

CONTACT	GREECE	AIRAC
Phone: +30 2109972480 AFS: LGGGYNYP Email: hellas.ais@hasp.gov.gr d20d@hasp.gov.gr Address: P.O. BOX 70360 16610 GLYFADA	MINISTRY OF INFRASTRUCTURE AND TRANSPORT HELLENIC AVIATION SERVICE PROVIDER DIRECTORATE GENERAL OF AIR NAVIGATION SERVICE PROVIDER AERONAUTICAL INFORMATION SERVICE DIVISION	AIP AMDT 11/22 Effective Date: 29 DEC 2022 Publication Date: 17 NOV 2022

1. Amendment content

GEN

GEN 0.3 SUP A01/22 and A02/22 cancelled

ENR

ENR 1.1 Updated information in:

- 1.1.1.8.3 Flight information services (FIS) on scope of FIS (SERA.9005)

ENR 1.4 Updated information in airspace of ATZ

ENR 2.1 Updated information in:

- 2.1.5.5 KAVALA TMA

ENR 3.1 Updated information in KEA VOR/DME (KEA)

ENR 3.2 Updated information in KEA VOR/DME (KEA)

ENR 3.3 Updated information in KEA VOR/DME (KEA)

ENR 5.1 New Restricted Area LGR64 AMPHIPOLI established

ENR 5.4 New Obstacle RODOS/PROFITIS ILIAS

AD

AD 1.4 Updated information in:

- Category B aerodromes/heliports

AD 1.6.5 DEKELIA / TATOI Updated information in:

- 1.6.5.12 Runway physical characteristics on columns 5 and 6

AD 1.6.12 KAVALA / AMYGDALION- LYDIA Updated information on all sections

New charts:

- AD 1.6.12-LGKM-ADC
- AD 1.6.12-LGKM-APDC

AD 2 LGIR Revision of AD 2-LGIR-SID-8

AD 2 LGKL Updated information in:

- 2.12 Runway physical characteristics on columns 5 and 6

AD 2 LGKR Updated information in:

- 2.12 Runway physical characteristics on column 13
- 2.14 Approach and runway lighting on columns 3 and 8
- 2.23 Additional information. Accepted deviations in aerodrome certificate added

AD 2 LGKV

Updated information in:

- 2.9 Surface movement guidance and control system
- 2.14 Approach and runway lighting on columns 3,7 and 8
- 2.15 Other lighting, secondary power supply on DWI and Anemometer lighting
- 2.17 ATS Airspace on KAVALA MEGAS ALEXANDROS CTR

Revision of

- AD 2-LGKV-ADC
- AD 2-LGKV-VFR

AD 2 LGMT

Updated information in:

- 2.9 Surface movement guidance and control system and markings on row 2 markings
- 2.14 Approach and runway lighting on columns 3 and 7

Revision of

- AD 2-LGMT-ADC
- AD 2-LGMT-APDC-1
- AD 2-LGMT-APDC-2

AD 2 LGPZ

Revision of AD 2-LGPZ-ADC

AD 2 LGTS

Updated information in:

- 2.20.2.4 Standard taxi routes when departing from RWY 28

AD 3.76 MYKONOS/KALAFATIS

New Heliport MYKONOS/KALAFATIS established

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	A02/21, A04/21
SUPs	01/22, 02/22
NOTAMs	H0027/22

5. New AICs & SUPs in this Amendment:

AICs	A01/22, A02/22
SUPs	NIL

6. Insert / remove the pages as shown hereunder:

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
GEN			
GEN 0.2-3	29 DEC 22	GEN 0.2-3	01 DEC 22
GEN 0.3-1	29 DEC 22	GEN 0.3-1	11 AUG 22
GEN 0.4-1	29 DEC 22	GEN 0.4-1	01 DEC 22
GEN 0.4-2	29 DEC 22	GEN 0.4-2	01 DEC 22
GEN 0.4-3	29 DEC 22	GEN 0.4-3	01 DEC 22
GEN 0.4-4	29 DEC 22	GEN 0.4-4	01 DEC 22
GEN 0.4-5	29 DEC 22	GEN 0.4-5	01 DEC 22
GEN 0.4-6	29 DEC 22	GEN 0.4-6	01 DEC 22
GEN 0.4-7	29 DEC 22	GEN 0.4-7	01 DEC 22

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
GEN 0.4-8	29 DEC 22	GEN 0.4-8	01 DEC 22
GEN 0.4-9	29 DEC 22	GEN 0.4-9	01 DEC 22
GEN 0.4-10	29 DEC 22	GEN 0.4-10	01 DEC 22
GEN 0.4-11	29 DEC 22	GEN 0.4-11	01 DEC 22
GEN 0.4-12	29 DEC 22	GEN 0.4-12	01 DEC 22
GEN 0.4-13	29 DEC 22	GEN 0.4-13	01 DEC 22
GEN 0.4-14	29 DEC 22	GEN 0.4-14	01 DEC 22
GEN 0.4-15	29 DEC 22	GEN 0.4-15	01 DEC 22
GEN 0.4-16	29 DEC 22	GEN 0.4-16	01 DEC 22
GEN 0.4-17	29 DEC 22	GEN 0.4-17	01 DEC 22
GEN 0.4-18	29 DEC 22	GEN 0.4-18	01 DEC 22
GEN 0.4-19	29 DEC 22	GEN 0.4-19	01 DEC 22
GEN 0.4-20	29 DEC 22	GEN 0.4-20	01 DEC 22
GEN 0.4-21	29 DEC 22	GEN 0.4-21	01 DEC 22
GEN 0.4-22	29 DEC 22	GEN 0.4-22	01 DEC 22
GEN 0.4-23	29 DEC 22	GEN 0.4-23	01 DEC 22
AD			
AD 0.6-2	29 DEC 22	AD 0.6-2	21 APR 22
AD 0.6-3	29 DEC 22	AD 0.6-3	06 OCT 22
AD 0.6-4	29 DEC 22	AD 0.6-4	14 JUL 22
AD 0.6-5	29 DEC 22	AD 0.6-5	21 APR 22
AD 0.6-6	29 DEC 22	AD 0.6-6	21 APR 22
AD 0.6-7	29 DEC 22	AD 0.6-7	21 APR 22
AD 0.6-8	29 DEC 22	AD 0.6-8	21 APR 22
AD 0.6-9	29 DEC 22	AD 0.6-9	21 APR 22
AD 1.1-10	29 DEC 22	AD 1.1-10	30 DEC 21
AD 1.3-2	29 DEC 22	AD 1.3-2	06 OCT 22
AD 1.3-3	29 DEC 22	AD 1.3-3	14 JUL 22
AD 1.3-4	29 DEC 22	AD 1.3-4	14 JUL 22
AD 1.3-5	29 DEC 22	AD 1.3-5	14 JUL 22
AD 1.3-6	29 DEC 22		
AD 1.4-1	29 DEC 22	AD 1.4-1	09 SEP 21
AD 1.5-1	29 DEC 22	AD 1.5-1	19 JUL 18
AD 1.6.0-1	29 DEC 22	AD 1.6.0-1	06 OCT 22
AD 1.6.5-3	29 DEC 22	AD 1.6.5-3	03 DEC 20
AD 1.6.12-1	29 DEC 22	AD 1.6.12-1	28 JUN 12
AD 1.6.12-2	29 DEC 22	AD 1.6.12-2	05 NOV 20
AD 1.6.12-3	29 DEC 22	AD 1.6.12-3	28 JUN 12
AD 1.6.12-4	29 DEC 22		
AD 1.6.12-5	29 DEC 22		
AD 1.6.12-6	29 DEC 22		
AD 1.6.12-7	29 DEC 22		
AD 1.6.12-8	29 DEC 22		
AD 1.6.12-LGKM-ADC	29 DEC 22		
AD 1.6.12-LGKM-APDC	29 DEC 22		
AD 2 LGIR-1	29 DEC 22	AD 2 LGIR-1	16 JUN 22
AD 2 LGIR-7	29 DEC 22	AD 2 LGIR-7	10 SEP 20
AD 2 LGIR-8	29 DEC 22	AD 2 LGIR-8	06 OCT 22
AD 2 LGIR-17	29 DEC 22	AD 2 LGIR-17	01 DEC 22
AD 2-LGIR-SID-8	29 DEC 22	AD 2-LGIR-SID-8	12 AUG 21
AD 2 LGKL-1	29 DEC 22	AD 2 LGKL-1	06 OCT 22
AD 2 LGKL-4	29 DEC 22	AD 2 LGKL-4	30 DEC 21
AD 2 LGKL-7	29 DEC 22	AD 2 LGKL-7	06 OCT 22
AD 2 LGKL-8	29 DEC 22	AD 2 LGKL-8	06 OCT 22
AD 2 LGKR-1	29 DEC 22	AD 2 LGKR-1	06 OCT 22

