavour to select Mode A Code 7500 to notify his situation, unless Mode A Code 7700 is justified by the prevailing circumstances.

1.6.15.5.3.3 RADIO COMMUNICATION FAILURE FOR AIRCRAFT UNDER RADAR CONTROL

- a) In case of radio communication failure the pilot is expected to squawk mode A code 7600.
- b) In the event of complete radio communication failure and the absence of alternative ATC instructions the pilot should, if unable to execute a visual approach:
 - I) Continue by his own navigation means to execute the approach he was vectored for.
 - II) When vectored to execute a visual approach to LGEL - ELEFSIS aerodrome, proceed directly to EGN NDB maintaining the last assigned altitude, if it is higher or equal to 4000 FT (QNH) and execute one of the instrument approach procedure as appropriate without delay. Aircraft below 4000 FT (QNH) must proceed to EGN NDB making an initial climbing turn to 4000 FT (QNH), taking into account high terrain and obstacles.

1.6.15.5.4 SSR Transponder failure

1.6.15.5.4.1 Due to the dominating role of SSR in radar data processing, it is very complicated to accommodate a flight with failing transponder. Pilots have to take this into account when interpreting the procedures indicated below.

1.6.15.5.4.1.1 FAILURE BEFORE INTENDED DEPARTURE

- a) In cases where a transponder has failed and definitely cannot be restored prior to departure, permission to perform the flight without SSR must be obtained from ATHINAI APP.
- b) If the permission is granted, the letter "N" shall be inserted in item 10 of the ICAO flight plan under "SSR" for indicating complete unserviceability of the transponder, or in case of partial transponder failure the letter corresponding to the remaining transponder capability.

1.6.15.5.4.1.2 FAILURE DURING FLIGHT

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

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

1.6.15.5.5 Radar equipment failure

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

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

1.6.16 Military radar flight advisory service to civil aircraft

1.6.16.1 GENERAL

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

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

1.6.16.2 NATURE OF FLIGHT INFORMATION

1.6.16.2.1 The following flight information will be available:

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

1.6.16.3 COMMUNICATIONS

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

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

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

1.6.16.4 AIRCRAFT IDENTIFICATION

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

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

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

1.6.16.5 RADIO FAILURE

1.6.16.5.1 Aircraft transmitter failure

1.6.16.5.1.1 When no reply is received from the aircraft the Radar operator will determine whether the aircraft is receiving his transmission by requesting the pilot to make a turn. If no such instructions are received aircraft will change to ACC or A/G frequencies and Radar operator will pass the information through ACC Controller.

1.6.16.5.2 Radar equipment failure

1.6.16.5.2.1 In the event of Radar failure the aircraft shall be advised accordingly by either the ACC or TUGRIT SERVICE functions.

1.6.16.5.2.2 Since TUGRIT SERVICE is functioning on a strictly advisory capacity, the responsibility to provide IFR separation to all traffic in ATHINAI FIR / HELLAS UIR rests with ATHINAI ACC or MAKEDONIA ACC.

1.6.16.5.2.3 The cooperation between Military Radar service and ACC personnel is effected at all times according to existing procedures.

1.6.16.6 PRIORITY

1.6.16.6.1 Except in cases when an aircraft is in emergency, aircraft using upper airspace shall have the priority to receive Radar assistance service over other aircraft flying in the lower airspace.

1.6.16.6.2 On giving radar advisory service Air Deference Radar Stations will give priority to air defense missions. Consequently radar advisory service for other civil traffic will be limited commensurate with the capacity of that service.

1.6.17 Weather radar

1.6.17.1 INFORMATION REGARDING ADVERSE WEATHER

1.6.17.1.1 ATS surveillance system of ATHINAI FIR / HELLAS UIR, has no capability of detection and display areas of adverse weather.

1.6.17.1.2 ATC units obtain information concerning areas of adverse weather from aircraft in flight. An aircraft's weather radar will normally provide better detection and definition of adverse than radar sensors in use by ATS.

1.6.17.1.3 ATC units should inform other aircraft, which appear likely to penetrate an area weather, in sufficient time to permit the pilot to decide on an appropriate course of action, including that of requesting advise on how best to circumnavigate the adverse weather area, if so desired.

1.6.17.1.4 In vectoring an aircraft for circumnavigating any area of adverse weather, the controller should ascertain that the aircraft can be returned to its intended or assigned flight path within the coverage of the ATS surveillance system and, if this does not appear possible, inform the pilot of the circumstances.

1.6.17.1.5 Pilots should bear in mind that, when they circumnavigate area of adverse weather while operating below FL 195, they may be found out of controlled airspace.

1.6.17.2 DETOURING THUNDERSTORMS WITHIN ATHINAI FIR / HELLAS UIR

1.6.17.2.1 Whenever it becomes necessary for an IFR flight to deviate from its approved route or flight level, in order to avoid areas of adverse weather, the pilot should place his request to the appropriate ATC unit, as far in advance as possible so as to ensure an ATC approval.

1.6.17.2.2 ATC units shall without any delay, assist aircraft to avoid areas of adverse weather, by issuing clearances or instructions as necessary.

1.6.17.2.3 Separation between aircraft shall always be maintained.

1.6.17.2.4 In those instances where thunderstorms conditions encountering are of such severity that an immediate deviation from course is determined to be necessary and time will not permit approval by ATC, the pilot's emergency authority may be exercised.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)**1.9.1 Introduction**

1.9.1.1 Air Traffic Flow Management (ATFM) is a service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilized to the maximum extent possible, and that the traffic volume is compatible with the capacities declared by the appropriate ATS authority.

1.9.1.2 **ATFCM:** Air Traffic Flow & Capacity Management extends the role of ATFM (Air Traffic Flow Management) to the optimisation of traffic patterns and capacity management. Through managing the balance of capacity and demand, the aim of ATFCM is to enable flight punctuality and efficiency according to the available resources with the emphasis on optimising the network capacity through the collaborative decision making process.

1.9.1.2.1 Air Traffic Flow and Capacity Management (ATFCM) is one of the constituent parts of Air Traffic Management (ATM). The Network Manager Operations Centre (NMOC) provides an ATFCM service to airspace users throughout the European Civil Aviation Conference (ECAC) states. The NMOC is the successor of the Central Flow Management Unit (CFMU).

NOTE: *The International Civil Aviation Organisation (ICAO) defines ATM as:*

- Airspace Management (ASM).
- Air Traffic Flow and Capacity Management (ATFCM).
- Air Traffic Control (ATC).

1.9.1.3 **NM:** means the Network Manager, i. e. namely the functions performed by the EUROCONTROL Network Manager Directorate under Commission Regulation (EU) No 677/2011 of 7 July 2011 laying down detailed rules for the implementation of air traffic management (ATM) network functions and amending Regulation (EU) No 691/2010.

1.9.1.3.1 The Network Manager Operations Centre (**NMOC**) primarily carries out three operational functions:

a) Flight Plan Processing (FP):

- A centralized flight plan processing and distribution service established under the authority of the EUROCONTROL Network Manager (NM). The service is provided by the Integrated Initial Flight Plan Processing (IFPS) System and covers that part of the ICAO EUR Region [International Civil Aviation Organization] (ICAO) known as the IFPS Zone (IFPZ). (NOP NMOC organization details, IFPS users manual 2016)

b) Airspace Data Management (AD) (Environment):

- The purpose of the Airspace Data Management is to manage and provide all necessary airspace information to feed the core Network Manager Operational systems (IFPS, ETFMS) and the systems of our operational stakeholders.

c) Air Traffic Flow and Capacity Management (ATFCM):

- Provides an ATFCM service to airspace users throughout the European Civil Aviation Conference (ECAC) states.

1.9.1.4 AREAS COVERED

1.9.1.4.1 The NM Central Airspace and Capacity Database (**CACD**) covers several different geographical areas that have common and uncommon elements.

1.9.1.4.2 The Flight Plan Message (FPM) Distribution Area (FPM DIST) is the area in which the IFPS is responsible for the distribution of flight plans and associated messages.

1.9.1.4.3 The ATFCM Area is the area in which the NM is responsible for the provision of ATFCM.

1.9.1.5 ATFCM endeavours to make airspace and aerodrome capacity meet traffic demand and, when the latest capacity opportunities have been exhausted, make the demand meet the maximum available capacity. The latter part may result in flow measures which imply the allocation of individual aircraft departure times (slots), as appropriate, to combat bottlenecks and reduce safety risks as much as possible. Throughout all this activity, there is continuous communication and exchange of information with all the European air traffic control units and aircraft operators.

1.9.1.6 The ATFCM provision in the ECAC region is carried out in four phases:

Strategic flow management takes place seven days or more prior to the day of operations and includes research, planning and coordination activities through a Collaborative Decision Making (CDM) process. The output of this phase is the Network Operations Plan (NOP).

Pre-tactical flow management is applied during the six days prior to the day of operations and consists of planning and coordination activities. The output is the ATFCM Daily Plan (ADP) published via ATFCM Notification Message (ANM) / the INP and via the NOP portal

Tactical flow management takes place on the day of operations and involves considering, in real time, those events that affect the ADP and making the necessary modifications to it.

Post Operations. An ATFCM phase that takes place after the day of operation for analysis of planning procedures and coordination, the results of which are fed back into the planning process for further consideration.

Note: *The procedures followed by ATFCM during the above phases are described in the relevant documents (see **ENR 1.9.2**).*

1.9.1.7 ATFCM procedures and services in Greece have been established in line with:

- a) Commission Regulations: No 255/2010, No 1035/2011, No 677 /2011, No 923/12.
- b) ICAO procedures as defined in the ICAO Doc. 4444, EUR SUPPs Doc 7030 and ICAO Doc. 7754, vol. II. These procedures are amended following the ICAO consultation process.
- c) Procedures specific to the ATFCM operations according to the policy and strategy developed and approved by the responsible EUROCONTROL bodies.
- d) Eurocontrol documents ATFCM Operations Manual and ATFCM Users Manual, currently in use.

1.9.1.8 The provision Air Traffic Flow and Capacity Management services within ATHINA FIR / HELLAS UIR constitutes a joint responsibility between Eurocontrol NM and HANSP described in the current agreement which governs the mutual relationship, with regard to:

- a) ATFCM
- b) Centralised flight plan processing and distribution by EUROCONTROL
- c) ATM Network information sharing, with the exception of the EAD Services
- d) The provision of data by HANSP to the ETFMS, the related DDS and NM B2B Web Services, and
- e) The access by HANSP to the NM Services described in the NM Service Catalogue and its ATFM Agreement signed with the NM.

1.9.1.9 ATH-MAK FMP considers continuously and pro-actively all possible ATFCM solutions through an iterative seamless process as from the strategic planning until the execution of the ADP.

1.9.1.9.1 To resolve capacity shortfalls and improve the management of the network capacity whilst minimising constraints, the following ATFCM solutions are considered:

- a) Optimise Capacity
- b) Utilise Other Available Capacity
- c) Manage the Demand

1.9.1.9.2 These solutions are thoroughly evaluated before a decision to implement them is taken.

1.9.2 ATFCM Documents.

1.9.2.1 ICAO Documents.

1.9.2.1.1 The general ATFCM procedures which apply throughout the ICAO European region are published in the:

- Doc 4444 "Air Traffic Management",
- Doc 7030 "Regional Supplementary Procedures (Europe)" and
- Doc 7754 "Air Navigation Plan European Region".

1.9.2.2 EUROCONTROL/ Network Manager Documents

1.9.2.2.1 Detailed ATFCM Procedures will be found in ATFCM Operations Hand Book which consists of:

- a) ATFCM Operations manual
 - b) ATFCM Users Manual
 - c) IFPS Users Manual
- and other relative documents.

1.9.2.2.2 The ATFCM documents (**ENR 1.9.2.2.1**) are available paperback from:

Eurocontrol Library Rue de la Fusée, 96 B-1130 Brussels, Belgium	Telephone: +32 2 729 90 11 Fax: +32 2 729 90 44 infocentre@eurocontrol.int
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And via internet on all pages of the NOP Public view, <https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/>

1.9.3 Flight Plan submission and Slot Allocation Process

1.9.3.1 The NM requirements for the submission of flight plans conform to the ICAO EUR Region supplementary procedures (Doc 7030 part 1 Chapter 3) for flight planning.

1.9.3.2 Effective application of ATFCM measures depends on an accurate assessment of air traffic demand which, in the Tactical Phase is based on flight plan information.

1.9.3.3 Aircraft Operators filing flight plans for flights departing from within the ATFCM area or from within the ATFCM Adjacent area and entering the ATFCM area, shall assume their flight is subject to ATFCM Measures and subject to the requirement to submit a flight plan to the Integrated Flight Plan System **at least three hours before EOBT** unless:

- a) The flight is exempted from ATFCM slot allocation as defined in the ICAO EUR Regional Supplementary Procedures (Doc 7030).
- b) The flight is taking place under conditions specified in the relevant Aeronautical Information Circular published by HCAA, as not subject to ATFCM Measures. (AIC A06/18)

Note: For the ATFCM Exemption Procedures see **ENR 1.9.10**

1.9.3.4 Flight plan submission procedures, including cancellation and replacement procedures, within the Flight Planning Messages (FPMs) Distribution area are described in the IFPS Users Manual.

Note: The IFPS shall not accept DLA and CHG messages for those flight plans that have been ATC Activated.

1.9.3.5 'Ghost' and Duplicate Flight Plans

1.9.3.5.1 'Ghost' is the term used to refer to the flight plans of flights which do not take place i.e. flight plans that were not cancelled by the originators.

1.9.3.5.2 Only one Flight Plan shall exist at any given time for the same flight.

1.9.3.5.3 It is absolutely essential that flight plan originators:

- Cancel a flight plan as soon as they know that the flight is not going to take place.
- Cancel an existing flight plan before filing a replacement flight plan for the same flight.

1.9.3.6 The slot allocation procedures detailed below are those applicable to the NM ETFMS. They are applied to all flights subject to ATFCM slot allocation departing from within the ATFCM area or from within the ATFCM Adjacent area and entering the ATFCM area.

1.9.3.7 Description of the Computer Assisted Slot Allocation (CASA) System

1.9.3.7.1 After coordination between the NM and the local FMP, regulations are activated in those locations where it is necessary and delays to the affected flights are issued (Slot Allocation Procedure). This procedure is carried out by an automatic and centralised system called Computer Assisted Slot Allocation (CASA).

1.9.3.7.2 The ETFMS/CASA System issues automatically (in a passive mode from AO's point of view) an ATFCM Slot to the operator concerned. In other words, the act of filing a flight plan effectively constitutes a request for a slot.

1.9.3.7.3 At a fixed time called Slot Issue Time 1 (SIT1), which is EOBT-2 hrs, a slot is allocated to the regulated flight and a Slot Allocated Message (SAM) is sent to the AO and ATC.

1.9.3.7.4 The slot is issued as a Calculated Take-Off Time (CTOT), included in the SAM. The CTOT is defined as a time when the aircraft must take-off. A slot tolerance window (STW) of -5 to +10 min around the CTOT is available to ATC to optimise the departure sequence.

Note: The Calculated Take-Off Time (CTOT), included in the SAM, is sent to the AO only for a regulated flight. A **non-regulated flight must take off according to its ETOT (EOBT + taxitime), with a departure tolerance window (DTW) of -15 to +15 min around the ETOT according to the EOBT requirements set out in ENR 1.9.8.1.**

1.9.3.8 Late filing

1.9.3.8.1 FPLs sent to the IFPS less than 3 hours before the EOBT will render those flights as "late filer". These flights may be penalised during the slot allocation process. In the flight status column (STA) of the flight list in CHMI / NOP Portal these flights can be identified with a "LF".

1.9.3.9 Late updating

1.9.3.9.1 Modifications to the FPL (DLA / CHG) sent less than 2 hours before EOBT will cause the flights to be considered as "late updater" if the update changes the profile calculation. In the flight status column (STA) of the flight list in CHMI / NOP Portal these flights can be identified with a "LU".

1.9.3.9.2 These flights may benefit from the Recover Hole mechanism and pending slots in order to avoid excessive delay.

1.9.3.10 Full details of the Slot allocation Process, including flight planning requirements for ATFCM purposes, are described in the Network Manager ATFCM Users Manual.

1.9.4 Rerouting Processes

1.9.4.1 Strategic rerouting

1.9.4.1.1 The Route Availability Document (RAD) is an ATFCM tool that is designed as a sole-source flight-planning document, which integrates both structural and ATFCM requirements, geographically and vertically.

1.9.4.1.1.1 The RAD is updated each AIRAC cycle following a structured standard process of Requirement, Validation and Publication by the NM in cooperation / coordination with all Operational Stakeholders.

1.9.4.1.2 The objectives of the RAD are:

- a) To facilitate flight planning in order to improve ATFCM while allowing AOs flight planning flexibility, by the provision of a single, fully integrated and coordinated routing scheme.
- b) To enable ANSPs to maximise capacity and reduce complexity by defining restrictions that prevent disruption to the organised system of major traffic flows through congested areas with due regard to AOs requirements.

c) To assist the NM in identifying and providing rerouting options. Global management of the demand will, potentially, lead to an overall reduction of delays.

1.9.4.1.3 The RAD is subject to continuous review by the NM and the Operational Stakeholders to ensure that the requirements are still valid and take account of any ATC structural or organisational changes that may occur. Further reviews may be initiated at the request of the States or the user organisations.

1.9.4.1.4 The RAD is promulgated on the NOP Portal: <https://www.nm.eurocontrol.int/RAD/index.html> and can also be accessed via the RAD Application on the Network Manager Portal, using a token.

1.9.4.1.5 The RAD may be suspended, or temporarily relaxed, in cases where it has an abnormally adverse impact upon the traffic flows. This action will always be coordinated through the CDM process between the Network Manager and its Operational Stakeholders. Temporary changes due to exceptional circumstances (e.g. major equipment failure, industrial action or large-scale military exercises) may necessitate the suspension of part of the RAD for specified periods, and additional routeings will be activated where possible following coordination with the relevant FMPs and AOs. Changes will be published by AIM giving details of the traffic affected, the period of activation and the corresponding routeings.