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
AD 2 LGKR-5	29 DEC 22	AD 2 LGKR-5	19 MAY 22
AD 2 LGKR-6	29 DEC 22	AD 2 LGKR-6	06 OCT 22
AD 2 LGKR-7	29 DEC 22	AD 2 LGKR-7	24 FEB 22
AD 2 LGKR-8	29 DEC 22	AD 2 LGKR-8	16 JUN 22
AD 2 LGKR-13	29 DEC 22	AD 2 LGKR-13	16 JUN 22
AD 2 LGKR-14	29 DEC 22	AD 2 LGKR-14	06 OCT 22
AD 2 LGKR-15	29 DEC 22		
AD 2 LGKV-1	29 DEC 22	AD 2 LGKV-1	21 APR 22
AD 2 LGKV-3	29 DEC 22	AD 2 LGKV-3	08 SEP 22
AD 2 LGKV-5	29 DEC 22	AD 2 LGKV-5	20 MAY 21
AD 2 LGKV-6	29 DEC 22	AD 2 LGKV-6	09 SEP 21
AD 2 LGKV-7	29 DEC 22	AD 2 LGKV-7	06 OCT 22
AD 2 LGKV-11	29 DEC 22	AD 2 LGKV-11	21 APR 22
AD 2-LGKV-ADC	29 DEC 22	AD 2-LGKV-ADC	21 APR 22
AD 2-LGKV-VFR	29 DEC 22	AD 2-LGKV-VFR	26 MAR 20
AD 2 LGMT-1	29 DEC 22	AD 2 LGMT-1	21 APR 22
AD 2 LGMT-3	29 DEC 22	AD 2 LGMT-3	09 SEP 21
AD 2 LGMT-5	29 DEC 22	AD 2 LGMT-5	02 DEC 21
AD 2 LGMT-7	29 DEC 22	AD 2 LGMT-7	02 JAN 20
AD 2 LGMT-8	29 DEC 22	AD 2 LGMT-8	06 OCT 22
AD 2 LGMT-12	29 DEC 22	AD 2 LGMT-12	21 APR 22
AD 2-LGMT-ADC	29 DEC 22	AD 2-LGMT-ADC	21 APR 22
AD 2-LGMT-APDC-1	29 DEC 22	AD 2-LGMT-APDC-1	28 JAN 21
AD 2-LGMT-APDC-2	29 DEC 22	AD 2-LGMT-APDC-2	21 APR 22
AD 2 LGPZ-1	29 DEC 22	AD 2 LGPZ-1	21 APR 22
AD 2 LGPZ-2	29 DEC 22	AD 2 LGPZ-2	21 APR 22
AD 2 LGPZ-6	29 DEC 22	AD 2 LGPZ-6	15 AUG 19
AD 2 LGPZ-7	29 DEC 22	AD 2 LGPZ-7	16 JUN 22
AD 2 LGPZ-8	29 DEC 22	AD 2 LGPZ-8	16 JUN 22
AD 2 LGPZ-11	29 DEC 22	AD 2 LGPZ-11	01 DEC 22
AD 2-LGPZ-ADC	29 DEC 22	AD 2-LGPZ-ADC	15 JUL 21
AD 2 LGTS-1	29 DEC 22	AD 2 LGTS-1	19 MAY 22
AD 2 LGTS-8	29 DEC 22	AD 2 LGTS-8	06 OCT 22
AD 2 LGTS-11	29 DEC 22	AD 2 LGTS-11	01 DEC 22
AD 3.0-2	29 DEC 22	AD 3.0-2	21 APR 22
AD 3.76-1	29 DEC 22		
AD 3.76-2	29 DEC 22		
AD 3.76-3	29 DEC 22		
ENR			
ENR 1.1-4	29 DEC 22	ENR 1.1-4	16 JUN 22
ENR 1.1-5	29 DEC 22	ENR 1.1-5	16 JUN 22
ENR 1.1-6	29 DEC 22	ENR 1.1-6	16 JUN 22
ENR 1.1-7	29 DEC 22	ENR 1.1-7	16 JUN 22
ENR 1.1-8	29 DEC 22	ENR 1.1-8	16 JUN 22
ENR 1.1-9	29 DEC 22	ENR 1.1-9	16 JUN 22
ENR 1.1-10	29 DEC 22	ENR 1.1-10	16 JUN 22
ENR 1.1-11	29 DEC 22	ENR 1.1-11	16 JUN 22
ENR 1.1-12	29 DEC 22	ENR 1.1-12	16 JUN 22
ENR 1.1-13	29 DEC 22	ENR 1.1-13	16 JUN 22
ENR 1.1-14	29 DEC 22	ENR 1.1-14	16 JUN 22
ENR 1.1-15	29 DEC 22	ENR 1.1-15	16 JUN 22
ENR 1.4-3	29 DEC 22	ENR 1.4-3	20 MAY 21
ENR 1.4-4	29 DEC 22	ENR 1.4-4	02 DEC 21
ENR 2.1-18	29 DEC 22	ENR 2.1-18	18 JUL 19
ENR 2.1-19	29 DEC 22	ENR 2.1-19	24 FEB 22