1.9.4.1.6 STRUCTURE

1.9.4.1.6.1 The routing organization is defined by a list of traffic flow rules on specific points, ATS route segments, DCT segments or sectors in both the upper and lower airspace.

1.9.4.1.6.2 The document includes all traffic flow rules valid for the area where the Network Manager provides ATFCM services.

1.9.4.1.7 PERIOD OF VALIDITY

1.9.4.1.7.1 The routing organization is permanently effective and applies daily H24, except where otherwise specified.

1.9.4.1.7.2 NM APPLICATION

1.9.4.1.7.2.1 The RAD is fully integrated into the NM systems, including IFPS. Any changes to an Annex will automatically be checked provided the relevant notification period has been observed.

1.9.4.1.7.2.2 Changes agreed outside the AIRAC cycle will be published in the RAD increment file (Published on the NOP Portal) and implemented in NM systems in real time.

1.9.4.1.8 PERMANENT AMENDMENTS

1.9.4.1.8.1 Permanent amendments to the RAD, or the period of validity, shall be co-ordinated between the Network Manager and the Operational Stakeholders via the RAD Management Group (RMG) and approved by NETOPS team. The Operational Stakeholders shall provide their request for changes to the NM, taking into account agreed publication and implementation dates, in accordance with AIRAC procedures. Suspension of navigation aids, and / or replacement by temporary mobile units will be promulgated in the appropriate Annex of the RAD. Amendments will be published as follows:

- 34 days in advance of the relevant AIRAC cycle.
- Amendments will be highlighted in bold lettering and will be annotated by abbreviation NEW / AMD.
- Traffic Flow Rules that have been removed will be annotated by abbreviation DEL;
- Last-minute changes will only be accepted on an exceptional basis, and only when they have an operational impact and will be promulgated on the NM NOP portal via the "Increment File"

1.9.4.1.9 FLIGHT PLANNING

1.9.4.1.9.1 The RAD defines restrictions on points, ATS route segments, DCT segments, sectors or through specified areas during the published period of validity. Aircraft operators planning flights through these areas must flight plan in accordance with these route restrictions, taking into account any change of validity.

1.9.4.1.9.2 When a route is restricted between two points it must be understood that all segments, between the recorded points, are included in the restriction. Cross-boundary restrictions will be identified with a cross-boundary code (e.g. LGHE1005).

1.9.4.1.9.3 When filing flight plans, aircraft operators must comply with any flight level limitation published in the RAD. AOs shall be aware that when receiving the confirmed FPLs, the FLs used are NOT checked against the Flight Level Orientation Scheme (FLOS) applied by the State concerned.

1.9.4.1.9.4 An operator who has submitted a flight plan for a route and wishes to change to another route must either send a CHG message giving the new route, or cancel the existing flight plan and submit a new flight plan following the replacement flight plan procedure. This applies equally to re-routing proposed by the NM and to changes made at the initiative of the operator.

1.9.4.1.10 The RAD consists of:

General description; It defines the basic principles, general structure of the RAD, the structure of RAD restrictions, period of validity, application, amendment process, temporary changes, some flight planning issues, routing scenarios, publication, tactical operations and RAD review process;

Annex 1 - Area Definition; It defines a number of aerodromes included in the RAD described by the terms "Group" or "Area"; Annex 2 - Traffic Flow Rules (A Traffic Flow Rule is considered any capacity or structural measure imposed to flow of traffic laterally and/or vertically) which includes three sub-annexes:

Annex 2A - Flight Level Capping Rules, applied from aerodrome of departure to aerodrome of destination;

Annex 2B - Local and Cross-border Capacity and Structural Rules, imposed by each State/FAB/ANSPs on specific Significant point(s), or ATS route segment(s), or Airspace volume(s)- also the relevant traffic flow rules included in Letters of Agreement (LoA) between adjacent ATC Units requested to be Hard checked by the Network Manager;

Annex 2C - FUA Traffic Flow Rules related to relevant area/zone, allocated via EAUP/EUUP; Annex 3 - Flight Planning Facilitation Options, which includes two sub-annexes:

Annex 3A - Aerodrome Connectivity flight plan filing options allowed by each State/FAB/ANSP to/from relevant aerodrome;

Annex 3B - En-route DCT flight plan filing options imposed, allowed or not allowed by each State/FAB or ATC Unit in accordance with provisions of ICAO Doc 4444 PANS-ATM;

Annex 4 - Special Events and Crises: traffic flow rules and/or flight planning facilitation options of a temporary nature created and published by the Network Manager, when required for the purpose of European/World Sport Events, Olympic Games, large-scale activity, Military activity/exercises, economic forums, etc.

1.9.4.2 Routeing Scenarios

1.9.4.2.1 For each area expected to be critical, a number of flows could be identified, for which other routeings are available, that follow the general scheme, but avoid the critical area. These are known as routeing scenarios. When, during the planning phase, the Network Manager identifies the risk of major imbalance between demand and capacity, it may be decided, after agreement with all FMPs concerned, to make part (or all) of the alternative routeings mandatory for the period expected to be critical.

Scenarios may be identified which require the temporary suspension of route restrictions within the RAD for a particular traffic flow.

1.9.4.2.2 The list of available scenarios is promulgated on the NM NOP portal:

<https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>

1.9.4.2.3 Mandatory routeing scenarios

1.9.4.2.3.1 Depending on the type of rerouteing required, they may be considered in two parts:

- a) **Rerouteing Scenarios (RR)**: mandatory diversion of flows to offload traffic from certain areas. If affected by a RR, AOs shall file / refile their FPL to meet the RR requirements.
- b) **Flight Level Capping Scenarios (FL)**: rerouteings of flows carried out by means of level restrictions (e.g. flights from EDDN to Paris TMA should file below FL245). If affected by a FL scenario, AOs should file / refile their FPL to meet the FL requirements.

1.9.4.2.3.2 The benefits of using mandatory scenarios are:

- Implementation of scenarios avoids having a considerable penalising regulation giving high delays to all traffic.
- Mandatory scenarios are only active for short periods (when the imbalance between demand and capacity is considered to be critical). Tactically these scenarios are cancelled if the alternative routeings are subject to unforeseen restrictions- The use of scenarios often guarantees a stable, manageable and predictable traffic pattern.
- These mandatory scenarios are always agreed with the different FMPs involved and fully embrace the CDM process.
- Mandatory scenarios are in the benefit of the majority of the flights as they reduce delays in a given sector considerably and are beneficial especially to those flights which cannot avoid the regulation.

1.9.4.2.4 Alternative routeing scenarios (AR)

1.9.4.2.4.1 These are alternative routes which are exceptionally made available to offload traffic from certain areas, implemented by regulations with a low rate. To avoid heavy delays and achieve better spreading of traffic, the NM may reach an agreement with the FMPs concerned to enable AOs to use routes, which are otherwise not available for this type of traffic. Activation of AR normally causes higher traffic complexity in the sector(s) concerned, which is the reason for there being a low rate in an AR scenario.

1.9.4.3 Tactical rerouteing

1.9.4.3.1 Rerouteing proposals

1.9.4.3.1.1 During the Tactical Phase, the NM monitors the delay situation and where possible, identifies flights subject to delays that would benefit from a reroute. When the Network situation permits, rerouteing proposal (**RRP**) messages can be sent to propose more efficient routes to airspace users.

1.9.4.3.1.2 This is achieved by selecting a flight and then either:

- a) Choosing an alternative route, or
- b) Asking ETFMS to process all possible options.

In both cases ETFMS considers the routes as well as the possible flight level limitations and give the consequent result in terms of delay, miles to fly and CRCO route charge information.

1.9.4.3.2 An AO who wishes to benefit from the offer of a Rerouting Proposal Message (RRP) must:

- a) Either modify the relevant flight plan with a **CHG** message (this solution is preferred where the flight is conducted wholly within the IFPS/ATFCM area of responsibility), or
- b) **CNL** their flight plan and refile a new one, using the Replacement Flight Plan (**RFP**) procedure.

1.9.4.3.2.1 Either of the above actions must be performed before the respond by (RESBY) time included in the RRP; otherwise the last received CTOT, where relevant, remains valid.

1.9.4.3.3 An AO may respond to an RRP by sending ETFMS a Rerouting Rejection (RJT) Message to indicate that the new route is not a preferred option. In this case the AO shall comply with the slot sent prior to the RRP.

1.9.4.3.4 Taking into account that for a certain period of time (up to the time notified in the RESBY field included in the RRP) a flight blocks two slots, AOs not wishing to take up an RRP are requested to use the RJT so as to enable the proposed improvement to be re-offered to another operator the sooner possible.

1.9.4.3.5 Aircraft Operator 'WHAT-IF' Reroute (AOWIR)

1.9.4.3.5.1 This NM function allows an AO to request a modification of a filed flight plan (FPL) routeing within the NM system, via NM Client Application (only routeings, which are entirely within the FPM_DIST area, may be modified by means of AOWIR).

1.9.4.3.5.1.1 Via AOWIR AO can either generate a new route by means of the dynamic route generator or enter manually their preferred route. AOWIR function for a specific flight can be used until OBT.

1.9.4.3.5.1.2 On identifying an acceptable rerouteing possibility, the user has two FPL refiling options:

- a) Allow the NM to simultaneously initiate an FPL change (**CHG** or **CNL / FPL**) on successful acceptance.
- b) Allow the NM to simultaneously initiate an FPL cancellation (**CNL**) and **slot booking** on successful acceptance, **but, in addition the user must then refile the FPL via AFTN / SITA.**

1.9.5 ATFCM procedures and responsibilities within the AoR of ATH-MAK FMP

1.9.5.1 ATFCM procedures

1.9.5.1.1 A decision to implement and execute ATFCM measures within the AoR of ATH-MAK FMP shall be preceded by coordination between the NM and ATH-MAK FMP. This process shall be orientated by the principles established for the concept of Collaborative Decision Making (CDM). The discussions occurring during the CDM activities shall lead to a consensus view and solution implying an official commitment of each participant.

1.9.5.1.2 In the Strategic phase the focus is made on analysing major and significant events as well as anticipated capacity shortfalls for Greek aerodromes. The result is a set of agreed ATFCM measures/solutions to be considered for implementation (partly or totally) in the Pre-tactical and Tactical phases.

1.9.5.1.3 In Pre-tactical/Tactical phases, ATFCM measures considered could be extracted from pre-agreed Strategic ATFCM measures (Scenarios), or envisaged as ad-hoc measures to respond to a new situation triggered by a change either in traffic demand or ATC system capacity. They should follow the CDM process, i.e. being coordinated between ATH-MAK FMP and the NM to reach an agreement.

1.9.5.1.4 When, despite all attempts, such an agreement cannot be reached the implementation of a specific regulation is the responsibility of ATH-MAK FMP. A monitoring and eventual escalation process to higher management should be envisaged if such a situation endures.

1.9.5.1.5 The implementation of a network measure (e.g. level capping, rerouting affecting the area of responsibility of other FMPs) remains the responsibility of the NM who will ensure the network benefit through the CDM process.

1.9.5.1.6 Measures within the area of responsibility of ATH-MAK FMP remain the responsibility of ATH-MAK FMP. In such cases, the NM should be informed.

1.9.5.1.7 Short-term measures could be agreed between adjacent FMPs. In such cases, the NM should be informed.

1.9.5.2 Responsibilities of ATC UNITS

1.9.5.2.1 Responsibilities of ATH/MAK ACC

ATH/MAK ACC Supervisor,

- a) Is responsible for any temporary modifications of the capacities, during the pre-tactical and tactical phase. Such modifications shall be communicated to the relevant FMP who will inform the NMOC Network Manager Operations Centre so as to provide the most effective ATFCM service to ATC and AOs.

- b) Make the final decision on the need of a regulation regarding ACCs sectors, to be applied after a CDM procedure with the relevant FMP. Such a decision shall be communicated by the relevant FMP to the NMOC for the implementation of the appropriate regulation.

1.9.5.2.2 Responsibilities of Aerodromes

- a) Are responsible for any temporary modifications of the capacities, during the pre-tactical and tactical phase. Such modifications shall be communicated to the relevant FMP who will inform the NMOC so as to provide the most effective ATFCM service to ATC and AOs.
- b) Make the final decision on the need of a regulation to be applied on Aerodromes TFVs, after a CDM procedure with the relevant FMP. Such a decision shall be communicated by the relevant FMP to the NMOC for the implementation of the appropriate regulation.

1.9.5.2.3 Departure Time Compliance

1.9.5.2.3.1 Flights with CTOT

- a) ATC TWRs and Aircraft operators are jointly responsible for achieving CTOT compliance at Greek aerodromes.
- b) ATC TWRs are responsible for CTOT compliance monitoring at departure aerodromes. TWRs shall ensure that CTOT, if applicable, is included in the ATC clearance. ATC TWRs shall take in to account an applicable slot or flight suspension when a clearance is issued. For this ATC TWRs are provided with ETFMS terminals in order to monitor CTOTs allocated.
- c) ATC TWRs shall provide all possible assistance to AOs to meet CTOT or to coordinate with the FMP for a revised CTOT or slot extension.

Note: At aerodromes where ATC is not available, the above responsibilities of ATC TWRs rest with the units providing ATS at these aerodromes.

1.9.5.2.3.2 Airport Parameters

In order to ease airport operations and to provide an accurate picture of the situation, both the taxi time and runway configuration parameters can be amended for each individual airport.

1.9.6 Responsibilities of Flow Management Position (ATH-MAK FMP)

1.9.6.1 General Duties

1.9.6.1.1 The ATH-MAK FMP is responsible for ensuring the promulgation, by the appropriate means (NOTAM, AIP, ATM operational instruction, etc.) of procedures which affect ATC Units or operators within the ATH-MAK FMP area. ATH-MAK FMP shall monitor the effectiveness of such procedures.

1.9.6.1.2 ATH-MAK FMP's role is, in partnership with NM, to act in such a manner so as to provide the most effective ATFCM service to ATC and AOs.

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).
- Taxi times 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

Addresses	Communication	Activity Type
HANSP (ETFMS/FMP Athens and Makedonia) Area Navigation Department Athinai ACC - P.O. Box 70360 GR-16610 ATHENS (GLYFADA) ICAO: LGGG AFTN: LGGGZDZX SITA: ATHECYA	Telephone Nr.: +302109972404 Fax Nr.: +30 2109647329 Email Address: d17@hcaa.gr	FMP
HANSP (FMP/LGGG) Area Navigation Department Athinai ACC P.O. Box 70360 GR-16610 ATHENS (GLYFADA) ICAO: LGGG AFTN: LGGGZDZX SITA: N/A	Telephone Nr.:+30 210 997 26 54 +30 210 997 26 93 Fax Nr.: +30 210 997 25 90 Email Address: -----	FMP
HANSP (FMP/LGMD) Area Navigation Department Makedonia ACC P.O. Box 70360 GR-16610 ATHENS (GLYFADA) ICAO: LGMD AFTN: LGMDZDZX SITA: N/A	Telephone Nr.:+30 210 997 26 54 +30 210 997 26 93 Fax Nr.: +30 210 997 25 90 Email Address: -----	FMP

1.9.7 Responsibilities of Aircraft Operators

1.9.7.1 In order to comply with a CTOT, AOs need to plan the departure of a flight so that the aircraft will be ready for start up in sufficient time to comply with the CTOT taking into account the procedures described in para. 1.9.8.1 below.

1.9.7.2 Non CDM Aerodromes

1.9.7.2.1 If an aircraft cannot meet the CTOT it may benefit from a CTOT extension of maximum 10 minutes. This may be requested via the FM Helpdesk by AOs during the 20 minutes prior to the COBT. Any request for a CTOT extension at or after the COBT shall be coordinated by the FMP / TWR with the NM tactical team. Only one CTOT extension per flight is allowed.

1.9.7.3 Aircraft Operators shall inform themselves of and adhere to:

- a) General ATFCM procedures including flight plan filing and message exchange requirements.
- b) Strategic ATFCM measures (including Route Availability Document (RAD)).
- c) Current ATFCM measures (eg. specific measures applicable on the day of operation, as promulgated by ATFCM Notification Message (ANM)) or Flight Suspension (FLS) Message) .
- d) Departure slots (CTOTs) issued by the NMOC and procedures related to changes to CTOTs.
- e) The ATFCM requirement for the modification or delay of EOBT (see **ENR 1.9.8.1**).
- f) The correct procedure to be followed to obtain approval for the use of STS/ATFMEXEMPTAPPROVED (see **ENR 1.9.10**).

1.9.8 Flight Plan updates

1.9.8.1 EOBT Requirements

1.9.8.1.1 It is a prime requirement for both ATC and ATFCM, that the EOBT of a flight shall be an accurate EOBT. This applies to all flights, whether subject to a flow management regulation or not. Any change to the EOBT of more than 15 minutes for any IFR flight within the FPM distribution area (see **ENR 1.9.3.4** and **ENR 1.10.2.3**) shall be communicated to the IFPS.

- a) To amend the EOBT to a later time, a DLA or CHG message shall be sent to IFPS.
- b) To amend the EOBT to an earlier time, a CNL message shall be sent to IFPS, which, on receipt of ACK message, shall be followed by a new flight plan with the new EOBT indicated.

Note: For regulated flights only, being in a situation to depart before their CTOT / EOBT, the AO may ask the local ATC Unit (TWR) or the FMP to send a Ready (REA) message. (A REA may be sent between EOBT minus 15 minutes and the CTOT of a regulated flight and may result in an earlier CTOT or even a takeoff time before the original EOBT.)

1.9.8.1.2 An AO should not modify the EOBT to a later time simply as a result of an ATFCM delay (CTOT). When an AO submits an amendment message (e.g. DLA or CHG) to IFPS, they must always give as EOBT the earliest EOBT they may comply with. This time is not directly related to the (NEW) CTOT provided in the SAM/SRM. The EOBT in IFPS should always reflect the time at which the AO actually wants to be off-blocks. The EOBT should always be changed if the original EOBT established by the AO cannot be met by the AO for reasons other than ATFCM delay.

1.9.8.1.3 If, by changing EOBT, the flight gets affected by another more penalising regulation, its CTOT will be recalculated.

Note: Some States outside the NM area of responsibility still require AOs to update the EOBT regardless of why the flight's original EOBT may have changed. AOs should bear in mind the formula explained below when doing this. Where it is known that ATC send Departure (DEP) messages for all flights, then this DEP message will suffice.

Take the current CTOT, minus the taxi time, minus 10 minutes and send the new EOBT, which must not be after this time e.g. EOBT 1000, CTOT 1100, but the flight cannot go off blocks until 1025. The taxi time is say 15 minutes:

1100 minus 15 minus 10 = 1035. The new EOBT must be earlier than 1035. If it is, then this action will not trigger a revised CTOT.

1.9.8.2 Modification of Flight Plan in non-CDM (DLA, CHG, RFP)

1.9.8.2.1 A DLA message shall be sent for any change of EOBT greater than 15 minutes. The new EOBT must be in the future.

1.9.8.2.2 The NM will inform all other ATC Units concerned with the flight and will re-calculate the flight profile if needed. The resulting calculation may lead to the issuance of a slot revision such as an SRM or an SLC. The AO must comply with the relevant ATFCM message.

1.9.8.2.3 Any revision to a flight plan by means of DLA, CHG or the Replacement Flight Plan Procedure (RFP) is taken into account by the ETFMS. As a result, messages such as SAMs, SRMs and SLCs may be sent. SAMs or SRMs will be issued immediately if the new EOBT is at or after EOBT - 2 hours.

1.9.8.2.3.1 If the flight plan revisions do not alter the ETFMS calculation any SAM or SRM already sent remains valid. In that event ETFMS will not send new messages and the AO is expected to comply with messages already received.

1.9.8.3 Flight Plan cancellation

1.9.8.3.1 To cancel a FPL, a CNL message shall be sent to IFPS by the AO.

1.9.9 Flight Activation Monitoring (FAM)

1.9.9.1 The development of the Enhanced Tactical Flow Management System (ETFMS) enables the NM to receive updates on flights once they have departed. These updates are provided by the ATC systems and based on ATC radar information and flight plan messages. The benefit of this information is a better knowledge of the present traffic situation.

1.9.9.2 To take advantage of this information and to improve the prognosis of the traffic pattern, the NM has developed Flight Activation Monitoring (FAM) – an ETFMS tool which:

- a) monitors flights, regulated or non-regulated, which should have been airborne but have not been reported as such at the expected time;

- b) takes action on these flights through an internal update of the Actual take-off time (internal shift every 5 minutes), in order to improve the traffic forecast;
- c) suspends them, after a time parameter, unless a message which confirms that the flight is airborne has been received in the meantime;

Note: The time parameter for the suspension is:

- i) **20 minutes after CTOT/ETOT**, for flights departing from a CPR / FAM enabled area.
 - ii) **120 minutes after CTOT/ETOT**, for flights departing from a non-CPR / FAM enabled area with more than 3 hours flying time from departure to the first CPR / FAM enabled area.
- d) informs the AOs and local ATC of the suspension by sending an FLS message with the comment 'NOT REPORTED AS AIRBORNE', enabling them to react.

1.9.9.3 The expected results are to release the slots unduly occupied by these flights and to create an incentive for the Aircraft Operators to update their flights in due time.

1.9.9.4 DETAILS - PROCEDURES

1.9.9.4.1 Flight Activation Monitoring is applicable to all flights, whether regulated or not, departing from and/or landing at FAM enabled areas where CPRs (Correlated Position Reports, i.e. ATC surveillance derived data) are received by the NM.

Note: FAM is automatically disabled for an area in case ETFMS does not receive any CPRs from the area (i.e. Entry Node) anymore.

1.9.9.4.2 FAM does not affect flights, departing from and landing in other areas, irrespective if they fly through CPR covered areas or not.

1.9.9.4.3 When an FLS is received by the AO and the Tower of aerodrome of departure due to FAM, the following cases may occur:

1.9.9.4.3.1 The flight is still effectively on the ground either on stand or already taxiing:

- a) The Aircraft Operator should ensure that the flight plan is re-initiated by sending a DLA message with a correct EOBT. ETFMS will then respond with a DES or SRM message depending if the flight is non-regulated or regulated respectively.
- b) The Tower of departure should not let the aircraft start-up/depart before such a message (DES or SRM) is received.

Note: All effort shall be made by the Tower to ensure that all flights, regulated or not, comply with their CTOT/ETOTs, taking into account the respective taxiing/holding/sequencing requirements.

1.9.9.4.3.2 The flight is already flying:

- a) No action is needed from the Aircraft Operator or from the Tower of departure. The flight will automatically be de-suspended at the reception of one of the activation messages (DEP, CPR, FSA etc.).

Note: The continuous re-occurrence of the above may mean a lack of proper information sent to NM. Possible solution would be in a DEP message sent by the departure aerodrome.

1.9.9.5 AREA OF APPLICATION

1.9.9.5.1 All users will be notified by NM whenever an area will be Flight Activation Monitoring enabled. The effect of these areas being FAM-enabled means that all flights which are departing from or arriving at these areas will be affected by Flight Activation Monitoring.

1.9.9.5.2 For flights departing from these areas and going to any other area, Flight Activation Monitoring will start at ETOT/CTOT.

1.9.9.5.3 For flights departing from non FAM-enabled and landing at aerodromes in FAM-enabled areas, the process will rely on the entry point of the first safely CPR covered FAM-enabled area. FLS may be sent to these flights landing inside, although departing outside.

1.9.9.5.4 This implies that all flights departing from aerodromes in FAM- enabled areas are subject to Flight Activation Monitoring. On the other hand, flights departing from aerodromes in non-FAM-enabled areas, whether CPR-covered or not, can have a mixture of departures which are arriving in FAM-enabled areas, and so subject to Flight Activation Monitoring as well as, flights which are not arriving in FAM-enabled areas and so not subject to Flight Activation Monitoring.

1.9.10 ATFCM Exemption Procedures

1.9.10.1 Use of STS/ Indicators in FPLs for ATFCM exemption purposes

1.9.10.1.1 Flight plan originators may qualify for exemptions from ATFCM restrictions and use the STS/ indicators in Item 18 of FPLs, for this purpose.

1.9.10.1.2 However, inappropriate use of STS/ indicators can result in significant delays and cost to other users. In order to avoid this, Hellenic Civil Aviation Authority has established the necessary approval processes for individual flight requests.

1.9.10.1.3 The following principles apply:

- a) The insertion of a STS/... indicator in field 18 of a Flight Plan identifies that a flight may require special handling. This indicator is for use by all parties which may have to handle the flight;
 - b) The current list of STS/ indicators recognized for ATFCM purposes comprises STS/HEAD; STS/SAR; STS/MEDEVAC; STS/FFR; STS/STATE; STS/HUM; STS/HOSP;
 - c) From the above list of STS/ indicators, only STS/HEAD; STS/SAR; STS/MEDEVAC; STS/FFR qualify **automatically** for the use of STS/ATFMX indicator and exemption from ATFM measures
 - d) In addition to the above, indicators STS/STATE, STS/HUM, STS/HOSP qualify for the use of STS/ATFMX indicator and exemption from ATFCM measures only after receiving specific approval from the HCAA Division responsible for processing such requests;
- Further information on the use of STS/ indicators for ATFCM purposes may be found in the ATFCM Users and IFPS Users Manuals published by the Network Manager – NM (Eurocontrol) and are available in the NOP Network Operations Hand Book

1.9.10.2 Criteria to be satisfied when applying for the use of STS/ATFMX

1.9.10.2.1 STS/HOSP or STS/HUM

1.9.10.2.1.1 Such flights require specific medical authorization for STS/HOSP, or United Nations High Commissioner for Refugees (UNHCR) authorization for STS/HUM, to support the request. Network Manager criteria allow ATFCM exemptions for flights where the safety of human life is involved, i.e. if the flight does not operate without delay a human life or lives may be lost.

1.9.10.2.1.2 Details on the above are included in **Circular A6/18, 15 MAR 2018**.

1.9.10.2.2 STS/STATE

1.9.10.2.2.1 The NM guidelines recommend that ATFCM exemption may only be approved for flights if the person or persons on board a flight on State business are of such importance that the flight cannot accept any delay. Additionally, approval may be given if the mission of the flight is being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardize the success of the mission.

1.9.10.3 Compliance Monitoring

1.9.10.3.1 The NM provides the HCAA with a list of all flights departing from Greece using STS/ATFMX on a monthly basis. The HCAA undertakes to verify that all such flights operated with an appropriate approval for ATFCM exemption.

1.9.10.3.2 With regard to those Aircraft Operators that have been granted a permission to use STS/ATFMX, the HCAA/D4 Division will, from time to time, conduct an audit of randomly selected flights and will require proof that the flights met the requirements of the NM and the conditions of the HCAA Approval.

1.9.10.3.3 Additionally, the Aircraft Operator will be required to retain, and supply on demand, all appropriate documentation to support the use of STS/ATFMX.

1.9.11 ATFCM Message exchange

1.9.11.1 NM ATFCM messages conform to the EUROCONTROL standard message format for use within the ECAC States, the ATS Data Exchange Presentation (ADEXP).

1.9.11.1.1 This format is based on a sequence of fields each of which is identified by a hyphen ('-') followed by a keyword (e.g. 'ADEP' for Aerodrome of Departure), a separator (a space ' ') and the information (e.g. 'LEMD').

1.9.11.1.2 It is important that the exact format is used in all messages. Failure to use the exact format will result in rejection and, in some cases, an error message being sent.

1.9.11.1.2.1 ATFM messages are distributed to:

- The **AO**: either to the Flight Plan Originator address (this could be an ARO) or to an address (SITA or AFTN) notified in advance to the NM by the operator. The AO is responsible for making arrangements to ensure receipt of any CTOT issued by the NM.

- **ATC** at the aerodrome of departure.
- **En-route** ATC Centres.

1.9.11.1.2.2 A brief description of:

- ATFCM Messages is given in paragraph **ENR 1.9.11.3**
- Message fields are summarized in paragraph **ENR 1.9.11.6**
- Examples of all ATFCM messages are set out in paragraph **ENR 1.9.11.7**

1.9.11.1.3 The FM Helpdesk is established to provide assistance to those AOs and flight handling agents who have critical operational problems which cannot necessarily be solved by use of ATFM message exchange;

- Assistance to follow the correct procedure for particular problems;
- When possible assistance for AOs to reduce delays;
- Information concerning ATFCM measures.

1.9.11.1.3.1 An e-Helpdesk has been developed to handle queries faster than the telephone and to minimise the amount of calls to the telephone Helpdesk.

1.9.11.1.3.2 The e-Helpdesk is a portlet of the Protected NOP Portal which by default can be accessed by all aircraft operators who have access to NM systems, by using secure ID tokens

1.9.11.1.3.3 The e-Helpdesk is the principle tool for dealing with requests for help from aircraft operators and flight handling agents. For this reason e-Helpdesk has priority over Helpdesk calls. E-Helpdesk queries will be answered before the telephone. The telephone service is reserved for business aviation and those who do not have internet access.

1.9.11.1.3.4 Neither the e-Helpdesk nor the telephone helpdesk should be used to systematically request improvement for every flight which has a delay. The Help function is provided to assist with critical flights only

1.9.11.1.3.5 Callers, who have no specific operational flight critical problem to resolve, should not call the Helpdesk. Business jet users should contact EBAA (European Business Aviation Association) for details on how to access help services at info@EBAA.org. Use NM HELPDESK in the subject line.

1.9.11.1.4 E-HELPDESK: ACCESS VIA THE NOP PORTAL
HELPDESK TELEPHONE Nr: +32 (0) 2 745.19.01

1.9.11.2 NM ATFCM MESSAGE ADDRESSES

1.9.11.2.1 The NM Addresses for ATFCM messages are:

- AFTN: EUCHCEUW
- SITA: BRUEC7X

1.9.11.3 BRIEF DESCRIPTION OF ATFCM MESSAGES

1.9.11.3.1 Slot Allocation Message (**SAM**)

1.9.11.3.1.1 A SAM is sent to AOs / ATS any time a flight becomes regulated (new flight entering the system, new period of regulation in the system, in response to an FCM or CHG providing new RVR after a suspension) but at the earliest 2 hours before the last received EOBT.

1.9.11.3.1.2 The SAM is used to inform AOs and ATS of the Calculated Take-Off Time (CTOT) for an individual flight.

1.9.11.3.1.3 A slot is issued as a Calculated Take-Off Time (CTOT). The CTOT is defined as a time at which the aircraft shall take-off.

1.9.11.3.1.4 The calculation of take-off times takes into account the off-block times and an average taxiing time for the runway in use at the airfield concerned.

1.9.11.3.2 Slot Revision Message (**SRM**)

1.9.11.3.2.1 An SRM may be sent by the NM:

- a) To notify all concerned of either a significant change (>5') to the original CTOT or a modification of the most penalising regulation or both. Such changes are due to circumstances unrelated to the flight e.g. the introduction of a new restriction or a change to the parameters of an existing restriction. By default, only flights in an **RFI** status or in a **Ready (REA) status** are considered for improvement but if the situation requires it, the NM Flow Controllers are able to let all flights, **including those in SWM status**, be considered for improvement.
- b) In response to a DLA, CHG or DPI when the current CTOT is no longer compliant with the new information.
- c) To notify all concerned of a routine improvement of the CTOT by the revision process for a flight in an RFI status or in a Ready (REA) situation.
- d) In response to a valid SPA to notify all concerned of the improvement of the CTOT.
- e) In case of a change of the most penalising regulation.

1.9.11.3.2.2 AOs/ATS must comply with the new CTOT

1.9.11.3.3 Slot Requirement Cancellation (**SLC**) Message

1.9.11.3.3.1 An SLC is sent to AOs / ATS to advise that a flight which has received a CTOT is no longer subject to an ATFCM restriction.

- a) It may be due to the change in parameters of an existing restriction or its cancellation, or to the reception of a message from AOs such as DLA, CHG, and FCM.
- b) It may also be due to the reception of a CNL message from AOs.

1.9.11.3.3.2 An SLC does not guarantee that the flight will not be subject to further restrictions. If following receipt of the SLC, a new restriction is imposed which affects the flight, the AO will receive a new SAM.

1.9.11.3.3.3 When the SLC is issued after EOBT + 15 minutes the AO must update its EOBT by sending a DLA to IFPS.

1.9.11.3.4 Slot Improvement Proposal (**SIP**) Message

1.9.11.3.4.1 A Slot Improvement Proposal (SIP) message is sent to the AO by the NM for a flight being in SWM status to propose a new take-off time if it is possible to improve the existing CTOT by a significant amount (due to slots being released by other flights, improvements in rates, etc.).

1.9.11.3.5 Request For (direct) Improvement (**RFI**) Message

1.9.11.3.5.1 The RFI status indicates that the flight can accept SRMs with CTOT improvements. All **flight plans are by default in RFI status**. In case an improvement is possible, flights in status RFI will immediately receive a Slot Revision Message (SRM).

1.9.11.3.5.2 The AO may change the status of a particular flight from SWM to RFI by sending the RFI message. It will immediately receive a Slot Revision Message (SRM) in case of improvement.

1.9.11.3.6 SIP Wanted Message (**SWM**)

1.9.11.3.6.1 The SIP Wanted Message (SWM) status allows the flight to receive a Slot Improvement Proposal (SIP), instead of directly receiving an SRM, when there is a possibility to improve the flight. The default status (RFI) may be changed to SWM status. Flights in SWM status are not affected by the Recover Hole mechanism.

1.9.11.3.7 Slot Improvement Proposal Acceptance (**SPA**) Message

1.9.11.3.7.1 An SPA is a positive response to a SIP which is received from the CFMU. The AO will send an SPA if a proposed NEWCTOT in the SIP is acceptable.

1.9.11.3.8 Slot Improvement Proposal Rejection (**SRJ**) Message –

1.9.11.3.8.1 An SRJ is a negative response to a SIP received from the CFMU. The AO will send an SRJ if they are unable to accept the proposed improvement.

1.9.11.3.9 Ready (**REA**) Message –

1.9.11.3.9.1 The REA message relates to the regulated flights only. If it is sent for a non-regulated flight an error message will be generated by the ETFMS with the COMMENT "MESSAGE RECEIVED BUT NO SLOT HAS BEEN ISSUED".

1.9.11.3.9.2 The REA message can only be sent by ATC following a request from AO. AO may ask ATC to send a REA in 2 situations:

- 1) The flight is ready to depart before the EOBT (maximum 15 minutes before).
- 2) The flight is ready to depart before its CTOT.

1.9.11.3.9.3 ATC may include a **MILINEUP** time in the REA to indicate the minimum time needed to get from its present position to the take-off.

1.9.11.3.10 Slot Missed Message (**SMM**) – new EOBT is NOT known

1.9.11.3.10.1 An SMM is sent when the last received CTOT issued cannot be met and a new EOBT is NOT known.

1.9.11.3.10.2 The NM attempts to reallocate the slot made available by an SMM and thereby reduce overall delays. It is important, therefore, to send an SMM as early as possible

1.9.11.3.11 Flight Suspension (**FLS**) Message

1.9.11.3.11.1 The NM sends a FLS to suspend a flight for one of a number of different reasons, such as:

- a) Due to FAM, flight not reported as airborne
- b) Receipt of an SMM by ETFMS
- c) RVR not provided in low visibility exceptional conditions
- d) Aerodrome/Airspace closure

1.9.11.3.12 De-Suspension (**DES**) Message

1.9.11.3.12.1 The NM sends a DES when a flight not subject to ATFCM restrictions is de-suspended.

1.9.11.3.12.2 The original suspension could have been due to e.g. receipt of an SMM, the effect of exceptional conditions, non-availability of aerodrome, termination of the activation monitoring.

1.9.11.3.12.3 When the current EOBT is more than 15 minutes in the past a —COMMENT PLEASE UPDATE EOBT WITH A DLA MSG will be inserted to remind the AO to update his EOBT by sending a DLA.

1.9.11.3.13 Error (**ERR**) Message

1.9.11.3.13.1 The error message indicates that an error has been found in a message previously received by ETFMS.

1.9.11.3.13.2 The erroneous field or the reason for rejection may be indicated

1.9.11.3.13.3 This message is sent by ETFMS when a message is received but its syntax is incorrect and cannot be processed.