INSERT THE FOLLOWING PAGES		DESTROY THE FOLLOWING PAGES	
ENR 2.1-20	29 DEC 22	ENR 2.1-20	19 MAY 22
ENR 2.1-21	29 DEC 22	ENR 2.1-21	18 JUL 19
ENR 2.1-22	29 DEC 22	ENR 2.1-22	18 JUL 19
ENR 2.1-23	29 DEC 22	ENR 2.1-23	20 MAY 21
ENR 2.1-24	29 DEC 22	ENR 2.1-24	20 MAY 21
ENR 2.1-25	29 DEC 22	ENR 2.1-25	20 MAY 21
ENR 2.1-26	29 DEC 22	ENR 2.1-26	23 APR 20
ENR 2.1-27	29 DEC 22	ENR 2.1-27	09 SEP 21
ENR 2.1-28	29 DEC 22	ENR 2.1-28	25 FEB 21
ENR 2.1-29	29 DEC 22	ENR 2.1-29	25 FEB 21
ENR 2.1-30	29 DEC 22		
ENR 3.1-16	29 DEC 22	ENR 3.1-16	24 MAR 22
ENR 3.1-27	29 DEC 22	ENR 3.1-27	24 FEB 22
ENR 3.1-29	29 DEC 22	ENR 3.1-29	31 DEC 20
ENR 3.2-8	29 DEC 22	ENR 3.2-8	24 MAR 22
ENR 3.2-17	29 DEC 22	ENR 3.2-17	25 FEB 21
ENR 3.3-3	29 DEC 22	ENR 3.3-3	24 MAR 22
ENR 3.3-10	29 DEC 22	ENR 3.3-10	24 MAR 22
ENR 3.3-17	29 DEC 22	ENR 3.3-17	24 MAR 22
ENR 3.3-23	29 DEC 22	ENR 3.3-23	24 MAR 22
ENR 3.3-49	29 DEC 22	ENR 3.3-49	19 MAY 22
ENR 5.1-7	29 DEC 22	ENR 5.1-7	31 DEC 20
ENR 5.4-1	29 DEC 22	ENR 5.4-1	20 MAY 21
ENR 5.4-2	29 DEC 22	ENR 5.4-2	20 MAY 21
ENR 5.4-3	29 DEC 22	ENR 5.4-3	20 MAY 21
ENR 5.4-4	29 DEC 22	ENR 5.4-4	20 MAY 21
ENR 5.4-5	29 DEC 22	ENR 5.4-5	12 AUG 21
ENR 5.4-6	29 DEC 22	ENR 5.4-6	20 MAY 21
ENR 5.4-7	29 DEC 22	ENR 5.4-7	20 MAY 21
ENR 5.4-8	29 DEC 22	ENR 5.4-8	12 AUG 21
ENR 5.4-9	29 DEC 22	ENR 5.4-9	20 MAY 21
ENR 5.4-10	29 DEC 22	ENR 5.4-10	20 MAY 21
ENR 5.4-11	29 DEC 22	ENR 5.4-11	20 MAY 21
ENR 5.4-12	29 DEC 22	ENR 5.4-12	31 DEC 20
ENR 5.4-13	29 DEC 22	ENR 5.4-13	12 AUG 21
ENR 5.4-14	29 DEC 22	ENR 5.4-14	12 AUG 21
ENR 5.4-15	29 DEC 22	ENR 5.4-15	12 AUG 21
ENR 5.4-16	29 DEC 22	ENR 5.4-16	20 MAY 21
ENR 5.4-17	29 DEC 22	ENR 5.4-17	20 MAY 21
ENR 5.4-18	29 DEC 22	ENR 5.4-18	20 MAY 21
ENR 5.4-19	29 DEC 22	ENR 5.4-19	20 MAY 21
ENR 5.4-20	29 DEC 22	ENR 5.4-20	12 AUG 21
ENR 5.4-21	29 DEC 22	ENR 5.4-21	20 MAY 21
		ENR 5.4-22	20 MAY 21

1[illegible]

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	AMDT 11/22
02/22 30 JUN 2022	UAV FLIGHTS IN SUPPORT OF HELLENIC COAST GUARD OPERATIONS	GEN 3.6	11 AUG 2022 - UFN	AMDT 11/22

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date
PART 1 – GENERAL (GEN)	
GEN 0	
GEN 0.1-1	28 JAN 21
GEN 0.1-2	28 JAN 21
GEN 0.1-3	28 JUN 12
GEN 0.2-1	02 MAR 17
GEN 0.2-2	19 MAY 22
GEN 0.2-3	29 DEC 22
GEN 0.3-1	29 DEC 22
GEN 0.4-1	29 DEC 22
GEN 0.4-2	29 DEC 22
GEN 0.4-3	29 DEC 22
GEN 0.4-4	29 DEC 22
GEN 0.4-5	29 DEC 22
GEN 0.4-6	29 DEC 22
GEN 0.4-7	29 DEC 22
GEN 0.4-8	29 DEC 22
GEN 0.4-9	29 DEC 22
GEN 0.4-10	29 DEC 22
GEN 0.4-11	29 DEC 22
GEN 0.4-12	29 DEC 22
GEN 0.4-13	29 DEC 22
GEN 0.4-14	29 DEC 22
GEN 0.4-15	29 DEC 22
GEN 0.4-16	29 DEC 22
GEN 0.4-17	29 DEC 22
GEN 0.4-18	29 DEC 22
GEN 0.4-19	29 DEC 22
GEN 0.4-20	29 DEC 22
GEN 0.4-21	29 DEC 22
GEN 0.4-22	29 DEC 22
GEN 0.4-23	29 DEC 22
GEN 0.5-1	24 FEB 22
GEN 0.5-2	01 DEC 22
GEN 0.6-1	20 MAY 21
GEN 0.6-2	20 MAY 21
GEN 0.6-3	20 MAY 21
GEN 0.6-4	20 MAY 21
GEN 0.6-5	20 MAY 21
GEN 1	
GEN 1.1-1	08 SEP 22
GEN 1.1-2	08 SEP 22
GEN 1.2-1	09 SEP 21

Page	Date
GEN 1.2-2	09 SEP 21
GEN 1.2-3	25 MAR 21
GEN 1.2-4	25 MAR 21
GEN 1.2-5	25 MAR 21
GEN 1.2-6	25 MAR 21
GEN 1.3-1	25 MAR 21
GEN 1.3-2	25 MAR 21
GEN 1.4-1	28 JUN 12
GEN 1.4-2	28 JUN 12
GEN 1.5-1	20 MAY 21
GEN 1.6-1	08 SEP 22
GEN 1.6-2	08 SEP 22
GEN 1.6-3	08 SEP 22
GEN 1.7-1	31 DEC 20
GEN 1.7-2	31 DEC 20
GEN 1.7-3	31 DEC 20
GEN 1.7-4	31 DEC 20
GEN 1.7-5	31 DEC 20
GEN 1.7-6	12 AUG 21
GEN 1.7-7	28 JAN 21
GEN 1.7-8	31 DEC 20
GEN 1.7-9	15 JUL 21
GEN 1.7-10	15 JUL 21
GEN 1.7-11	15 JUL 21
GEN 1.7-12	15 JUL 21
GEN 1.7-13	15 JUL 21
GEN 2	
GEN 2.1-1	23 MAY 19
GEN 2.1-2	12 AUG 21
GEN 2.2-1	08 SEP 22
GEN 2.2-2	08 SEP 22
GEN 2.2-3	01 DEC 22
GEN 2.2-4	01 DEC 22
GEN 2.2-5	08 SEP 22
GEN 2.2-6	08 SEP 22
GEN 2.2-7	08 SEP 22
GEN 2.2-8	08 SEP 22
GEN 2.2-9	08 SEP 22
GEN 2.2-10	08 SEP 22
GEN 2.2-11	08 SEP 22
GEN 2.3-1	28 JUN 12
GEN 2.3-2	28 JUN 12
GEN 2.3-3	28 JUN 12