1.9.11.3.13.4 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).

1.9.11.4 ATFCM NOTIFICATION MESSAGE (ANM)

1.9.11.4.1 The ATFCM Notification Message (ANM) is a message issued by the NM to inform all concerned of the measures in the ATFCM Daily Plan (ADP). The ADP is finalised the day before the day of operations and released around 17:00 UTC in winter time (16:00 UTC in summer time). An ANM will be sent on the day of operations, either by 'Change', 'Cancellation' or 'New' messages when a regulation is modified, cancelled or published.

1.9.11.4.2 The ANM is available on the NM NOP Portal.

1.9.11.4.3 Description

1.9.11.4.3.1 Example of an ANM message:

Seq no	FMP	Regulations Id	Flight Level	Reason	State	Published	WEF	UNT
050	LGGGFMP	LGSAA16	ALL	ATC Capacity	NEW	16/10/2016 01:21	16/10/2016 06:40	16/10/2016 09:30
052	LGGGFMP	LGRPA16	ALL	ATC Capacity	NEW	16/10/2016 01:23	16/10/2016 07:00	16/10/2016 09:30
054	LGGGFMP	LGIRA16	ALL	ATC Capacity	NEW	16/10/2016 03:00	16/10/2016 05:40	16/10/2016 09:30
095	LGGGFMP	LGIRA16A	ALL	ATC Capacity	NEW	16/10/2016 09:47	16/10/2016 16:00	16/10/2016 17:40
096	LGGGFMP	LGSAA16A	ALL	ATC Capacity	NEW	16/10/2016 09:48	16/10/2016 17:00	16/10/2016 18:40

1.9.11.4.3.2 The elements included in the ANM pages are described below:

Header

Valid Validity date for the ANM. It is important to ensure that the ANM referred to is the correct one (i.e.: current or applicable for the next day).

Released Date and time of release. As the ANM is regularly updated it is important to ensure that the one being used is the latest.

FORMAT OF REGULATION DESCRIPTION

Seq. No The sequence number of the regulation which is valid for a specific date (the number **is not reused if the regulation is cancelled**).

State (NEW, CANCEL, or CHANGE).

FMP Flow Management Position (FMP) identifier (first four characters of the traffic volume set identifier).

Published Date and time of the REGULATION release.

Regulation ID the regulation identifier.

WEF The time of validity of the restriction.

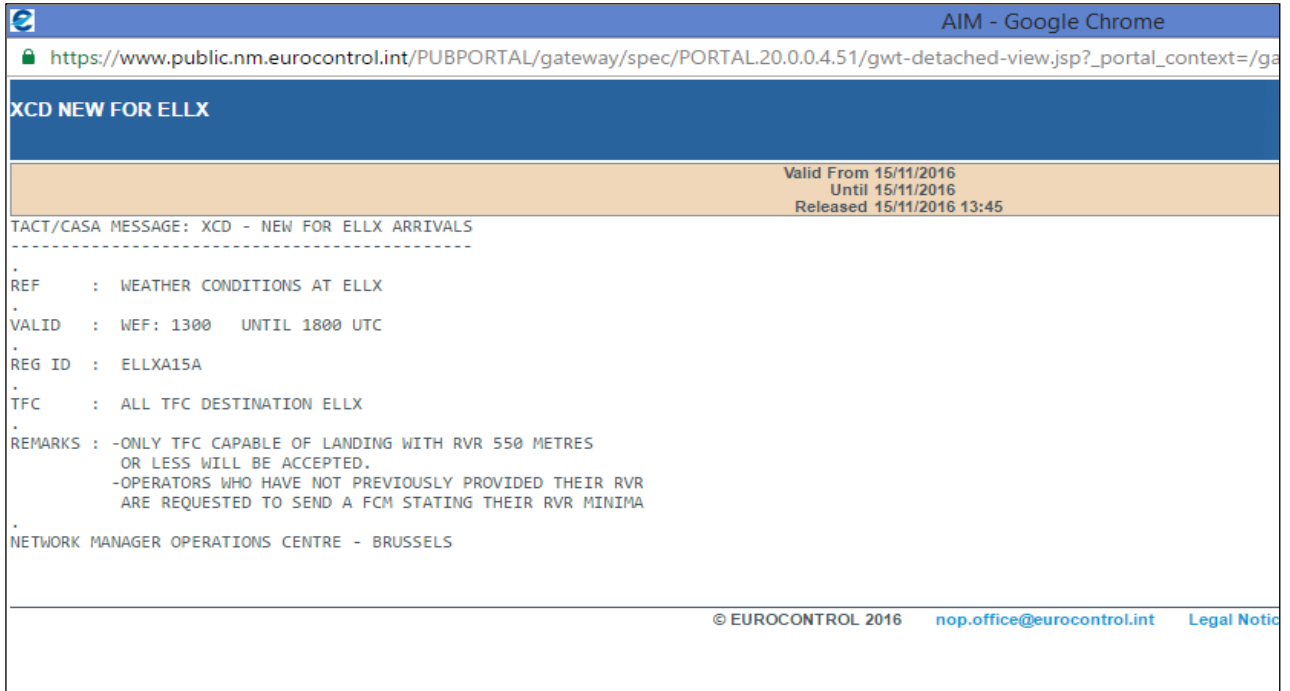
Flight Level Flight levels affected.

- UNT** The time of validity of the restriction.
- Reason** The regulation cause.
- RMK** Any remarks relevant to the regulation. **This line is optional.**

1.9.11.5 ATFCM Information Message (AIM)

1.9.11.5.1 The reason for sending an AIM is to inform the Network about possible disruptions such as airfields with weather issues, where to expect delays, available alternate routes, but also to bring attention to information of a more general nature such as RAD amendments, ETFMS / IFPS maintenance outages or important NOTAMs.

1.9.11.5.2 Example of an AIM message:



1.9.11.5.3 The elements included in the AIM are:

- DESCRIPTION:** Summary description of the AIM message.
- VALIDITY:** Start and end date of the AIM message.
- RELEASED:** Released date and time of the AIM message (in brackets).
- DETAIL:** The message in detail.

1.9.11.6 Message fields

1.9.11.6.1 Each ATFCM message comprises a number of fields, some of which are mandatory and some are optional. The number will vary according to the message.

1.9.11.6.2 The Message Fields, Abbreviations and Definitions

KEYWORD	DEFINITION
ARCTTYP	Aircraft type
ADEP	ICAO indicator for aerodrome of departure.
ADES	ICAO indicator for aerodrome of destination.
ARCID	ICAO aircraft identification
COMMENT	This field provides additional information.
CTOT	Calculated Take-Off Time
EOBD	Date of Flight (this field can optionally be used in messages from AOs to the NM when an ambiguity may exist with the date). The format is and will remain YYMMDD (i.e. no century).

EOBT	Estimated Off-Block Time.
ERRFIELD	ADEXP name of erroneous field(s).
FILTIM	Date and Time Stamp of original message.
FURTHERTE	Further route, i.e. the route to be followed after the reference point (it may optionally repeat the reference point).
IFPLID	IFPS Identification. This is unique flight plan identification which is issued by IFPS. It is only available in flight plans which have been distributed in ADEXP format.
IOBD	Initial Off-Block Date. The format is and will remain YYMMDD (i.e. no century).
IOBT	Initial Off-Block Time.
MINLINEUP	Minimum time to line-up for take-off.
NEWCTOT	Revised CTOT.
NEWPTOT	New Provisional Take-Off Time.
NEW RTE	New Route (when a Rerouting is proposed).
OBTLIMIT VALPERIOD	Validity period of a rerouting proposal. The calculation is performed from the EOBT until a maximum of four hours in the future (YYYYMMDDhhmm).
ORGMMSG	Reference to the title of a message originally received.
ORGRTE	Original Route (when a Rerouting is proposed).
POSITION	The actual position of the aircraft. The POSITION field is a composite field, which may consist of the following subfields: ADID: Aerodrome Identification, i.e. ICAO location indication of the airfield. PTID: Point identification, i.e. the name of the route point. TO: For Aerodromes, this field contains the Actual-Take-Off time and for route points, this field contains the actual Time-Over the point FL: For Aerodromes, this field shall (if present) contain the airfield elevation and for route points, this field contains the actual flight level over the point
PTOT	Provisional Take –Off Time.
REASON	Reason to explain an action by ETFMS (e.g. rejection, cancellation, etc.).
REGCAUSE	Reason of Regulation.
REGUL	Identifier for the restriction imposed.
REJCTOT	Rejection of a new CTOT where a Slot Improvement has been proposed by the NM.
RESPBY	Latest time by which a Response must be received.
RRTEREF	Reroute Reference designation.
RVR	Runway Visual Range (this field is optional in certain messages).
TAXITIME	The average taxiing time for the runway in use which was considered by ETFMS to derive the take-off times from the off-block times when calculating the last flight profile
TITLE	Message name.

1.9.11.7 ATFCM message examples

1.9.11.7.1 The following tables (ENR 1.9.11.7.1.1 and ENR 1.9.11.7.1.2) give examples of all ATFCM messages currently in use. The tables include a brief description of each message and subsequent actions.

1.9.11.7.1.1 Table of SLOT related messages originated by NM

SLOT RELATED MESSAGES – ORIGINATED BY NM		
MESSAGE & EXAMPLE	DEFINITION	PROCEDURE & ACTION
<p>-TITLE SAM (1)</p> <p>-ARCID <i>AMC101</i></p> <p>-IFPLID <i>AA12345678</i></p> <p>-ADEP <i>EGLL</i></p> <p>-ADES <i>LMML</i></p> <p>-EOBD <i>160224</i></p> <p>-EOBT <i>0950</i></p> <p>-CTOT <i>1030</i></p> <p>-REGUL <i>RMZ24M</i></p> <p>-TTO -PTID <i>VEULE -TO 1050 -FL F300</i></p> <p>-TAXITIME <i>0020</i></p> <p>-REGCAUSE <i>CE 81</i></p>	<p>SAM: SLOT ALLOCATION MESSAGE</p> <p>The SAM is used to inform AOs & ATS of the Calculated Take-Off Time (CTOT) computed by CASA for an individual flight, to which AOs / ATC must adhere.</p>	<p>Sent to AOs / ATS 2 hours before the last received EOBT.</p> <p>AOs / ATC must comply with the CTOT.</p>
<p>-TITLE SAM (3)</p> <p>-ARCID <i>AMC 101</i></p> <p>-IFPLID <i>AA12345678</i></p> <p>-ADEP <i>EGLL</i></p> <p>-ADES <i>LMML</i></p> <p>-EOBD <i>160224</i></p> <p>-EOBT <i>0945</i></p> <p>-CTOT <i>1200</i></p> <p>-RVR <i>100</i></p> <p>-REGUL <i>LMMLA24</i></p> <p>-TTO -PTID <i>GZO -TO 1438 -FL F060</i></p> <p>-COMMENT <i>RVR CRITERIA NOT MET</i></p> <p>-TAXITIME <i>0010</i></p> <p>-REGCAUSE <i>WA 84</i></p>	<p>SAM: SLOT ALLOCATION MESSAGE</p> <p>In the case of Runway Visual Range (RVR)</p> <p>An SAM message is sent by the NM when a problem occurs at or around aerodromes requiring a modification of the take-off time e.g. low visibility conditions which affect ATC capacity. The flight is delayed to arrive when RVR requirement is met (the RVR field will be added in the SAM message indicating the minimum RVR required as well as the related comment).</p>	<p>ETFMS sends individual Slot Allocation Messages to inform AOs and / or ATC that a flight has been delayed to arrive when RVR requirement is met.</p> <p>An SAM will be sent immediately at or after the moment of slot issue.</p> <p>AOs / ATC must conform to the SAM and, where required, the relevant AIM.</p> <p>Flights delayed due to insufficient RVR are repositioned in the slot list at reception of messages from AOs (see FCM below). The message will be followed by a SRM (indicating the NEWCTOT) or an SLC which indicates the departure requirements.</p> <p>Flights affected by weather conditions may become subject to other ATFCM regulations as well.</p>
<p>-TITLE SRM (1)</p> <p>-ARCID <i>AMC101</i></p> <p>-IFPLID <i>AA12345678</i></p> <p>-ADEP <i>EGLL</i></p> <p>-ADES <i>LMML</i></p> <p>-EOBD <i>160224</i></p> <p>-EOBT <i>0950</i></p> <p>-NEWCTOT <i>1005</i></p> <p>-REGUL <i>RMZ24M</i></p> <p>-TTO -PTID <i>VEULE-TO1025-FLF300</i></p> <p>-TAXITIME <i>0020</i></p> <p>-REGCAUSE <i>CE 81</i></p>	<p>SRM: SLOT REVISION MESSAGE</p> <p>After CASA has issued an initial SAM, subsequent updates may be notified via the Slot Revision Message (SRM).</p> <p>This message may be used to indicate a delay increase or decrease.</p>	<p>The SRM notifies a significant change of slot It is issued not earlier than 2 hours before the last received EOBT. This EOBT may be provided by DLA or CHG.</p> <p>AOs / ATC must comply with the NEWCTOT.</p>

<p>TITLE SRM (2)</p> <p>-ARCID AMC 101</p> <p>-IFPLID AA12345678</p> <p>-ADEP EGLL</p> <p>-ADES LMML</p> <p>-EOBD 160224</p> <p>-EOBT 0945</p> <p>-NEWCTOT 1200</p> <p>-REGUL LMMLA24</p> <p>-TTO -PTID GZO -TO 1438 -FL F060</p> <p>-COMMENT AERODROME OR AIRSPACE OR POINT NOT AVAILABLE</p> <p>-TAXITIME 0010</p> <p>-REGCAUSE AA 83</p>	<p>SRM: SLOT REVISION MESSAGE</p> <p><i>In the case of : Non Availability</i></p> <p>An SRM message is sent by the NM when a problem occurs on the flight path requiring a modification of the take-off time e.g. non-availability of aerodrome.</p>	<p>In the event of a non-availability for a short period the NM activates exceptional condition mechanism to inform AOs individually of the delay of their flight(s).</p> <p>The AO and ATC shall comply with the (NEW) CTOT according to the usual ICAO rules. The (NEW) CTOT may be modified as the situation requires. When an AO submits an amendment (e.g. DLA or CHG) to IFPS, he must always give as EOBT the earliest EOBT he may comply with. This time is not directly related to the (NEW) CTOT provided in the SAM / SRM. The EOBT in IFPS should always reflect the time at which the AO actually wants to be off-blocks. The flight plan may be modified to avoid the problem area. Reference shall be made to AIM / ANM and NOTAM.</p>
<p>TITLE SRM (3)</p> <p>-ARCID AMC 101</p> <p>-IFPLID AA12345678</p> <p>-ADEP EGLL</p> <p>-ADES LMML</p> <p>-EOBD 160224</p> <p>-EOBT 0945</p> <p>-CTOT 1200</p> <p>-RVR 100</p> <p>-REGUL LMMLA24</p> <p>-TTO -PTID GZO -TO 1438 -FL F060</p> <p>-COMMENT RVR CRITERIA NOT MET</p> <p>-TAXITIME 0010</p> <p>-REGCAUSE WA 84</p>	<p>SRM : SLOT REVISION MESSAGE</p> <p><i>In the case of Runway Visual Range (RVR)</i></p> <p>An SRM message is sent by the NM when a problem occurs at or around aerodromes requiring a modification of the take-off time e.g. low visibility conditions which affect ATC capacity. The flight is delayed to arrive when RVR requirement is met (the RVR field will be added in the SRM message indicating the minimum RVR required as well as the related comment).</p>	<p>ETFMS sends individual Slot Allocation Messages to inform AOs and / or ATC that a flight has been delayed to arrive when RVR requirement is met.</p> <p>A SRM will be sent immediately</p> <p>AOs / ATC must conform to the SRM and, where required, the relevant AIM.</p> <p>Flights delayed due to insufficient RVR are repositioned in the slot list at reception of messages from AOs (see FCM below). The message will be followed by a SRM (indicating the NEWCTOT) or an SLC which indicate the departure requirements.</p>
<p>TITLE SLC (1)</p> <p>-ARCID AMC101</p> <p>-IFPLID AA12345678</p> <p>-ADEP EGLL</p> <p>-ADES LMML</p> <p>-EOBD 080901</p> <p>-EOBT 0945</p> <p>-REASON OUTREG</p> <p>-TAXITIME 0020</p>	<p>SLC: SLOT REQUIREMENT CANCELLATION MESSAGE</p> <p>Sent to AOs / ATS to advise that a flight which has received a CTOT is no longer subject to an ATFCM restriction.</p>	<p>The flight is no longer subject to ATFCM measures and may depart without delay.</p> <p>If the EOBT of the flight is not realistic (e.g. more than 15 minutes in the past) the SLC will indicate a COMMENT PLEASE UPDATE EOBT WITH A DLA MSG reminding the AO to update its EOBT by sending a DLA).</p>
<p>TITLE SLC (2)</p> <p>-ARCID AMC101</p> <p>-IFPLID AA12345678</p> <p>-ADEP EGLL</p> <p>-ADES LMML</p> <p>-EOBD 080901</p> <p>-EOBT 0945</p> <p>-REASON VOID</p> <p>-COMMENT FLIGHT CANCELLED</p> <p>-TAXITIME 0020</p>	<p>SLC: SLOT REQUIREMENT CANCELLATION MESSAGE</p> <p><i>In the case of Cancel</i></p> <p>Sent to AOs / ATS to confirm that the slot of a regulated flight has been released as a result of a CNL.</p>	<p>When an SLC is issued as a result of a CNL, the field -COMMENT FLIGHT CANCELLED will be included in the SLC.</p>