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

Page	Date
GEN 3.4-2	01 FEB 18
GEN 3.4-3	09 SEP 21
GEN 3.4-4	12 AUG 21
GEN 3.4-5	12 AUG 21
GEN 3.4-6	21 MAY 20
GEN 3.4-7	21 MAY 20
GEN 3.4-8	21 MAY 20
GEN 3.4-9	21 MAY 20
GEN 3.5-1	30 DEC 21
GEN 3.5-2	30 DEC 21
GEN 3.5-3	30 DEC 21
GEN 3.5-4	30 DEC 21
GEN 3.5-5	30 DEC 21
GEN 3.5-6	30 DEC 21
GEN 3.5-7	30 DEC 21
GEN 3.6-1	28 JAN 21
GEN 3.6-2	28 JAN 21
GEN 3.6-3	28 JAN 21
GEN 3.6-4	28 JAN 21
GEN 3.6-5	28 JAN 21
GEN 3.6-6	28 JUN 12
GEN 4	
GEN 4.1-1	19 JUL 18
GEN 4.1-2	25 MAR 21
GEN 4.1-3	19 JUL 18
GEN 4.1-4	19 JUL 18
GEN 4.1-5	19 JUL 18
GEN 4.1-6	25 MAR 21
GEN 4.1-7	25 MAR 21
GEN 4.1-8	25 MAR 21
GEN 4.1-9	25 MAR 21
GEN 4.1-10	25 MAR 21
GEN 4.2-1	25 MAR 21
GEN 4.2-2	25 MAR 21
GEN 4.2-3	25 MAR 21
PART 2 – ENROUTE (ENR)	
ENR 0	
ENR 0.6-1	11 AUG 22
ENR 0.6-2	11 AUG 22
ENR 0.6-3	11 AUG 22
ENR 0.6-4	20 MAY 21
ENR 0.6-5	20 MAY 21
ENR 1	
ENR 1.1-1	16 JUN 22
ENR 1.1-2	16 JUN 22
ENR 1.1-3	16 JUN 22

Page	Date
ENR 1.1-4	29 DEC 22
ENR 1.1-5	29 DEC 22
ENR 1.1-6	29 DEC 22
ENR 1.1-7	29 DEC 22
ENR 1.1-8	29 DEC 22
ENR 1.1-9	29 DEC 22
ENR 1.1-10	29 DEC 22
ENR 1.1-11	29 DEC 22
ENR 1.1-12	29 DEC 22
ENR 1.1-13	29 DEC 22
ENR 1.1-14	29 DEC 22
ENR 1.1-15	29 DEC 22
ENR 1.1-16	16 JUN 22
ENR 1.1-17	16 JUN 22
ENR 1.1-18	16 JUN 22
ENR 1.1-19	16 JUN 22
ENR 1.1-20	16 JUN 22
ENR 1.1-21	16 JUN 22
ENR 1.2-1	18 JUN 20
ENR 1.2-2	25 MAR 21
ENR 1.2-3	25 MAR 21
ENR 1.2-4	25 MAR 21
ENR 1.2-5	21 MAY 20
ENR 1.2-6	25 MAR 21
ENR 1.2-7	30 DEC 21
ENR 1.2-8	25 MAR 21
ENR 1.2-9	21 MAY 20
ENR 1.2-10	18 JUN 20
ENR 1.2-11	18 JUN 20
ENR 1.2-12	12 AUG 21
ENR 1.3-1	02 DEC 21
ENR 1.3-2	02 DEC 21
ENR 1.3-3	02 DEC 21
ENR 1.3-4	20 MAY 21
ENR 1.3-5	12 AUG 21
ENR 1.3-6	02 DEC 21
ENR 1.3-7	02 DEC 21
ENR 1.3-8	02 DEC 21
ENR 1.3-9	02 DEC 21
ENR 1.3-10	30 DEC 21
ENR 1.3-11	30 DEC 21
ENR 1.4-1	20 JUN 19
ENR 1.4-2	20 JUN 19
ENR 1.4-3	29 DEC 22
ENR 1.4-4	29 DEC 22
ENR 1.5-1	28 JUN 12

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

Page	Date
ENR 1.10-3	15 NOV 12
ENR 1.10-4	15 NOV 12
ENR 1.10-5	15 NOV 12
ENR 1.10-6	15 NOV 12
ENR 1.10-7	25 MAR 21
ENR 1.10-8	25 MAR 21
ENR 1.10-9	15 NOV 12
ENR 1.10-10	15 NOV 12
ENR 1.10-11	15 NOV 12
ENR 1.10-12	25 MAR 21
ENR 1.10-13	25 MAR 21
ENR 1.10-14	25 MAR 21
ENR 1.10-15	28 JAN 21
ENR 1.10-16	28 JAN 21
ENR 1.11-1	02 JAN 20
ENR 1.11-2	12 NOV 15
ENR 1.12-1	19 JUL 18
ENR 1.12-2	19 JUL 18
ENR 1.12-3	12 AUG 21
ENR 1.12-4	19 JUL 18
ENR 1.13-1	28 JUN 12
ENR 1.14-1	28 JUN 12
ENR 1.14-2	28 JUN 12
ENR 1.14-3	28 JUN 12
ENR 1.14-4	28 JUN 12
ENR 1.14-5	28 JUN 12
ENR 1.14-6	28 JUN 12
ENR 2	
ENR 2.1-1	02 DEC 21
ENR 2.1-2	28 JAN 21
ENR 2.1-3	09 SEP 21
ENR 2.1-4	25 FEB 21
ENR 2.1-5	25 FEB 21
ENR 2.1-6	25 FEB 21
ENR 2.1-7	20 JUN 19
ENR 2.1-8	20 JUN 19
ENR 2.1-9	25 FEB 21
ENR 2.1-10	25 FEB 21
ENR 2.1-11	25 FEB 21
ENR 2.1-12	20 JUN 19
ENR 2.1-13	20 JUN 19
ENR 2.1-14	20 JUN 19
ENR 2.1-15	18 JUL 19
ENR 2.1-16	31 DEC 20
ENR 2.1-17	18 JUL 19
ENR 2.1-18	29 DEC 22

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

Page	Date
ENR 3.1-33	31 DEC 20
ENR 3.1-34	31 DEC 20
ENR 3.1-35	31 DEC 20
ENR 3.1-36	31 DEC 20
ENR 3.1-37	31 DEC 20
ENR 3.1-38	31 DEC 20
ENR 3.1-39	31 DEC 20
ENR 3.2	
ENR 3.2-1	31 DEC 20
ENR 3.2-2	25 FEB 21
ENR 3.2-3	25 FEB 21
ENR 3.2-4	25 FEB 21
ENR 3.2-5	25 FEB 21
ENR 3.2-6	25 FEB 21
ENR 3.2-7	25 FEB 21
ENR 3.2-8	29 DEC 22
ENR 3.2-9	25 FEB 21
ENR 3.2-10	25 FEB 21
ENR 3.2-11	25 FEB 21
ENR 3.2-12	31 DEC 20
ENR 3.2-13	25 FEB 21
ENR 3.2-14	25 FEB 21
ENR 3.2-15	31 DEC 20
ENR 3.2-16	25 FEB 21
ENR 3.2-17	29 DEC 22
ENR 3.2-18	25 FEB 21
ENR 3.2-19	24 MAR 22
ENR 3.2-20	24 MAR 22
ENR 3.2-21	24 MAR 22
ENR 3.2-22	24 MAR 22
ENR 3.2-23	24 MAR 22
ENR 3.2-24	24 MAR 22
ENR 3.3	
ENR 3.3-1	31 DEC 20
ENR 3.3-2	19 MAY 22
ENR 3.3-3	29 DEC 22
ENR 3.3-4	24 MAR 22
ENR 3.3-5	24 MAR 22
ENR 3.3-6	24 MAR 22
ENR 3.3-7	24 MAR 22
ENR 3.3-8	24 MAR 22
ENR 3.3-9	24 MAR 22
ENR 3.3-10	29 DEC 22
ENR 3.3-11	24 MAR 22
ENR 3.3-12	24 MAR 22
ENR 3.3-13	24 MAR 22

Page	Date
ENR 3.3-14	24 MAR 22
ENR 3.3-15	24 MAR 22
ENR 3.3-16	24 MAR 22
ENR 3.3-17	29 DEC 22
ENR 3.3-18	24 MAR 22
ENR 3.3-19	24 MAR 22
ENR 3.3-20	24 MAR 22
ENR 3.3-21	24 MAR 22
ENR 3.3-22	24 MAR 22
ENR 3.3-23	29 DEC 22
ENR 3.3-24	24 MAR 22
ENR 3.3-25	24 MAR 22
ENR 3.3-26	24 MAR 22
ENR 3.3-27	24 MAR 22
ENR 3.3-28	24 MAR 22
ENR 3.3-29	24 MAR 22
ENR 3.3-30	24 MAR 22
ENR 3.3-31	24 MAR 22
ENR 3.3-32	24 MAR 22
ENR 3.3-33	24 MAR 22
ENR 3.3-34	24 MAR 22
ENR 3.3-35	24 MAR 22
ENR 3.3-36	24 MAR 22
ENR 3.3-37	24 MAR 22
ENR 3.3-38	24 MAR 22
ENR 3.3-39	24 MAR 22
ENR 3.3-40	24 MAR 22
ENR 3.3-41	24 MAR 22
ENR 3.3-42	24 MAR 22
ENR 3.3-43	24 MAR 22
ENR 3.3-44	24 MAR 22
ENR 3.3-45	24 MAR 22
ENR 3.3-46	24 MAR 22
ENR 3.3-47	24 MAR 22
ENR 3.3-48	24 MAR 22
ENR 3.3-49	29 DEC 22
ENR 3.3-50	24 MAR 22
ENR 3.3-51	24 MAR 22
ENR 3.3-52	21 APR 22
ENR 3.3-53	24 MAR 22
ENR 3.3-54	24 MAR 22
ENR 3.3-55	24 MAR 22
ENR 3.3-56	24 MAR 22
ENR 3.3-57	24 MAR 22
ENR 3.3-58	24 MAR 22
ENR 3.3-59	24 MAR 22

Page	Date
ENR 3.3-60	24 MAR 22
ENR 3.3-61	24 MAR 22
ENR 3.3-62	24 MAR 22
ENR 3.3-63	24 MAR 22
ENR 3.3-64	24 MAR 22
ENR 3.3-65	24 MAR 22
ENR 3.3-66	24 MAR 22
ENR 3.3-67	24 MAR 22
ENR 3.3-68	24 MAR 22
ENR 3.3-69	24 MAR 22
ENR 3.3-70	24 MAR 22
ENR 3.3-71	24 MAR 22
ENR 3.3-72	24 MAR 22
ENR 3.3-73	24 MAR 22
ENR 3.3-74	24 MAR 22
ENR 3.3-75	24 MAR 22
ENR 3.3-76	24 MAR 22
ENR 3.3-77	24 MAR 22
ENR 3.4-1	28 JUN 12
ENR 3.5-1	28 JUN 12
ENR 3.6-1	28 JUN 12
ENR 4	
ENR 4.1-1	01 DEC 22
ENR 4.1-2	01 DEC 22
ENR 4.1-3	01 DEC 22
ENR 4.2-1	28 JUN 12
ENR 4.3-1	28 JUN 12
ENR 4.4-1	21 APR 22
ENR 4.4-2	21 APR 22
ENR 4.4-3	19 MAY 22
ENR 4.4-4	19 MAY 22
ENR 4.4-5	19 MAY 22
ENR 4.4-6	19 MAY 22
ENR 4.4-7	21 APR 22
ENR 4.5-1	15 AUG 19
ENR 4.5-2	28 JUN 12
ENR 4.5-3	08 SEP 22
ENR 4.5-4	08 SEP 22
ENR 4.5-5	08 SEP 22
ENR 4.5-6	08 SEP 22
ENR 5	
ENR 5.1-1	11 AUG 22
ENR 5.1-2	25 FEB 21
ENR 5.1-3	31 DEC 20
ENR 5.1-4	11 AUG 22
ENR 5.1-5	31 DEC 20

Page	Date
ENR 5.1-6	11 AUG 22
ENR 5.1-7	29 DEC 22
ENR 5.1-8	11 AUG 22
ENR 5.1-9	31 DEC 20
ENR 5.1-10	11 AUG 22
ENR 5.1-11	31 DEC 20
ENR 5.1-12	31 DEC 20
ENR 5.1-13	24 MAR 22
ENR 5.1-14	31 DEC 20
ENR 5.1-15	19 MAY 22
ENR 5.1-16	31 DEC 20
ENR 5.1-17	31 DEC 20
ENR 5.2-1	05 DEC 19
ENR 5.3-1	12 AUG 21
ENR 5.3-2	08 JAN 15
ENR 5.3-3	12 AUG 21
ENR 5.4-1	29 DEC 22
ENR 5.4-2	29 DEC 22
ENR 5.4-3	29 DEC 22
ENR 5.4-4	29 DEC 22
ENR 5.4-5	29 DEC 22
ENR 5.4-6	29 DEC 22
ENR 5.4-7	29 DEC 22
ENR 5.4-8	29 DEC 22
ENR 5.4-9	29 DEC 22
ENR 5.4-10	29 DEC 22
ENR 5.4-11	29 DEC 22
ENR 5.4-12	29 DEC 22
ENR 5.4-13	29 DEC 22
ENR 5.4-14	29 DEC 22
ENR 5.4-15	29 DEC 22
ENR 5.4-16	29 DEC 22
ENR 5.4-17	29 DEC 22
ENR 5.4-18	29 DEC 22
ENR 5.4-19	29 DEC 22
ENR 5.4-20	29 DEC 22
ENR 5.4-21	29 DEC 22
ENR 5.5-1	28 JUN 12
ENR 5.6-1	28 JUN 12
ENR 5.6-2	28 JUN 12
ENR 5.6-3	28 JUN 12
ENR 5.6-4	28 JUN 12
ENR 5.6-5	15 AUG 19
ENR 5.6-6	28 JUN 12
ENR 5.6-7	28 JUN 12
ENR 5.6-8	28 JUN 12