<p>-TITLE SIP</p> <p>-ARCID AMC 101</p> <p>-IFPLID AA12345678</p> <p>-ADEP EGPLL</p> <p>-ADES LMML</p> <p>-EOBD 080901</p> <p>-EOBT 0945</p> <p>-CTOT 1030</p> <p>-NEWCTOT 1010</p> <p>-REGUL UZZU11</p> <p>-RESPBY 0930</p> <p>-TAXITIME 0020</p>	<p>SIP: SLOT IMPROVEMENT</p> <p>PROPOSAL MESSAGE</p> <p>The SIP proposes a NEWCTOT.</p> <p>A response is expected from the AO.</p> <p>If no response is given, the proposal expires at the respond by (RESPBY) time and the last published CTOT remains valid.</p>	<p>If CASA is able to improve the CTOT by a significant amount, by using the slots freed due to a revised EOBT, Slot Missed Message or an improved flow rate, etc., a proposal is put to the AO before the NEWCTOT becomes firm.</p> <p>The AO accepts the proposal with an SPA or rejects with an SRJ.</p>
<p>-TITLE FLS (1)</p> <p>-ARCID AMC101</p> <p>-IFPLID AA12345678</p> <p>-ADEP EGPLL</p> <p>-ADES LMML</p> <p>-EOBD 080901</p> <p>-EOBT 0945</p> <p>-REGUL LMMLA01</p> <p>-COMMENT AERODROME OR AIRSPACE OR POINT NOT AVAILABLE</p> <p>-TAXITIME 0020</p> <p>-REGCAUSE AA 83</p>	<p>FLS: FLIGHT SUSPENSION MESSAGE</p> <p>In the case of : Non Availability</p> <p>The ETFMS indicates with an FLS that this flight is considered as not taking off. The flight data are kept in the database but suspended (non-availability of an aerodrome for a long period).</p>	<p>In the event of non-availability for a long period the NM activates the exceptional condition mechanism to inform AOs individually of the suspension of their flight(s).</p> <p>The identifier of the regulation(s) concerned together with the corresponding regulation reason are inserted in the FLS message</p> <p>AO must confirm their intent to operate in the provided regulation(s) with an FCM, in order to receive a slot after re-opening.</p>
<p>-TITLE FLS (2)</p> <p>-ARCID AMC101</p> <p>-IFPLID AA12345678</p> <p>-ADEP EGPLL</p> <p>-ADES LMML</p> <p>-EOBD 080901</p> <p>-EOBT 0945</p> <p>-RVR 350</p> <p>-RESPBY 0855</p> <p>-REGUL UZZU11</p> <p>-COMMENT RVR UNKNOWN</p> <p>-TAXITIME 0020</p> <p>-REGCAUSEWA 84</p>	<p>FLS: FLIGHT SUSPENSION MESSAGE</p> <p>In the case of Runway Visual Range (RVR)</p> <p>The flight is suspended (comment will be RVR UNKNOWN) until the flight's RVR is provided to the NM.</p>	<p>ETFMS sends individual Flight Suspension Messages to inform AOs and / or ATC that a flight has been suspended. A RESPBY time is also in the message enabling the AO to keep its present CTOT if the CHG / FCM with sufficient RVR is received by the NM in due time.</p> <p>An FLS will be sent immediately where a flight has already received a CTOT.</p> <p>The FLS is sent instead of a SAM at the moment of slot issue.</p> <p>The identifier of the regulation concerned together with the corresponding regulation reason is inserted in the FLS message.</p>
<p>-TITLE FLS (3)</p> <p>-ARCID AMC101</p> <p>-IFPLID AA12345678</p> <p>-ADEP EGPLL</p> <p>-ADES LMML</p> <p>-EOBD 080901</p> <p>-EOBT 0945</p> <p>-COMMENT SMM RECEIVED</p> <p>-TAXITIME 0020</p>	<p>FLS: FLIGHT SUSPENSION MESSAGE</p> <p>In the case of : Slot Missed Message (SMM)</p> <p>After the reception of a SMM, the flight is put in suspension and ETFMS originates an FLS. The flight will be de-suspended after the reception of a DLA.</p>	<p>The flight will be de-suspended at reception of a DLA / CHG updating the EOBT or a new DPI message triggered by a TOBT update. An A-DPI message will also de-suspend the flight when suspension is due to the reception of a C-DPI. The AO is expected to send a DLA / CHG or communicate the updated TOBT with the A-CDM platform. The message will be followed by a SAM (indicating the CTOT) or a DES which indicates the departure requirements. If the flight has already departed, the first received ATC message (DEP / FSA) or the first received CPR will automatically de-suspend the flight.</p> <p>AOs / ATC must conform to the FLS and, where required, the relevant AIM.</p> <p>The message will be followed by a SAM (indicating the CTOT) or a DES which indicate the departure requirements.</p>

<p>-TITLE FLS (4) -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 0945 -COMMENT NOT REPORTED AS AIRBORNE -TAXITIME 0020</p>	<p>FLS: FLIGHT SUSPENSION MESSAGE In the case of : Flight Activation Monitoring The flights, which are expected to be airborne but are not actually reported as airborne will be regularly 'shifted' then suspended and ETFMS will originate an FLS. The flight will be de-suspended after the reception of a DLA.</p>	<p>Flights may be reactivated at reception of DLA or CHG messages from AOs. AOs / ATC must conform to the FLS and, where required, the relevant AIM. The message will be followed by a SAM (indicating the CTOT) or a DES which indicates the departure requirements. If the flight has already departed, the first received ATC message (DEP / FSA) or the first received CPR will automatically de-suspend the flight.</p>
<p>-TITLE FLS (5) -ARCID BEL2CC -IFPLID AA00126947 -ADEP EBBR -ADES LIPZ -EOBD 120119 -EOBT 0543 -COMMENT SUSPENDED BY DEPARTURE AIRPORT -TAXITIME 0016</p>	<p>FLS: FLIGHT SUSPENSION MESSAGE In the case of : Cancel DPI At airports transmitting DPI messages the Cancel DPI (C-DPI) is sent when there is an interruption to the departure planning process and a new Off-Block-Time is not (yet) known, triggering the FLS.</p>	<p>The flight is de-suspended at reception of:</p> <ul style="list-style-type: none"> • A delay or change message (DLA/CHG) updating the EOBT. • DPI messages: For example a DPI message updating the TOBT. • An A-DPI message will also de-suspend the flight, regardless if a previous DPI message is not sent. <p>The message will be followed by a SAM (indicating the CTOT) or a DES which indicates the departure requirements. If the flight has already departed, the first received ATC message (DEP / FSA) or the first received CPR will automatically de-suspend the flight.</p>
<p>-TITLE FLS (6) -ARCID BEL2CC -IFPLID AA00126947 -ADEP EBBR -ADES LIPZ -EOBD 120119 -EOBT 0543 -PTOT 1000 -RESPBY 0720 -REGUL DVR9811 -COMMENT SUSPENDED DUE TO DELAY EXCEEDING THRESHOLD VALUE. SEND FCM BEFORE RESPBY TO SECURE PTOT. ALTERNATIVELY, REROUTE, OR UPDATE EOBT WITH A DLA MSG, OR CNL</p>	<p>FLS: FLIGHT SUSPENSION MESSAGE In the case of : Regulation with Delay threshold Monitoring (used in specific circumstances decided by the NM) To additionally give to the airspace users delay information and time to react before fully suspending a flight crossing a high delays regulation. An additional benefit is that the flights do not lose the initial sequence based on the ETO, as the slot is kept booked for a period of 20 minutes.</p>	<p>If, at SIT1 (EOBT - 2 hours) or later, the delay of the flight is bigger than the Delay Confirmation threshold time specified in the regulation editor, a slot for that flight will be booked, for a period of 20 min. Flights presenting delays below the threshold value will get a SAM. A FLS will be sent containing a Proposal Take-Off Time (PTOT) and a Time for response by (Time of FLS issuance +20 min). By sending a Flight Confirmation Message (FCM) message within the time for response by, the airspace user shows its acceptance of the PTOT, upon receipt of a FCM a SAM is sent (PTOT becomes the CTOT). If the airspace user fails to respond within the Time for response by, the booking is lost and the flight remains suspended. Before SIT1, provisional delays and flights affected by delay threshold regulations can be monitored using external interfaces (NOP / CHMI).</p>
<p>-TITLE DES -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 0945 -TAXITIME 0020</p>	<p>DES: DE-SUSPENSION MESSAGE This NM message indicates that a flight which was previously suspended is now de-suspended.</p>	<p>The flight is de-suspended by ETFMS and is no longer subject to ATFCM measures. No action is normally required of AOs / ATS but if the EOBT of the flight is not realistic (e.g. more than 15 minutes in the past) the DES will indicate a COMMENT PLEASE UPDATE EOBT WITH A DLA MSG reminding the AO to update its EOBT by sending a DLA. In the meantime the flight will be counted as if departed taxi time + TIS after the de-suspension. AO shall update the EOBT by sending a DLA / CHG</p>

<p>-TITLE RRP (1)</p> <p>-ARCID AMC101</p> <p>-IFPLID AA12345678</p> <p>-ADEP EGLL</p> <p>-ADES LMML</p> <p>-EOBD 080901</p> <p>-EOBT 1030</p> <p>-ORGRTE MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ</p> <p>-CTOT 1230</p> <p>-RRTEREF ELLLLMML1</p> <p>-NEW RTE MID UA1 RBT UG32 BAJKO UA21 NIZ UA2 AJO UA9 CAR UB21 PANTA B21 MLQ</p> <p>-NEWCTOT 1105</p> <p>-RESPBY 0900</p> <p>-COMMENT PURPOSE IS ATFCM</p> <p>-TAXITIME 0020</p> <p>-TOT LIMIT -VALPERIOD 20080901105020080901450</p>	<p>RRP: REROUTEING PROPOSAL MESSAGE</p> <p>This message is sent to an AO to offer a different CTOT or to avoid the need for a slot on a new route.</p> <p>A 'respond by time' is also added.</p> <p>Example 1</p> <p>The flight had already received a CTOT corresponding to its original route (ORGRTE). A new CTOT is offered provided the flight is refiled along the proposed new route (NEW RTE).</p>	<p>This issue follows a what-if reroute and 'apply' made at the NM. The AO who wishes to benefit from the offer shall consequently modify its flight plan either with a CHG (this solution preferred when the flight is conducted wholly within the IFPS / NM area of responsibility) or a CNL and refile using the Replacement Flight Plan procedure (RFP). This should be received before the RESPBY time.</p> <p>At the reception of the new route in the flight plan ETFMS will merge it to the proposal</p>
<p>-TITLE RRP (2)</p> <p>-ARCID AMC101</p> <p>-IFPLID AA12345678</p> <p>-ADEP EGLL</p> <p>-ADES LMML</p> <p>-EOBD 080901</p> <p>-EOBT 1030</p> <p>-ORGRTE MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ</p> <p>-CTOT 1230</p> <p>-RRTEREF ELLLLMML2</p> <p>-NEW RTE MID A1 BOGNA UA1 RBT UG32 TOP UA1 ELB UA12 UA18 EKOLA A18 MLG DCT MLQ</p> <p>-RESPBY 0900</p> <p>-REASON OUTREG</p> <p>-COMMENT PURPOSE IS ATFCM</p> <p>-TAXITIME 0020</p> <p>-TOT LIMIT -VALPERIOD 200809011050 200809011450</p>	<p>Example 2</p> <p>This flight is rerouted from a route which is crossing a regulated area(s) to a new route without a regulation.</p> <p>The REASON OUTREG indicates that there is no slot required, for that route.</p>	<p>Then SLC, SAM, SRM messages will be transmitted as appropriate.</p> <p>The possible combination of optional fields is as follows :</p> <p>-CTOT -NEWCTOT</p> <p>-CTOT -REASON</p> <p>-PTOT -NEWPTOT</p> <p>-PTOT -REASON</p> <p>-PTOT -NEWCTOT</p> <p>-NEWCTOT only</p> <p>-NEWPTOT only</p>

<p>-TITLE RRP (3)</p> <p>-ARCID AMC101</p> <p>-IFPLID AA12345678</p> <p>-ADEP EGLL</p> <p>-ADES LMML</p> <p>-EOBD 080901</p> <p>-EOBT 1030</p> <p>-ORGRTE MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ</p> <p>-PTOT 1230</p> <p>-RRTEREF EGLLLMML1</p> <p>-NEW RTE MID UA1 RBT UG32 BAJKO UA24 NIZ UA2 AJO UA9 CAR UB21 PANTA B21 MLQ</p> <p>-NEWPTOT 1100</p> <p>-RESPBY 0730</p> <p>-COMMENT PURPOSE IS ATFCM</p> <p>-TAXITIME 0020 -TOT LIMIT - VALPERIOD 200809011050 200809011450</p>	<p>Example 3</p> <p>This flight has not yet received its slot, only a provisional take-off (PTOT) time was calculated. A new provisional take-off (NEWPTOT) time is calculated which corresponds to the new proposed route. This value may be modified until the final slot is issued.</p>	<p>This issue follows a what-if reroute and 'apply' made at the NM. The AO who wishes to benefit from the offer shall consequently modify its flight plan either with a CHG or a CNL and refile using the Replacement Flight Plan procedure (RFP). This should be received before the RESPBY time.</p> <p>At the reception of the new route in the flight plan ETFMS will merge it to the proposal.</p> <p>Then SLC, SAM, SRM messages will be transmitted as appropriate.</p>
<p>-TITLE RRP (4)</p> <p>-ARCID AMC101</p> <p>-IFPLID AA12345678</p> <p>-ADEP EGLL</p> <p>-ADES LMML</p> <p>-EOBD 080901</p> <p>-EOBT 1030</p> <p>-ORGRTE MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ</p> <p>-PTOT 1230</p> <p>-RRTEREF EGLLLMML2</p> <p>-NEW RTE MID A1 BOGNA UA1 RBT UG32 TOP UA1 ELB UA12 UA18 EKOLA A18 MLG DCT MLQ</p> <p>-RESPBY 0730</p> <p>-REASON OUTREG</p> <p>-COMMENT PURPOSE IS ATFCM</p> <p>-TAXITIME 0020 -TOT LIMIT - VALPERIOD 200809011050200809011430</p>	<p>Example 4</p> <p>Same as above. The flight has not yet received a slot and is proposed a route with no regulation active at the time of the proposal.</p>	<p>The possible combination of optional fields is as follows :</p> <ul style="list-style-type: none"> -CTOT -NEWCTOT -CTOT -REASON -PTOT -NEWPTOT -PTOT -REASON -PTOT -NEWCTOT -NEWCTOT only -NEWPTOT only

<p>-TITLE RRP (5)</p> <p>-ARCID GRV090A</p> <p>-IFPLID AT00002136</p> <p>-ADEP LGKV</p> <p>-ADES LGAL</p> <p>-EOBD 140204</p> <p>-EOBT 0525</p> <p>-ORGRTE N0250F090 IDILO</p> <p>-RRTEREF LGKVLGALG3</p> <p>-NEW RTE N0250F090 SOSUS1A SOSUS G12 IDILO IDILO1A</p> <p>-RESPBY 1305</p> <p>-REASON OUTREG</p> <p>-COMMENT PURPOSE IS FLIGHT EFFICIENCY</p> <p>-TAXITIME 0005</p> <p>-TOTLIMIT -VALPERIOD 201402040530 201402040930</p>	<p>Example 5</p> <p>Flight which is not regulated receives a new route with no regulation active at the time of the proposal.</p>	<p>This issue follows a what-if reroute and 'apply' made at the NM. The AO who wishes to benefit from the offer shall consequently modify its flight plan either with a CHG or a CNL and refile This should be received before the RESPBY time</p>
<p>-TITLE RRP (6)</p> <p>-ARCID GRV090A</p> <p>-IFPLID AT00002136</p> <p>-ADEP LGKV</p> <p>-ADES LGAL</p> <p>-EOBD 140204</p> <p>-EOBT 0525</p> <p>-ORGRTE N0250F090 IDILO</p> <p>-RRTEREF LGKVLGALG3</p> <p>-NEW RTE N0250F090 SOSUS1A SOSUS G12 IDILO IDILO1A</p> <p>-RESPBY 1305</p> <p>-REASON OUTREG</p> <p>-COMMENT PURPOSE IS ATFCM</p> <p>-TAXITIME 0005</p> <p>-TOTLIMIT -VALPERIOD 201402040530 201402040930</p>	<p>Example 6</p> <p>Flight which is not regulated receives a more efficient route proposed route with no regulation active at the time of the proposal.</p>	<p>This issue follows a FLIGHT EFFICIENCY PROPOSAL made at the NM. The AO who wishes to benefit from the offer shall consequently modify its flight plan either with a CHG or a CNL and refile This should be received before the RESPBY time.</p>

<p>-TITLE RRN (1) -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 1030 -ORGRTE MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ -CTOT 1230 -RRTEREF ELLLLMML1 -NEW RTE MID UA1 RBT UG32 BAJKO UA21 NIZ UA2 AJO UA9 CAR UB21 PANTA B21 MLQ -NEWCTOT 1105 -RESPBY 0900 -COMMENT PURPOSE IS AOWIR -TAXITIME 0020 -TOT LIMIT -VALPERIOD 200809011050200809011450</p>	<p>RRN: REROUTEING NOTIFICATION MESSAGE</p> <p>This message is sent to an AO to notify a rerouteing triggered through the NM Client Application.</p> <p>Example 1</p> <p>The flight had already received a CTOT corresponding to its original route (ORGRTE).</p> <p>A new CTOT is offered provided that the flight is refiled along the proposed new route (NEW RTE).</p>	<p>The RRN message is issued in case of an acceptance of the rerouteing with option 'CNL original FPL', book slot and flight plan refile by the AO via SITA / AFTN.</p> <p>The flight plan is cancelled in the NM system and a new slot may be booked :</p> <p>The IFPS proceeds exactly as if a cancel (CNL) message had been submitted by the user.</p> <p>SLC are distributed with the FPL cancellations.</p> <p>RRN messages are sent by ETFMS to AO addresses in accordance with the addressing rules in the ATFCM Users Manual and, in addition, to the address associated to the NM Client Application having made the Apply.</p>
<p>-TITLE RRN (2) -ARCID AMC101 -IFPLID AA12345678 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 1030 -ORGRTE MID UA1 RBT UG32 TOP UA1 ELB UA12 PAL UA18 EKOLA A18 MLQ -CTOT 1230 -RRTEREF ELLLLMML2 -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</p>	<p>Example 2</p> <p>This flight is rerouted from a route which is crossing a regulated area(s) to a new route without a regulation.</p> <p>The REASON OUTREG indicates that there is no slot required, for that route.</p>	<p>This message includes the new route description and e.g. :</p> <p>-NEWCTOT 1105 the new slot calculation result</p> <p>-REASON OUTREG when the new route is not subject to ATFCM regulation or</p> <p>The user is now expected to file a new flight plan in order to match the new conditions.</p> <p>This shall be received before RESPBY time.</p> <p>The route should be fully consistent with the one provided within the RRN message and also displayed on the NM Client Application.</p> <p>Then SAM or FLS messages will be transmitted as appropriate.</p> <p>The possible combination of optional fields is as follows :</p> <p>-CTOT -NEWCTOT -CTOT -REASON -NEWCTOT</p>
<p>-TITLE ERR -ARCID AMC101 -FILTIM 0915 -ORGMMSG SMM -REASON SYNTAX ERROR</p>	<p>ERR: ERROR MESSAGE</p> <p>The error message indicates that an error has been found in a message previously received by ETFMS.</p> <p>The erroneous field or the reason for rejection may be indicated.</p>	<p>This message is sent by ETFMS when a message is received but its syntax is incorrect and cannot be processed.</p> <p>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).</p> <p>AOs / ATS resend the correct message.</p>

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 ACCEPTANCE 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.
-TITLE SWM -ARCID AMC101 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 1030	SWM: SIP WANTED MESSAGE The SWM message is used by the AO to indicate that it cannot accept SRM when an improvement is possible but wants to be in a position to refuse an improvement. The RFI status of the flight will be set to NO.	The AO operating a flight having its RFI status set to NO will receive a SIP if any improvement is possible. The AO will accept the proposal with an SPA or reject it with an SRJ.
-TITLE REA -ARCID ABC101 -ADEP EGLL -ADES LMML -EOBD 080901 -EOBT 1030 -MINLINEUP 0005	REA: READY MESSAGE For flights having already received their slot and being in a situation to depart before their CTOT (doors closed and ready to depart), the AO may ask local ATC to send a Ready (REA) message. In the REA local ATC may also include a MINLINEUP time, to indicate the minimum time needed for that flight to get from its position to take-off.	Only ATC / ATFCM units can send a REA message. REA may be sent between EOBT minus 15 minutes and the CTOT of the flight. When the REA is filed before the EOBT, the flight is considered as having a new EOBT at this filing time and the MINLINEUP as a revised taxi time. The MINLINEUP is constrained in the range [0 min, 90 min] If an improvement is possible AO and ATC will receive an SRM.