Page	Date
ENR 5.6-9	28 JUN 12
ENR 6	
ENR 6.1-1	16 JUN 22
PART 3 – AERODROMES (AD)	
AD 0	
AD 0.6-1	21 APR 22
AD 0.6-2	29 DEC 22
AD 0.6-3	29 DEC 22
AD 0.6-4	29 DEC 22
AD 0.6-5	29 DEC 22
AD 0.6-6	29 DEC 22
AD 0.6-7	29 DEC 22
AD 0.6-8	29 DEC 22
AD 0.6-9	29 DEC 22
AD 1	
AD 1.1-1	20 MAY 21
AD 1.1-2	09 SEP 21
AD 1.1-3	20 MAY 21
AD 1.1-4	20 MAY 21
AD 1.1-5	09 SEP 21
AD 1.1-6	29 MAY 14
AD 1.1-7	05 MAR 15
AD 1.1-8	30 DEC 21
AD 1.1-9	30 DEC 21
AD 1.1-10	29 DEC 22
AD 1.1-11	30 DEC 21
AD 1.1-12	30 DEC 21
AD 1.1-13	30 DEC 21
AD 1.2-1	30 DEC 21
AD 1.2-2	30 DEC 21
AD 1.2-3	30 DEC 21
AD 1.2-4	30 DEC 21
AD 1.2-5	30 DEC 21
AD 1.2-6	30 DEC 21
AD 1.2-7	30 DEC 21
AD 1.3-1	24 FEB 22
AD 1.3-2	29 DEC 22
AD 1.3-3	29 DEC 22
AD 1.3-4	29 DEC 22
AD 1.3-5	29 DEC 22
AD 1.3-6	29 DEC 22
AD 1.4-1	29 DEC 22
AD 1.4-2	20 MAY 21
AD 1.5-1	29 DEC 22
AD 1.6	
AD 1.6.0	

Page	Date
AD 1.6.0-1	29 DEC 22
AD 1.6.0-2	02 MAY 13
AD 1.6.1	
AD 1.6.1-1	24 FEB 22
AD 1.6.2	
AD 1.6.2-1	02 MAY 13
AD 1.6.2-2	05 NOV 20
AD 1.6.2-3	02 MAY 13
AD 1.6.3	
AD 1.6.3-1	25 FEB 21
AD 1.6.3-2	23 APR 20
AD 1.6.3-3	25 FEB 21
AD 1.6.3-4	25 FEB 21
AD 1.6.3-5	25 FEB 21
AD 1.6.4	
AD 1.6.4-1	28 JUN 12
AD 1.6.4-2	05 NOV 20
AD 1.6.4-3	28 JUN 12
AD 1.6.5	
AD 1.6.5-1	20 MAY 21
AD 1.6.5-2	30 DEC 21
AD 1.6.5-3	29 DEC 22
AD 1.6.5-4	01 DEC 22
AD 1.6.5-5	20 MAY 21
AD 1.6.5-6	01 DEC 22
AD 1.6.5-7	20 MAY 21
AD 1.6.6	
AD 1.6.6-1	28 JUN 12
AD 1.6.6-2	15 JUL 21
AD 1.6.6-3	28 JUN 12
AD 1.6.7	
AD 1.6.7-1	06 OCT 22
AD 1.6.7-2	06 OCT 22
AD 1.6.7-3	06 OCT 22
AD 1.6.8	
AD 1.6.8-1	28 JUN 12
AD 1.6.8-2	05 NOV 20
AD 1.6.8-3	28 JUN 12
AD 1.6.9	
AD 1.6.9-1	05 NOV 20
AD 1.6.10	
AD 1.6.10-1	28 JUN 12
AD 1.6.10-2	05 NOV 20
AD 1.6.10-3	28 JUN 12
AD 1.6.11	
AD 1.6.11-1	28 JUN 12

Page	Date
AD 1.6.11-2	30 DEC 21
AD 1.6.11-3	05 NOV 20
AD 1.6.12	
AD 1.6.12-1	29 DEC 22
AD 1.6.12-2	29 DEC 22
AD 1.6.12-3	29 DEC 22
AD 1.6.12-4	29 DEC 22
AD 1.6.12-5	29 DEC 22
AD 1.6.12-6	29 DEC 22
AD 1.6.12-7	29 DEC 22
AD 1.6.12-8	29 DEC 22
AD 1.6.12-LGKM-ADC	29 DEC 22
AD 1.6.12-LGKM-APDC	29 DEC 22
AD 1.6.13	
AD 1.6.13-1	06 DEC 18
AD 1.6.13-2	06 DEC 18
AD 1.6.13-3	28 JUN 12
AD 1.6.14	
AD 1.6.14-1	24 FEB 22
AD 1.6.15	
AD 1.6.15-1	28 JUN 12
AD 1.6.15-2	30 DEC 21
AD 1.6.15-3	05 NOV 20
AD 1.6.15-4	05 NOV 20
AD 1.6.15-5	15 JUL 21
AD 1.6.15-LGLR-IAC-1	13 DEC 12
AD 1.6.15-LGLR-SID-1	13 DEC 12
AD 1.6.15-LGLR-SID-2	13 DEC 12
AD 1.6.15-LGLR-VFR	15 JUL 21
AD 1.6.16	
AD 1.6.16-1	28 JUN 12
AD 1.6.16-2	05 NOV 20
AD 1.6.16-3	28 JUN 12
AD 1.6.17	
AD 1.6.17-1	25 FEB 21
AD 1.6.17-2	25 FEB 21
AD 1.6.17-3	25 FEB 21
AD 1.6.18	
AD 1.6.18-1	04 JAN 18
AD 1.6.18-2	30 DEC 21
AD 1.6.18-3	05 NOV 20
AD 1.6.18-4	22 JUN 17
AD 1.6.19	
AD 1.6.19-1	28 JUN 12
AD 1.6.19-2	05 NOV 20
AD 1.6.19-3	28 JUN 12

Page	Date
AD 1.6.20	
AD 1.6.20-1	25 FEB 21
AD 1.6.20-2	25 FEB 21
AD 1.6.20-3	28 JUN 12
AD 1.6.21	
AD 1.6.21-1	28 JUN 12
AD 1.6.21-2	05 NOV 20
AD 1.6.21-3	16 AUG 18
AD 1.6.22	
AD 1.6.22-1	19 JUL 18
AD 1.6.22-2	05 NOV 20
AD 1.6.22-3	28 JUN 12
AD 1.6.23	
AD 1.6.23-1	05 NOV 20
AD 1.6.24	
AD 1.6.24-1	28 JUN 12
AD 1.6.24-2	05 NOV 20
AD 1.6.24-3	28 JUN 12
AD 1.6.25	
AD 1.6.25-1	20 SEP 12
AD 1.6.25-2	05 NOV 20
AD 1.6.25-3	28 JUN 12
AD 1.6.26	
AD 1.6.26-1	05 NOV 20
AD 1.6.27	
AD 1.6.27-1	28 JUN 12
AD 1.6.27-2	05 NOV 20
AD 1.6.27-3	28 JUN 12
AD 1.6.28	
AD 1.6.28-1	28 JUN 12
AD 1.6.28-2	28 JUN 12
AD 1.6.28-3	25 MAR 21
AD 1.6.28-4	28 JUN 12
AD 1.6.29	
AD 1.6.29-1	24 FEB 22
AD 1.6.29-2	28 JUN 12
AD 1.6.29-3	30 DEC 21
AD 1.6.29-4	05 NOV 20
AD 1.6.29-5	05 NOV 20
AD 1.6.29-6	09 SEP 21
AD 1.6.29-LGTG-IAC-1	15 JUL 21
AD 1.6.29-LGTG-IAC-2	25 JUL 13
AD 1.6.29-LGTG-STAR-1	09 SEP 21
AD 1.6.29-LGTG-VFR	15 JUL 21
AD 1.6.30	
AD 1.6.30-1	28 JUN 12

Page	Date
AD 1.6.30-2	05 NOV 20
AD 1.6.30-3	05 NOV 20
AD 1.6.31	
AD 1.6.31-1	28 JUN 12
AD 1.6.31-2	05 NOV 20
AD 1.6.31-3	28 JUN 12
AD 1.6.32	
AD 1.6.32-1	05 NOV 20
AD 1.6.32-2	05 NOV 20
AD 1.6.32-3	28 JUN 12
AD 1.6.33	
AD 1.6.33-1	28 JUN 12
AD 1.6.33-2	05 NOV 20
AD 1.6.33-3	28 JUN 12
AD 1.6.34	
AD 1.6.34-1	19 JUL 18
AD 1.6.34-2	05 NOV 20
AD 1.6.34-3	19 JUL 18
AD 1.6.35	
AD 1.6.35-1	05 NOV 20
AD 1.6.35-2	24 FEB 22
AD 1.6.35-3	19 JUL 18
AD 1.6.36	
AD 1.6.36-1	05 NOV 20
AD 1.6.36-2	19 JUL 18
AD 1.6.36-3	05 NOV 20
AD 1.6.37	
AD 1.6.37-1	19 JUL 18
AD 1.6.37-2	19 JUL 18
AD 1.6.37-3	24 FEB 22
AD 1.6.38	
AD 1.6.38-1	19 JUL 18
AD 1.6.38-2	05 NOV 20
AD 1.6.38-3	19 JUL 18
AD 1.6.39	
AD 1.6.39-1	05 NOV 20
AD 1.6.39-2	05 NOV 20
AD 1.6.39-3	19 JUL 18
AD 1.6.40	
AD 1.6.40-1	19 JUL 18
AD 1.6.40-2	19 JUL 18
AD 1.6.40-3	05 NOV 20
AD 1.6.41	
AD 1.6.41-1	24 FEB 22
AD 1.6.42	
AD 1.6.42-1	13 AUG 20

Page	Date
AD 1.6.42-2	13 AUG 20
AD 1.6.42-3	05 NOV 20
AD 1.6.42-4	13 AUG 20
AD 1.6.43	
AD 1.6.43-1	14 JUL 22
AD 1.6.43-2	14 JUL 22
AD 1.6.43-3	14 JUL 22
AD 1.6.44	
AD 1.6.44-1	14 JUL 22
AD 1.6.44-2	14 JUL 22
AD 1.6.44-3	14 JUL 22
AD 2	
AD 2.0	
AD 2.0-1	15 AUG 19
AD 2.0-2	28 JUN 12
AD 2 LGAD	
AD 2 LGAD-1	25 FEB 21
AD 2 LGAD-2	25 FEB 21
AD 2 LGAD-3	25 FEB 21
AD 2 LGAD-4	24 FEB 22
AD 2 LGAD-5	14 JUL 22
AD 2 LGAD-6	06 OCT 22
AD 2 LGAD-7	14 JUL 22
AD 2 LGAD-8	25 FEB 21
AD 2 LGAD-9	06 OCT 22
AD 2-LGAD-SID-1	02 DEC 21
AD 2-LGAD-VFR	25 APR 19
AD 2 LGAL	
AD 2 LGAL-1	29 MAR 18
AD 2 LGAL-2	29 MAR 18
AD 2 LGAL-3	02 DEC 21
AD 2 LGAL-4	30 DEC 21
AD 2 LGAL-5	30 MAY 13
AD 2 LGAL-6	20 JUN 19
AD 2 LGAL-7	28 JUN 12
AD 2 LGAL-8	28 JUN 12
AD 2 LGAL-9	06 OCT 22
AD 2-LGAL-ADC	16 MAR 06
AD 2-LGAL-AOC A-1	10 JUN 04
AD 2-LGAL-IAC-1	13 SEP 18
AD 2-LGAL-IAC-2	13 SEP 18
AD 2-LGAL-SID-1	13 SEP 18
AD 2-LGAL-SID-2	02 DEC 21
AD 2-LGAL-STAR-1	13 SEP 18
AD 2 LGAV	
AD 2 LGAV-1	28 MAR 19

Page	Date
AD 2 LGAV-2	28 MAR 19
AD 2 LGAV-3	15 JUL 21
AD 2 LGAV-4	06 OCT 22
AD 2 LGAV-5	24 FEB 22
AD 2 LGAV-6	15 AUG 19
AD 2 LGAV-7	20 JUN 19
AD 2 LGAV-8	24 FEB 22
AD 2 LGAV-9	10 SEP 20
AD 2 LGAV-10	14 JUL 22
AD 2 LGAV-11	24 FEB 22
AD 2 LGAV-12	24 FEB 22
AD 2 LGAV-13	24 FEB 22
AD 2 LGAV-14	24 FEB 22
AD 2 LGAV-15	24 FEB 22
AD 2 LGAV-16	24 FEB 22
AD 2 LGAV-17	24 FEB 22
AD 2 LGAV-18	24 FEB 22
AD 2 LGAV-19	24 FEB 22
AD 2 LGAV-20	24 FEB 22
AD 2 LGAV-21	24 FEB 22
AD 2 LGAV-22	24 MAR 22
AD 2 LGAV-23	24 FEB 22
AD 2 LGAV-24	24 FEB 22
AD 2 LGAV-25	24 FEB 22
AD 2 LGAV-26	24 FEB 22
AD 2 LGAV-27	24 FEB 22
AD 2 LGAV-28	24 FEB 22
AD 2 LGAV-29	24 FEB 22
AD 2 LGAV-30	24 FEB 22
AD 2 LGAV-31	24 FEB 22
AD 2 LGAV-32	24 FEB 22
AD 2 LGAV-33	14 JUL 22
AD 2-LGAV-ADC	14 JUL 22
AD 2-LGAV-APDC	14 JUL 22
AD 2-LGAV-AOC A-1	01 MAR 01
AD 2-LGAV-AOC A-2	04 SEP 03
AD 2-LGAV-AOC B-1	04 SEP 03
AD 2-LGAV-PATC-1	04 SEP 03
AD 2-LGAV-PATC-2	04 SEP 03
AD 2-LGAV-IAC-8	15 JUL 21
AD 2-LGAV-IAC-9	12 AUG 21
AD 2-LGAV-IAC-10	15 JUL 21
AD 2-LGAV-IAC-11	09 SEP 21
AD 2-LGAV-IAC-12	15 JUL 21
AD 2-LGAV-IAC-13	12 AUG 21
AD 2-LGAV-IAC-14	15 JUL 21