<p>-TITLE FCM (1) -ARCID <i>AMC101</i> -ADEP <i>EGLL</i> -ADES <i>LMML</i> -EOBT <i>0945</i> -RVR <i>200</i></p>	<p>FCM: FLIGHT CONFIRMATION MESSAGE</p> <p>An AO indicates to ETFMS the RVR capability of a flight with an EOBT in the future.</p> <p>A suspended flight with an EOBT in the past or an obsolete EOBT must first be amended by a DLA and then confirmed by an FCM, which includes the flight's RVR capability. When the route has also to be changed it must be amended by a CHG, which will include an amended route and the flight's RVR capability.</p>	<p>An AO may send an FCM in response to a selective AIM or to an individual FLS message to provide the RVR operating minima which should be given in metres.</p> <p>When the flight's RVR capability is requested, the flight is kept suspended within ETFMS until this RVR capability is provided by CHG or FCM message or until the NM releases the RVR requirement or until a DLA / CHG message pushes the flight outside the period requesting the RVR.</p>
<p>-TITLE FCM (2) -ARCID <i>AMC101</i> -ADEP <i>EGLL</i> -ADES <i>LMML</i> -EOBT <i>0945</i> -REGUL <i>LMMLA01</i></p>	<p>FCM: FLIGHT CONFIRMATION MESSAGE An AO indicates to ETFMS that a flight with an EOBT in the future is now confirmed for the regulation(s) provided in this FCM. A suspended flight with an EOBT in the past or an obsolete EOBT must first be amended by a DLA and then confirmed by an FCM. When the route has also to be changed it must first be amended by a CHG and then confirmed by an FCM.</p>	<p>An AO may send an FCM in response to a selective AIM or to an individual FLS message.</p> <p>When a confirmation is requested, the flight is kept suspended within ETFMS until FCM message(s) confirm the flight in all affecting regulation(s) requesting a confirmation or until the NM releases the confirmation requirement or until a DLA / CHG message pushes the flight outside the period requesting the confi</p>
<p>-TITLE FCM (3) -ARCID <i>AMC101</i> -ADEP <i>EGLL</i> -ADES <i>LMML</i> -EOBT <i>0945</i> -RVR <i>200</i> -REGUL <i>LMMLA01</i></p>	<p>FCM: FLIGHT CONFIRMATION MESSAGE</p> <p>An AO indicates to ETFMS that a flight with an EOBT in the future is now confirmed for the regulation(s) provided in this FCM. The message may include the flight's RVR capability.</p> <p>A suspended flight with an EOBT in the past or an obsolete EOBT must first be amended by a DLA and then confirmed by an FCM. When the route has also to be changed it must first be amended by a CHG and then confirmed by an FCM.</p>	<p>An AO may send an FCM in response to a selective AIM or to an individual FLS message. If so required, it includes the RVR operating minima which should be given in metres.</p> <p>When both a confirmation and a flight's RVR capability are requested, the flight is kept suspended within ETFMS until FCM message(s) confirm the flight in all affecting regulation(s) requesting a confirmation and provide the flight's RVR capability or until the NM releases the confirmation and the RVR requirement or until a DLA / CHG message pushes the flight outside the period requesting the confirmation and the RVR.</p>
<p>-TITLE RJT -ARCID <i>AMC101</i> -ADEP <i>EGLL</i> -EOBT <i>0945</i> -ADES <i>LMML</i> -RRTEREF <i>EGLLLMML1</i></p>	<p>RJT: REROUTEING REJECTION MESSAGE</p> <p>Used by an AO to reject an RRP message.</p>	<p>Use of the RJT will enable the slot potentially associated with the RRP, to be released back into the system for possible use elsewhere.</p>

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

1.9.12.1.2.1 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: +30 210 997 2785.

ENR 5. NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED DANGER AND CONTROLLED FIRING AREAS

Identification Name Lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
5.1.1 PROHIBITED AREAS (see also ENR 1.1.9)		
LGP1 ACROPOLIS A circle, 700 M radius centered on 375820N 0234333E.	<u>5000 FT ALT</u> GND	Archaeological Monuments protected area. a) Propeller aircraft above 5000 FT b) Jet aircraft above 10000 FT
LGP4 LAKI (LEROS ISLAND) 370604N 0265005E - 371008N 0265005E - 370608N 0265104E - 370604N 0265104E.	<u>3000 FT ALT</u> GND/MSL	
LGP5 PARTHENI (LEROS ISLAND) 371145N 0264701E - 371008N 0264701E - 371008N 0264709E - 371145N 0264709E.	<u>3000 FT ALT</u> GND/MSL	
LGP6 MOTOR OIL (KORINTHOS REFINERIES) 375411N 0230258E - 375411N 0230540E - 375546N 0230540E - 375546N 0230258E.	<u>2000 FT ALT</u> GND	
LGP7 REVYTHOUSSA (FLARESTACK – REVYTHOUSSA ISLAND) 375800N 0232350E - 375800N 0232430E - 375730N 0232350E - 375730N 0232430E.	<u>1000 FT ALT</u> GND	
LGP8 VIKOS 400400N 0205400E - 395100N 0205400E - 395400N 0204000E - 400200N 0204000E.	<u>7000 FT ALT</u> GND	Prohibited to Civil Aviation. Environmentally protected area.
LGP9 PAPAGOS A circle, 1.5 NM radius centered on 380003N 0234659E.	<u>2000 FT ALT</u> GND	
LGP10 MILITSA (KASTORIA) A circle, 1 NM radius centered on 402830N 0212020E.	<u>5000 FT ALT</u> GND	Protection of Fur Farms.
LGP12 KORIDALLOS (PIRAEUS) A circle, 1.5 NM radius centered on 375900N 0233845E.	<u>5000 FT ALT</u> GND	Prohibited to Helicopters, RPAS/UAS.
LGP13 METEORA (KALABAKA) 394424N 0213746E - 394328N 0213948E - 394150N 0213827E - 394245N 0213753E - 394219N 0213700E - 394237N 0213620E.	<u>4000 FT ALT</u> GND	
LGP14 CHALKIS A circle, 1.5 NM radius centered on 382817N 0233620E	<u>2000 FT ALT</u> GND	Prohibited to helicopters, RPAS/UAS.

Identification Name Lateral limits	<u>Upper limit</u> <u>Lower limit</u>	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
5.1.2 RESTRICTED AREAS (see also ENR 1.1.9)		
LGR22 SKOURTA 381536N 0233037E - 381201N 0232816E - 380840N 0233632E - 381215N 0233853E - 381536N 0233037E.	<u>5000 FT ALT</u> GND	Training Flights. This area is used only in VMC conditions by inexperienced cadet pilots daily SR-SS.
LGR23 MARATHONAS		Training Flights.
MARATHONAS 1 381000N 0240200E - 381000N 0241100E - 381300N 0241600E - 381800N 0241800E - 381800N 0240400E - 381400N 0240400E - 381400N 0240200E.	<u>5000 FT ALT</u> GND	This area is only used in VMC conditions by inexperienced cadet pilots daily SR-SS.
MARATHONAS 2 381000N 0240200E - 381100N 0240200E - 381100N 0235000E - 381000N 0235000E - 381000N 0240200E.	<u>3000 FT ALT</u> GND	
LGR24 MENIDI 380721N 0233857E - 380608N 0234158E - 380153N 0233912E - 380308N 0233611E - 380721N 0233857E.	<u>5000 FT ALT</u> <u>3500 FT MSL</u>	Training Flights. This area is used only in VMC conditions by inexperienced cadet pilots daily SR-SS.
LGR25 LEFKTRA 381500N 0230000E - 380900N 0230100E - 381000N 0231500E - 381500N 0231500E.	<u>5000 FT ALT</u> GND	Hellenic Air force \Training Flights The area is activated under the authorization of TANAGRA APP.
LGR26 PLATEAI 381500N 0231500E - 381000N 0231500E - 381000N 0232400E - 381500N 0232400E.	<u>5000 FT ALT</u> GND	Hellenic Air force Training Flights. The area is activated under the authorization of TANAGRA APP.
LGR27 LITHINON 350000N 0242800E - 344600N 0245400E - 344900N 0251900E - 350000N 0251900E - 350000N 0245500E - 350500N 0245500E - 350700N 0244700E - 350000N 0244800E.	<u>FL 240</u> GND/MSL	Training Flights MON till THU 0400-2100, FRI 0400-1200 except HOL. ATS Routes affected: a) AWY M978 (TIPUS – OTREX) b) AWY R78 (TIPUS – OTREX)
LGR28 SOUDA 353008N 0240402E - 352809N 0240402E - 352809N 0241003E - 353008N 0241003E.	<u>1000 FT ALT</u> GND/MSL	PPR required by SOUDA APP Unit, before commencing the activities. Activated by NOTAM
LGR29 THRAKI 411018N 0245450E - 405420N 0250935E - 405439N 0253122E - 405932N 0253258E - 410710N 0254123E - 411341N 0254115E - 411327N 0252237E - 411018N 0245450E.		Training Army Aviation Flights. Daily SR to SS except SAT, SUN and HOL
THRAKI 1 411018N 0245450E - 411143N 0250712E - 405420N 0250935E.	<u>7000 FT ALT</u> MSL	When activated, other flights may cross the area after prior permission from the appropriate ATS unit.
THRAKI 2 411143N 0250712E - 405420N 0250935E - 405439N 0253122E - 405932N 0253258E - 410710N 0254123E - 411341N 0254115E - 411327N 0252237E - 411143N 0250712E.	<u>8000 FT ALT</u> MSL	

Identification Name Lateral limits	<u>Upper limit</u> <u>Lower limit</u>	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
5.1.2 RESTRICTED AREAS (see also ENR 1.1.9)		
LGR52 KALAMATA 372400N 0213900E - 372400N 0214400E - 370100N 0214700E - 364800N 0215800E - 365000N 0214100E - 370300N 0213300E.	<u>FL 240</u> 8000 FT MSL	Acrobatic Training Flights: Daily SR-SS except SAT, SUN and HOL. ATS routes affected: a) AWY M872 (KFN-ETILI) b) AWY A145 (BERAP-ANEPI)
LGR53 GERANIA 375646N 0231628E - 375820N 0231320E - 375530N 0225030E - 375100N 0230530E - 374750N 0222630E - 375140N 0221250E - 380040N 0221820E - 380500N 0223030E - 380430N 0223800E - 380520N 0225700E - 380340N 0232245E - 380200N 0232100E - 375939N 0231925E .	<u>4000 FT ALT</u> MSL	Local Flights Army Aviation Daily 0530-1230 except SAT, SUN and HOL. TUE 0530-2200. As only light ACFT are using this area for local flights, other ACFT on VMC may cross the area on pilot's discretion.
LGR54 KINETA 375500N 0230800E - 375340N 0225230E - 375530N 0225030E - 375820N 0231320E.	<u>1000 FT ALT</u> MSL	Local Flights Army Aviation Daily 0530-1 230 except SAT, SUN and HOL, TUE 0530-2200. As only light ACFT are using this area for local flights, other ACFT on VMC may cross the area on pilot's discretion.
LGR55 PEFKO 380200N 0232100E - 380340N 0232245E - 375930N 0232500E.	<u>1500 FT ALT</u> MSL	Local Flights Army Aviation: Daily 0530-1230 except SAT, SUN and HOL. TUE 0530-2200. As only light ACFT are using this area for local flights, other ACFT on VMC may cross the area on pilot's discretion.
LGR56 KILINI 380040N 0221820E - 380500N 0223030E - 375400N 0222730E - 375200N 0222200E - 380040N 0221820E.	<u>8000 FT ALT</u> GND	Local Flights Army Aviation: Daily 0530-1 230 except SAT, SUN and HOL. TUE 0530-2200. As only light ACFT are using this area for local flights, other ACFT on VMC may cross the area on pilot's discretion.
LGR57 ASPROPIRGOS 380130N 0233530E - 380230N 0233530E - 380230N 0233700E - 380130N 0233700E.	<u>1100 FT ALT</u> MSL	Oil Refinery Restriction H24.
LGR58 KOTRONI	<u>1000 FT ALT</u> GND	Helicopter Training Flights: Daily SR-SS except SAT, SUN and HOL.
KOTRONI 1 381010N 0235700E - 380717N 0235930E - 380720N 0240330E - 380740N 0241050E - 381010N 0241050E.		
KOTRONI 2 381010N 0241050E - 380740N 0241050E - 380930N 0242200E.		<u>2000 FT ALT</u> GND
LGR59 MANTILI 375800N 0241400E - 374600N 0241400E - 374600N 0243800E - 375800N 0243800E.	<u>1000 FT ALT</u> GND	Helicopter Training Flights: Daily SR-SS except SAT, SUN & HOL.

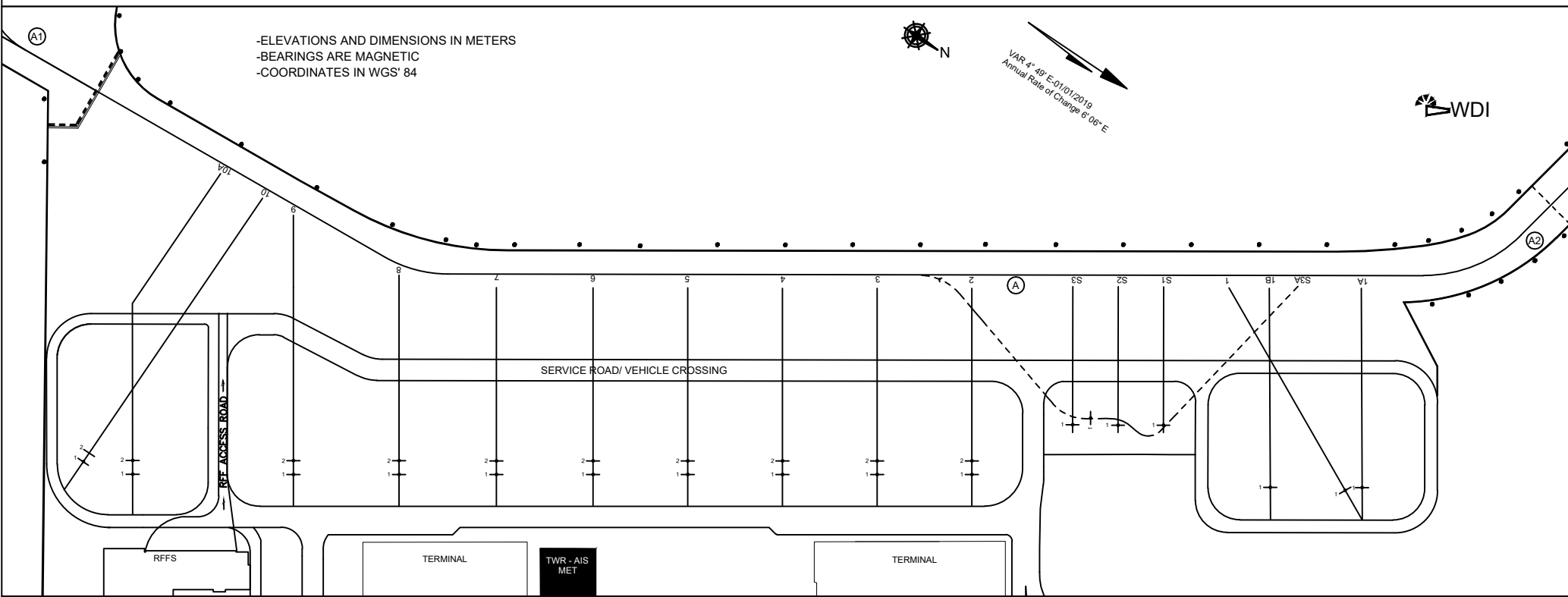
Identification Name Lateral limits	<u>Upper limit</u> <u>Lower limit</u>	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
5.1.3 DANGER AREAS (see also ENR 1.1.9)		
LGD61 ZAKINTHOS 373835N 0200024E - 372008N 0205928E - 365313N 0205638E - 371923N 0195810E.	<u>FL 400</u> MSL	Firing: Air-to-air, Surface-to-surface, Surface-to-air, Air-to-surface. Activated by NOTAM. Andravida APP has been designated as the authority to grant and issue clearances for crossing areas LGD61 and LGD72 which will never be activated simultaneously. ATS route affected: AWY A145/UA145 (LORNO-BERAP).
LGD63 AMBELON A circle, 5 NM radius centered on 394500N 0222700E.	<u>FL 120</u> GND	Firing: Air-to-ground. Daily SR-2200 except FRI, SAT, SUN and HOL. ATS routes affected: AWY W58 (VAXUS-KOGIS).
LGD64 KASSANDRA 401430N 0232030E - 401600N 0232000E - 401600N 0232900E - 401000N 0233000E - 400800N 0232500E.	<u>FL 250</u> MSL	Firing: Ground-to-air. Activated by NOTAM.
LGD65 PSATHOURA 392600N 0235300E - 394600N 0234000E - 400030N 0241800E - 394300N 0243100E.	<u>FL 250</u> MSL	Firing: Air-to-air, Surface-to-air, Surface-to-surface. Daily 0500 -1 500, except FRI, SAT, SUN and HOL.
LGD67 NEA PERAMOS A circle, 2 NM radius centered on 380300N 0232400E, which is divided into two circular segments by a string between the points 380127N 0232222E and 380355N 0232618E. NEA PERAMOS 1 The greater circular segment than the half circle.	<u>4000 FT ALT</u> MSL	Artillery firing Activated by NOTAM.
NEA PERAMOS 2 The smaller circular segment than the half circle.	<u>2000 FT ALT</u> MSL	
LGD68 ANDROS 381600N 0252100E - 374600N 0254900E - 373400N 0252300E - 374200N 0250100E - 380000N 0245200E - 380200N 0245200E.	<u>FL 250</u> MSL	Firing: Air-to-Air, Surface-to-Air, Surface-to-surface, Air-to-surface. Daily SR-SS. AWY R20/UR20 (KEA-SITRU) is affected.
LGD69 MESSARA (KRITI ISLAND) 350100N 0243600E - 350500N 0243600E - 351100N 0241000E - 350600N 0241000E.	<u>FL 250</u> MSL	Firing: Air-to-air, Surface-to-air. ATS routes affected: a) AWY R78 (PLH-TIPUS) b) AWY M978/UM978 (PLH-TIPUS) Activated by NOTAM.
LGD71 NEA ANCHIALOS A circle, 5 NM radius centered on 391315N 0224830E.	<u>FL 90</u> GND/MSL	Firing: Air-to-ground. Pilots wishing to cross this area should request permission from ALMIROS APP when 15 NM out of LGBL - ALMIROS / NEA ANCHIALOS AD.

Identification Name Lateral limits	<u>Upper limit</u> <u>Lower limit</u>	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
5.1.3 DANGER AREAS (see also ENR 1.1.9)		
LGD80 PETROHORION 410500N 0244200E - 411300N 0244200E - 411300N 0245100E - 410400N 0245100E.	<u>5000 FT ALT</u> GND	Army Firing. Daily 0400-2200 except SAT, SUN and HOL.
LGD81 MALEME 352900N 0234600E - 352900N 0235100E - 353400N 0235500E - 353600N 0234900E - 353600N 0234600E.	<u>FL 160</u> MSL	Firing: Air-to-ground. Daily SR-2100 <i>except</i> SAT, SUN and HOL.
LGD82 PAGASITIKOS KOLPOS 391805N 0224830E - 391035N 0224820E - 391750N 0225810E - 391025N 0225750E.	<u>FL 250</u> MSL	Firing: Ground-to-air. Activated by NOTAM. ATS route affected: AWY W58 (VAXUS-EVIKO).
LGD83 MIRTOON 364000N 0234000E - 364000N 0241000E - 362000N 0241000E - 362000N 0234000E.	<u>UNL</u> MSL	Navy. Firing: Surface-to-air, Air-to-surface, and Surface-to-surface. Activated by NOTAM. ATS routes affected: a) AWY P32/UP32 (MONUV-MIL). b) AWY P169/UP169 (ATV-SUD). c) AWY L612/UL612 (IXIMA-RUSOS) d) AWY L613/UL613 (ALANI-RESTI)
LGD84 IDRA 370000N 0230000E - 371000N 0230000E - 371000N 0233600E - 370000N 0233600E.	<u>3700 FT ALT</u> MSL	Navy Firing. Activated by NOTAM.
LGD85 PETROKARAVO 372200N 0233500E - 373700N 0233500E - 373700N 0234400E - 372200N 0234400E.	<u>1000 FT ALT</u> MSL	Navy Firing. Activated by NOTAM.
LGD86 PLATIA 374700N 0231700E - 374400N 0232200E - 375000N 0232600E - 375200N 0232200E.	<u>1000 FT ALT</u> MSL	Navy Firing. Daily 0500-1 300 except SAT, SUN and HOL.
LGD88 AKRA SPATHA 360500N 0234500E - 361500N 0234500E - 361500N 0240000E - 360500N 0240000E.	<u>UNL</u> MSL	Navy. Firing: Surface-to-air, Air-to-surface, Surface-to- surface. Activated by NOTAM. ATS routes affected: a) AWY P169/UP169 (MANOK-SUD) b) AWY P32/UP32 (MONUV-MIL) c) AWY J65/UJ65 (SOKRI-SUD)
LGD89 AKRA KHONDROS 353300N 0243900E - 352600N 0243900E - 352600N 0244900E - 352900N 0244900E.	<u>UNL</u> MSL	Navy. Firing: Surface-to-air, Air-to-surface, Surface-to-surface. Activated by NOTAM. The segment of AWYS J65, UJ65 between SUD VOR/DME and IRA VOR/DME is affected.

LGKO AD 2.24 CHARTS RELATED TO AERODROME

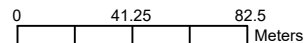
Chart name	Date	Page
Aerodrome Chart – ICAO: - KOS/ IPPOKRATIS Airport	12 AUG 21	AD 2-LGKO-ADC
Aircraft Parking/ Docking Chart – ICAO: - KOS/ IPPOKRATIS Airport – Main Apron	11 AUG 22	AD 2-LGKO-APDC-1
Aircraft Parking/ Docking Chart – ICAO: - KOS/ IPPOKRATIS Airport - Secondary Apron	11 AUG 22	AD 2-LGKO-APDC-2
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - KOS/ IPPOKRATIS Airport	14 APR 05	AD 2-LGKO-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR/DME RWY 14	02 JAN 20	AD 2-LGKO-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VOR/DME RWY 32	02 JAN 20	AD 2-LGKO-IAC-2
Instrument Approach Chart (IAC) – ICAO: - (L)	02 JAN 20	AD 2-LGKO-IAC-3
Instrument Approach Chart (IAC) – ICAO: - RNP RWY 14	07 NOV 19	AD 2-LGKO-IAC-4
Instrument Approach Chart (IAC) – ICAO: - RNP RWY 32	07 NOV 19	AD 2-LGKO-IAC-5
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 14	02 JAN 20	AD 2-LGKO-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 32	02 JAN 20	AD 2-LGKO-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - RNP1 DEPARTURE RWY 14	07 NOV 19	AD 2-LGKO-SID-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 14	26 MAR 20	AD 2-LGKO-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 32	02 JAN 20	AD 2-LGKO-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - RNP1 ARRIVAL RWY 14	02 JAN 20	AD 2-LGKO-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - RNP1 ARRIVAL RWY 32	02 DEC 21	AD 2-LGKO-STAR-4
Terminal Area Chart - ICAO - VFR routes: - VFR routes KOS TMA	15 JUL 21	AD 2- LGKO -VFR

AIRCRAFT PARKING/ DOCKING CHART- ICAO APRON ELEV 125.66 M / 412.3 FT KOS / IPPOKRATIS Airport- MAIN APRON



LEGEND	
TAXIWAY EDGE LIGHTS	●
RUNWAY HOLDING POSITION	▬▬▬▬▬▬
INTERMEDIATE HOLDING POSITION	- - - - -
WDI	
AIRCRAFT STAND	3
TAXIWAY DESIGNATOR	(A)
-APRON: ASPHALT (PCN 78/F/C/X/T) -THE COORDINATES PROVIDED REPRESENT THE FRONT STOP BAR (1) OF THE STAND	

SCALE 1:2750



INS COORDINATES FOR AIRCRAFT STANDS		
POINT	LATITUDE	LONGITUDE
1	364811.60N	0270517.23E
1A	364811.81N	0270517.01E
1B	364810.61N	0270517.94E
2	364806.63N	0270520.75E
3	364805.40N	0270521.71E
4	364804.17N	0270522.67E
5	364802.94N	0270523.63E
6	364801.70N	0270524.59E
7	364800.45N	0270525.57E
8	364759.18N	0270526.55E

POINT	LATITUDE	LONGITUDE
9	364757.81N	0270527.62E
10A	364755.72N	0270529.25E
10	364754.97N	0270529.55E
S1	364808.72N	0270518.02E
S2	364808.12N	0270518.48E
S3	364807.53N	0270518.93E
S3A	364807.71N	0270518.64E

CHANGES:
- TABLE "LEGEND" AMENDMENTS AND ADDITIONS
- RENAMING THE CHART TO "AD2-LGKO-APDC-1"

ATS COMMUNICATIONS FACILITIES				
SERVICE DESIGNATION	CALL SIGN	FREQUENCY/ VHF CH	OPERATIONAL HOURS	REMARKS
APP	KOS APPROACH	119.950	H24	Primary freq cover. FL 100/ 25NM RGA Emergency MIL Emergency
		121.500	H24	
		243.000 MHz	H24	
TWR	IPPOKRATIS TOWER	121.050	H24	Primary freq cover. FL 40/ 25NM RGA MIL RGA Emergency MIL Emergency
		122.100	H24	
		257.800 MHz	H24	
		121.500	H24	
G/A/G	IPPOKRATIS RADIO	5637 kHz	H24: 0400-1700	Primary freq Primary freq
		2989 kHz	H24: 1700-0400	
ATIS (ARR / DEP)	KOS IPPOKRATIS AIRPORT INFORMATION	129.955	From 1st APR to 31st OCT. Daily 0600-2000	Coverage FL 200/ 60NM

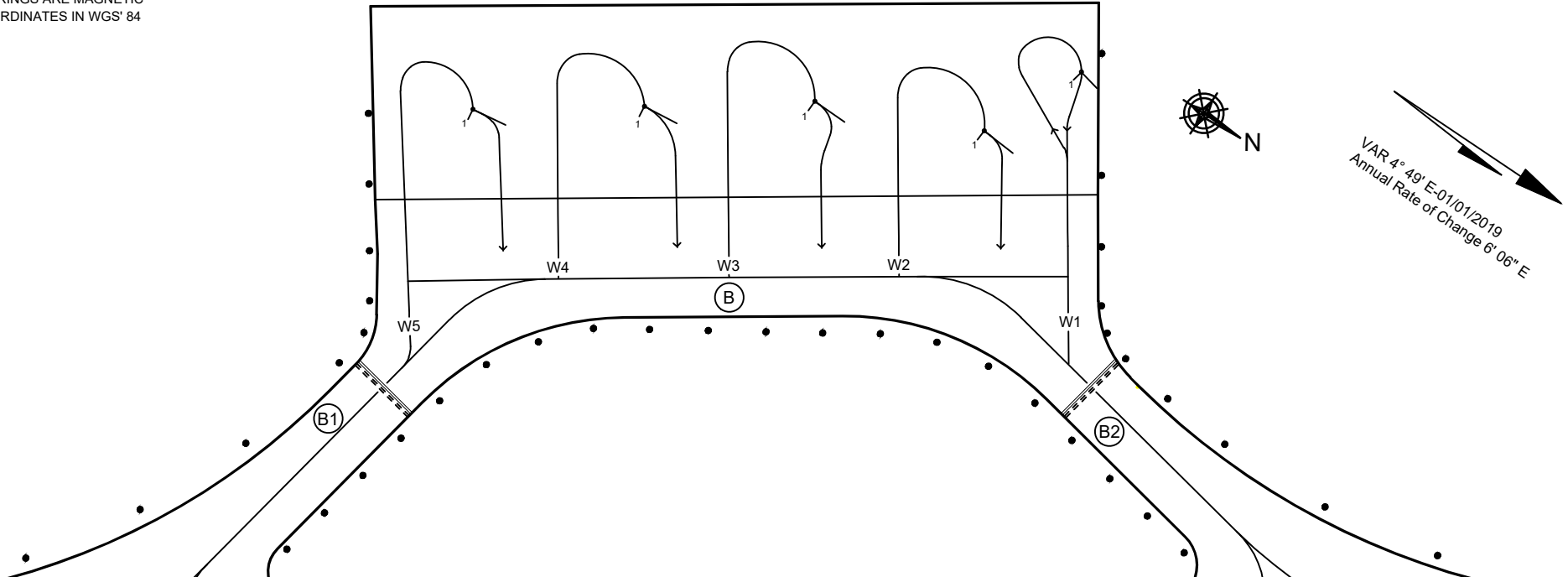
All ATS Communication Facilities under responsibility of CAA.
For ATIS see also ENR 1.1.1.8.3.3

AIRCRAFT PARKING/ DOCKING CHART- ICAO

APRON ELEV 121.98 M / 400.2 FT

KOS / IPPOKRATIS Airport- SECONDARY APRON

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

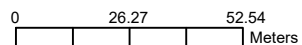


LEGEND	
TAXIWAY EDGE LIGHTS	●
RUNWAY HOLDING POSITION	≡≡≡≡
AIRCRAFT STAND	W3
TAXIWAY DESIGNATOR	(B1)

INS COORDINATES FOR AIRCRAFT STANDS		
POINT	LATITUDE	LONGITUDE
W1	364750.63N	0270511.95E
W2	364750.17N	0270513.09E
W3	364748.73N	0270513.82E
W4	364747.45N	0270514.89E
W5	364746.14N	0270515.94E

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

SCALE 1:1750



CHANGES:
- NEW ROLL-THROUGH PARKING STANDS W1-W5 AT SECONDARY APRON

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, except pushback facing south from stand 8, start-up of engines shall be performed after the aircraft is aligned on Aircraft Stand Taxilane C and positioned with the nose gear abeam stand 7B.
- 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 from Parking Stands 6, 7, 9, 10, 11 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).

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

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

LGSA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

LGSA AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	3
a	b	c	a	b	
11	See relevant LGSA AOC chart-ICAO				Main obstructions lighted.
29	See relevant LGSA AOC chart-ICAO				

LGSA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	3248	3248	3248	3348	Pilots of departing ACFT from RWY 11 should line up 100 M in front of THR.
29	3248	3248	3248	3348	Pilots of departing ACFT from RWY 29 should line up 100 M in front of net barriers.

LGSA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type Length Intensity	THR LGT Colour Wingbars	PAPI VASIS Angle Distance from THR (MEHT)	TDZ, LGT Length	RWY Centre-line LGT Length Spacing, Colour Intensity	RWY edge LGT Length Spacing Colour Intensity	RWY End LGT Colour Wingbars	SWY LGT Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
11	Simple approach lighting system 360 M	GREEN	PAPI LEFT/3° MEHT 18 M	NIL	NIL	Yes 3348M 60M WHITE	Yes RED	NIL	See also LGSA AD chart-ICAO.
29	Precision approach lighting system CAT I (calvert).	GREEN	PAPI LEFT/3° MEHT 18 M	NIL	NIL	Yes 3348M 60M WHITE	Yes RED	NIL	

LGSA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: At the Tower building, ALTN FLG WG, every 12 SEC, H24: HN and IMC IBN: At the Tower building, FLG coding "SUD", H24: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI : lighted WDI: 2 WDI lighted Anemometer: 300M SE of THR 11-Lighted 320M SW of THR 29-lighted
3	TWY edge and centre line lighting	Edge: N TWY: blue, S TWY: white
4	Secondary power supply/switch-over time	Available / 10 seconds
5	Remarks	Apron: Flood lights

LGSA AD 2.24 CHARTS RELATED TO AERODROME

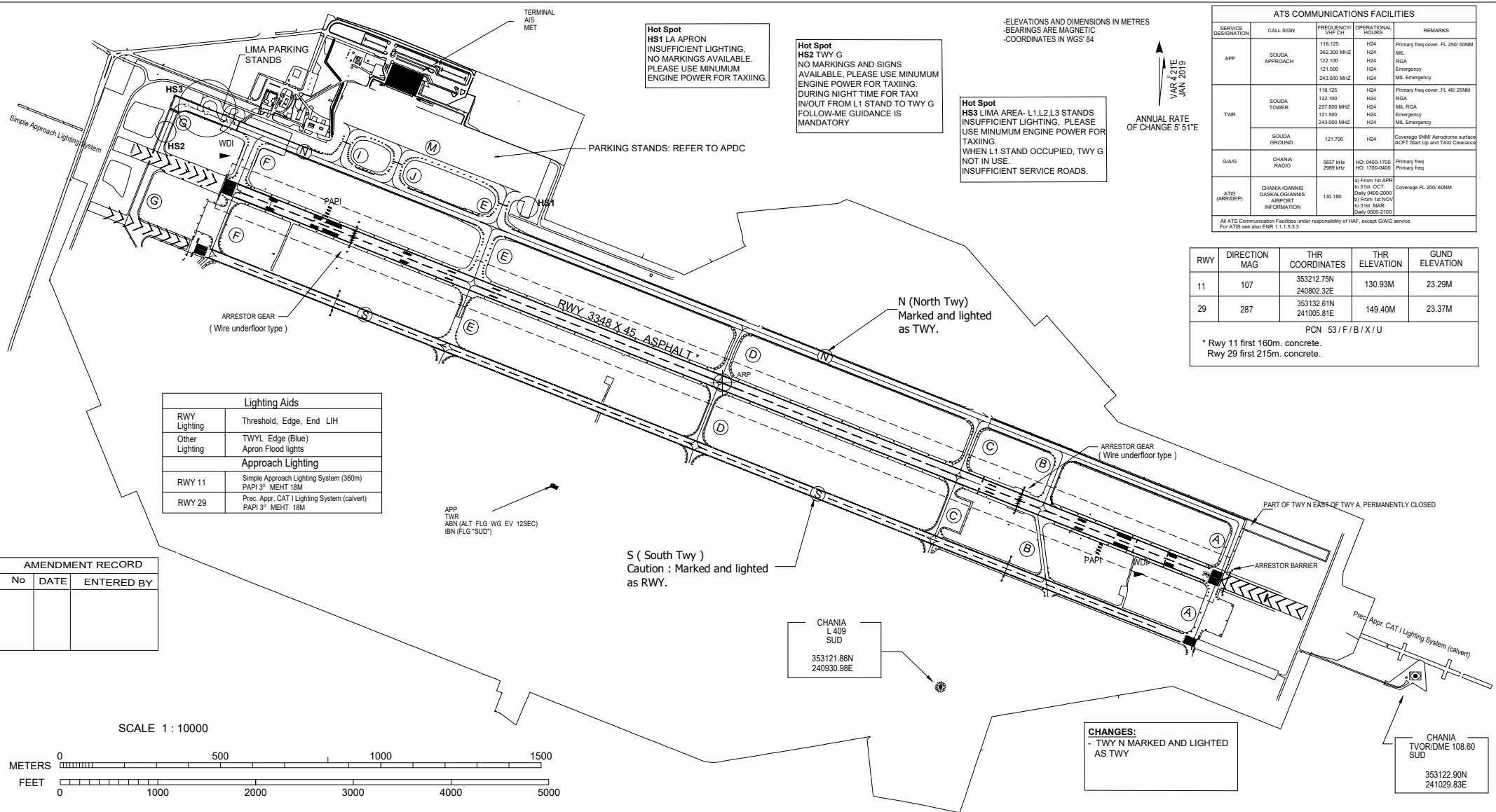
Chart name	Date	Page
Aerodrome Chart – ICAO: - CHANIA/ IOANNIS DASKALOGIANNIS Airport	11 AUG 22	AD 2-LGSA-ADC
Aircraft Parking/ Docking Chart – ICAO: - CHANIA/ IOANNIS DASKALOGIANNIS Airport	12 AUG 21	AD 2-LGSA-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - CHANIA/ IOANNIS DASKALOGIANNIS	15 AUG 19	AD 2-LGSA-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VORx RWY 11	18 AUG 16	AD 2-LGSA-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VORw RWY 29	18 AUG 16	AD 2-LGSA-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 11	18 AUG 16	AD 2-LGSA-IAC-3
Instrument Approach Chart (IAC)-ICAO: - VORy RWY 29	10 SEP 20	AD 2-LGSA-IAC -4
Instrument Approach Chart (IAC)-ICAO: - NDB RWY 11	08 NOE 18	AD 2-LGSA-IAC -5
Instrument Approach Chart (IAC)-ICAO: - NDB RWY 29	03 JAN 19	AD 2-LGSA-IAC -6
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - SUD VOR/DME RWY 11	13 OCT 16	AD 2-LGSA-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: -SUD VOR/DME RWY 29	10 NOV 16	AD 2-LGSA-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - SUD VOR/DME RWY 11	13 OCT 16	AD 2-LGSA-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 11	18 AUG 16	AD 2-LGSA-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - SUD VOR/DME RWY 29	13 OCT 16	AD 2-LGSA-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 29	18 AUG 16	AD 2-LGSA-SID-6
Standard Departure Chart - Instrument (SID) – ICAO: - RWY11	03 JAN 19	AD 2-LGSA-SID-7
Standard Departure Chart - Instrument (SID) – ICAO: - RWY29	03 JAN 19	AD 2-LGSA-SID-8
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 11	18 AUG 16	AD 2-LGSA-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 29	18 AUG 16	AD 2-LGSA-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 11	18 AUG 16	AD 2-LGSA-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 29	18 AUG 16	AD 2-LGSA-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 29	18 AUG 16	AD 2-LGSA-STAR-5
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 11	18 AUG 16	AD 2-LGSA-STAR-6
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 11	03 JAN 19	AD 2-LGSA-STAR-7
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 29	03 JAN 19	AD 2-LGSA-STAR-8
Terminal Area Chart - ICAO - VFR routes: VFR ROUTES	08 NOE 18	AD 2-LGSA-VFR

AERODROME CHART-ICAO

ARP 353153N 0240904E

AD ELEV 149.40 M / 490.16 FT

CHANIA / IOANNIS DASKALOGIANNIS Airport



Hot Spot
HS1 LA APRON
INSUFFICIENT LIGHTING.
NO MARKINGS AVAILABLE.
PLEASE USE MINIMUM
ENGINE POWER FOR TAXIING.

Hot Spot
HS2 TWY G
NO MARKINGS AND SIGNS
AVAILABLE, PLEASE USE MINIMUM
ENGINE POWER FOR TAXIING.
DURING NIGHT TIME FOR TAXI
IN/OUT FROM L1 STAND TO TWY G
FOLLOW-ME GUIDANCE IS
MANDATORY

Hot Spot
HS3 LIMA AREA- L1,L2,L3 STANDS
INSUFFICIENT LIGHTING, PLEASE
USE MINIMUM ENGINE POWER FOR
TAXIING.
WHEN L1 STAND OCCUPIED, TWY G
NOT IN USE.
INSUFFICIENT SERVICE ROADS.

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

VAR 4° 21' E
JAN 2015
ANNUAL RATE
OF CHANGE 5' 51" E

ATS COMMUNICATIONS FACILITIES				
SERVICE DESIGNATION	CALL SIGN	FREQUENCY VHF CH	OPERATIONAL HOURS	REMARKS
APP	SOUDA APPROACH	118.125	H24	Primary freq cover. FL 250/ 50NM
		362.200 MHz	H24	ML
		121.500	H24	Emergency
TWR	SOUDA TOWER	118.125	H24	Primary freq cover. FL 40/ 25NM
		122.100	H24	ML
		257.260 MHz	H24	ML, RGA
		121.500	H24	Emergency
GIA/G	CHANIA RADIO	5637 kHz	HO: 0400-1700	Primary freq
		2889 kHz	HO: 1700-0400	Primary freq
ATIS (ARR/DEP)	CHANIA IOANNIS DASKALOGIANNIS AIRPORT INFORMATION	130.180	4) From 1st APR to 31st OCT: Daily 0500-2000 5) From 1st NOV to 31st MAR: Daily 0500-2100	Coverage FL 200/ 60NM

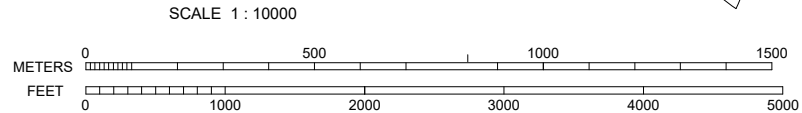
All ATS Communication Facilities under responsibility of HAF, except GIA/G service.
For ATIS see also ENR 1.1.1.5.3.3.

RWY	DIRECTION	THR COORDINATES	THR ELEVATION	GUND ELEVATION
11	107	353212.75N 240802.32E	130.93M	23.29M
29	287	353132.61N 241005.81E	149.40M	23.37M

PCN 53/F/B/X/U
* Rwy 11 first 160m. concrete.
Rwy 29 first 215m. concrete.

Lighting Aids	
RWY Lighting	Threshold, Edge, End LIH
Other Lighting	TWYL Edge (Blue) Apron Flood lights
Approach Lighting	
RWY 11	Simple Approach Lighting System (360m) PAPI 3° MEHT 18M
RWY 29	Prec. Appr. CAT I Lighting System (calvert) PAPI 3° MEHT 18M

AMENDMENT RECORD		
No	DATE	ENTERED BY



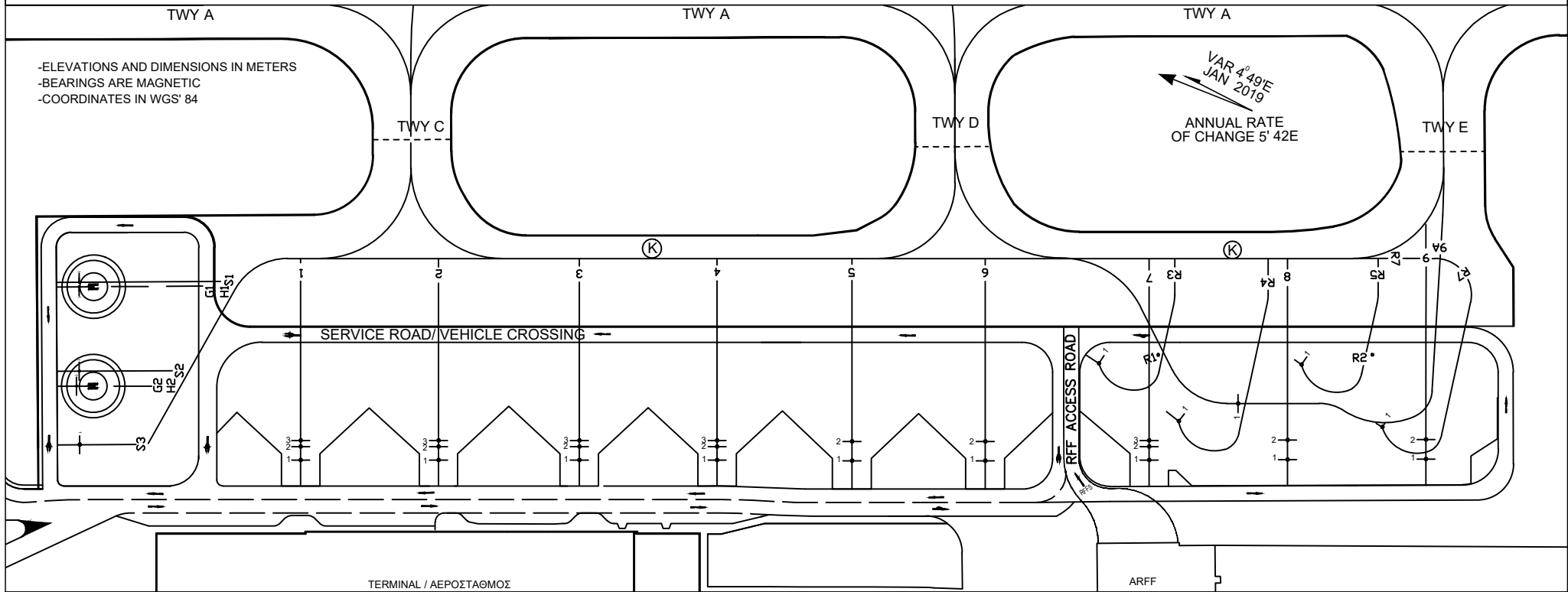
LGSR AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - SANTORINI	16 JUN 22	AD 2-LGSR-ADC
Aircraft Parking/ Docking Chart – ICAO: - SANTORINI	11 AUG 22	AD 2-LGSR-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 15/33 / LGSR AOC A	28 MAR 19	AD 2-LGSR-AOC A
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) - ICAO: - VORa	21 MAY 20	AD 2-LGSR-IAC-4
Instrument Approach Chart (IAC) - ICAO: - VORb	28 FEB 19	AD 2-LGSR-IAC-5
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 15	28 FEB 19	AD 2-LGSR-IAC-8
Instrument Approach Chart (IAC) – ICAO: - NDB	19 JUL 18	AD 2-LGSR-IAC-9
Instrument Approach Chart (IAC) – ICAO: - RNP RWY 15	16 JUN 22	AD 2-LGSR-IAC-10
Visual Approach Chart (VAC) – ICAO: -	NIL	NIL
Standard Departure Chart - Instrument (SID):- ICAO: - RWY 33	28 FEB 19	AD 2-LGSR-SID-3
Standard Departure Chart - Instrument (SID) - ICAO: - RWY 15	28 FEB 19	AD 2-LGSR-SID-4
Standard Arrival Chart - Instrument (STAR) - ICAO: - RWY 33	28 FEB 19	AD 2-LGSR-STAR-2
Standard Arrival Chart - Instrument (STAR) - ICAO: - RWY 15	28 FEB 19	AD 2-LGSR-STAR-3
Standard Arrival Chart - Instrument (STAR) - ICAO: - RNAV ARRIVALS RWY 15	28 FEB 19	AD 2-LGSR-STAR-4
Terminal Area Chart - ICAO - VFR routes: - SANTORINI_TMA VFR	19 JUL 18	AD 2-LGSR-VFR

AIRCRAFT PARKING/ DOCKING CHART- ICAO

APRON ELEV 36 M / 120 FT

SANTORINI / SANTORINI Airport



LEGEND	
INTERMEDIATE HOLDING POSITION	---
WDI	
AIRCRAFT STAND	3
APRON TWY	(K)
-APRON: CONCRETE (PCN 73/R/B/W/T) -THE COORDINATES PROVIDED REPRESENT THE FRONT STOP BAR (1) OF THE STAND	

INS COORDINATES FOR AIRCRAFT STANDS		
POINT	LATITUDE	LONGITUDE
1	362415.09N	0252823.90E
2	362413.70N	0252824.55E
3	362412.28N	0252825.21E
4	362410.89N	0252825.86E
5	362409.53N	0252826.49E
6	362408.18N	0252827.11E
7	362406.53N	0252827.90E
8	362405.14N	0252828.55E
9	362403.74N	0252829.21E
9A	362405.85N	0252829.02E

POINT	LATITUDE	LONGITUDE
S1	362418.01N	0252825.08E
G1	362417.99N	0252825.02E
H1	362417.84N	0252825.09E
S2	362417.67N	0252823.97E
G2	362417.64N	0252823.77E
H2	362417.47N	0252823.85E
S3	362417.38N	0252823.05E
R1	362406.84N	0252829.25E
R2	362404.68N	0252830.26E

POINT	LATITUDE	LONGITUDE
R3	362407.41N	0252828.87E
R4	362406.38N	0252828.52E
R5	362405.36N	0252829.81E
R7	362404.31N	0252829.40E

CHANGES:
- NEW ROLL-THROUGH PARKING STANDS R3- R4- R5-R7
- APRON PCN

ATS COMMUNICATION FACILITIES			
Service Designation	Call Sign	Frequency	Remarks
APP	SANTORINI APPROACH	118.050 MHZ	Cov FL 150/40NM
		122.100 MHZ	RGA
		257.800 MHZ	Mil RGA
		121.500 MHZ	Emergency frequency
		243.000 MHZ	MIL Emergency frequency
TWR	SANTORINI TOWER	118.050 MHZ	Cov FL 40/25NM
		122.100 MHZ	RGA
		257.800 MHZ	Mil RGA
		121.500 MHZ	Emergency frequency
		243.000 MHZ	MIL Emergency frequency
	SANTORINI GROUND	119.825 MHZ	HO* Cov FL 40/25NM
	SANTORINI DELIVERY	119.825 MHZ	HO* Cov FL 40/25NM
G/A/G	SANTORINI RADIO	5637 KHZ 2989 KHZ	Primary frequency Primary frequency
ATIS	SANTORINI AIRPORT INFORMATION	126.455 MHZ	Cov FL 200/60NM

HO* :Freq channel 119.825 will be enabled on a case-by-case basis through ATIS
All ATS Communication Facilities under responsibility of CAA.
For ATIS see also ENR 1.1.1.8.3.3

LGZA 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	NIL
4	Remarks	NIL

LGZA AD 2.7 SEASONAL AVAILABILITY – CLEARING

1	Types of clearing equipment	One(1) FOD BOSS
2	Clearance priorities	1. RWY 16/34 and associated TWYs to the apron, parking stands, 2. airside service roads and staging areas, landside roads
3	Remarks	FOD BOSS avbl all seasons. Additionally one (1) airside sweeper vehicle available May to October.

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

1	Apron surface and strength	Surface: Strength:	asphalt PCN 60/F/B/X/T
2	Taxiway width, surface and strength	Width: Surface: Strength:	A1, A3: 34m, A2: 84m asphalt TWY A1 PCN 60/F/B/X/T TWY A2, A3 PCN 100/F/B/X/T
3	Altimeter checkpoint location and elevation	NIL	
4	VOR checkpoints	NIL	
5	INS checkpoints	NIL	
6	Remarks	NIL	

LGZA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance by "FOLLOW ME" car only on request. Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at apron Nose in guidance at aircraft stands.
2	RWY and TWY markings and LGT	LGT: RWY 16 & 34: Threshold, RTIL, edge, end, TWY: Edge Markings: RWY: THR, designations, TDZ, CL and Aiming points. TWY: CL, Holding positions.
3	Stop bars	NIL
4	Remarks	NIL

LGZA AD 2.10 AERODROME OBSTACLES

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

LGZA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ZAKINTHOS/ DIONISIOS SOLOMOS
2	Hours of service MET Office outside hours	HO ATHINAI
3	Office responsible for TAF preparation Periods of validity	ATHINAI 9 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation, Telephone.
6	Flight documentation Language(s) used	Charts Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	ZAKINTHOS TWR, ANDRAVIDA APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 2695022358, +30 6983526326 Email meteo.zakynthos@hnms.gr

LGZA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG (degrees and one- hundredth of a degree)	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	163°	2228 x 45	PCN 68/F/B/X/T Asphalt	374532.62N 0205252.42E 374429.34N 0205316.07E 24.65	THR 3.30 M/ 10.82 FT TDZ: NIL
34	343°	2228 x 45	PCN 68/F/B/X/T Asphalt	374435.66N 0205313.71E 374538.74N 0205250.13E 24.61	THR 3.72 M/ 12.20 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
16	NIL	NIL	NIL	NIL	2348 x 150	NIL	See also relevant LGZA AD and AOC charts-ICAO.
34	NIL	NIL	NIL	NIL	2348 x 150	NIL	

LGZA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	2228	2228	2228	2033	Threshold RWY 16 displaced 195 M.
34	2228	2228	2228	2027	Threshold RWY 34 displaced 201 M.