Page	Date
AD 2-LGAV-IAC-15	18 JUN 20
AD 2-LGAV-IAC-16	18 JUN 20
AD 2-LGAV-IAC-17	18 JUN 20
AD 2-LGAV-IAC-18	18 JUN 20
AD 2-LGAV-IAC-19	18 JUN 20
AD 2-LGAV-IAC-20	18 JUN 20
AD 2-LGAV-IAC-21	18 JUN 20
AD 2-LGAV-SID-1	24 FEB 22
AD 2-LGAV-SID-4	24 FEB 22
AD 2-LGAV-SID-6	13 AUG 20
AD 2-LGAV-SID-8	18 JUN 20
AD 2-LGAV-SID-9	24 FEB 22
AD 2-LGAV-SID-11	24 FEB 22
AD 2-LGAV-SID-13	18 JUN 20
AD 2-LGAV-SID-14	18 JUN 20
AD 2-LGAV-STAR-1	18 JUN 20
AD 2-LGAV-STAR-3	18 JUN 20
AD 2-LGAV-VFR	16 JUN 22
AD 2-LGAV-ASMAC	18 JUN 20
AD 2 LGBL	
AD 2 LGBL-1	14 JUL 22
AD 2 LGBL-2	28 JUN 12
AD 2 LGBL-3	24 FEB 22
AD 2 LGBL-4	24 FEB 22
AD 2 LGBL-5	28 JUN 12
AD 2 LGBL-6	20 JUN 19
AD 2 LGBL-7	14 JUL 22
AD 2 LGBL-8	28 JUN 12
AD 2 LGBL-9	02 MAY 13
AD 2 LGBL-10	14 JUL 22
AD 2-LGBL-ADC	14 JUL 22
AD 2-LGBL-AOC A-1	14 JUL 22
AD 2-LGBL-IAC-1	02 FEB 17
AD 2-LGBL-IAC-2	25 APR 19
AD 2-LGBL-SID-1	30 MAR 17
AD 2-LGBL-SID-2	02 FEB 17
AD 2-LGBL-STAR-1	13 AUG 20
AD 2-LGBL-VFR	08 NOV 18
AD 2 LGEL	
AD 2 LGEL-1	02 DEC 21
AD 2 LGEL-2	24 FEB 22
AD 2 LGEL-3	24 FEB 22
AD 2 LGEL-4	24 FEB 22
AD 2 LGEL-5	24 FEB 22
AD 2 LGEL-6	24 FEB 22
AD 2 LGEL-7	24 MAR 22

Page	Date
AD 2 LGEL-8	24 FEB 22
AD 2 LGEL-9	24 MAR 22
AD 2 LGEL-10	21 APR 22
AD 2-LGEL-IAC-3	01 MAR 18
AD 2 LGHI	
AD 2 LGHI-1	06 DEC 18
AD 2 LGHI-2	01 DEC 22
AD 2 LGHI-3	01 DEC 22
AD 2 LGHI-4	01 DEC 22
AD 2 LGHI-5	06 DEC 18
AD 2 LGHI-6	20 JUN 19
AD 2 LGHI-7	01 DEC 22
AD 2 LGHI-8	01 DEC 22
AD 2 LGHI-9	01 DEC 22
AD 2 LGHI-10	06 OCT 22
AD 2-LGHI-ADC	17 MAR 05
AD 2-LGHI-AOC A-1	25 NOV 04
AD 2-LGHI-IAC-1	23 APR 20
AD 2-LGHI-IAC-2	23 APR 20
AD 2-LGHI-SID-1	15 JUL 21
AD 2-LGHI-SID-2	15 JUL 21
AD 2-LGHI-STAR-1	15 JUL 21
AD 2 LGIK	
AD 2 LGIK-1	06 DEC 18
AD 2 LGIK-2	28 JUN 12
AD 2 LGIK-3	28 JUN 12
AD 2 LGIK-4	30 DEC 21
AD 2 LGIK-5	28 JUN 12
AD 2 LGIK-6	05 NOV 20
AD 2 LGIK-7	28 JUN 12
AD 2 LGIK-8	28 JUN 12
AD 2 LGIK-9	06 OCT 22
AD 2-LGIK-ADC	10 MAY 07
AD 2 LGIO	
AD 2 LGIO-1	10 SEP 20
AD 2 LGIO-2	13 SEP 18
AD 2 LGIO-3	10 SEP 20
AD 2 LGIO-4	10 SEP 20
AD 2 LGIO-5	30 DEC 21
AD 2 LGIO-6	10 SEP 20
AD 2 LGIO-7	10 SEP 20
AD 2 LGIO-8	10 SEP 20
AD 2 LGIO-9	10 SEP 20
AD 2 LGIO-10	06 OCT 22
AD 2-LGIO-ADC	22 JUN 17
AD 2-LGIO-AOC A-1	15 FEB 07

Page	Date
AD 2-LGIO-IAC-1	19 JUL 18
AD 2-LGIO-IAC-2	19 JUL 18
AD 2-LGIO-IAC-3	19 JUL 18
AD 2-LGIO-IAC-4	19 JUL 18
AD 2-LGIO-IAC-5	19 JUL 18
AD 2-LGIO-IAC-6	25 FEB 21
AD 2-LGIO-IAC-7	05 DEC 19
AD 2-LGIO-IAC-8	09 SEP 21
AD 2-LGIO-IAC-9	05 DEC 19
AD 2-LGIO-SID-1	15 JUL 21
AD 2-LGIO-SID-2	15 JUL 21
AD 2-LGIO-STAR-1	15 JUL 21
AD 2-LGIO-STAR-2	15 JUL 21
AD 2 LGIR	
AD 2 LGIR-1	29 DEC 22
AD 2 LGIR-2	16 JUN 22
AD 2 LGIR-3	16 JUN 22
AD 2 LGIR-4	30 DEC 21
AD 2 LGIR-5	16 JUN 22
AD 2 LGIR-6	16 JUN 22
AD 2 LGIR-7	29 DEC 22
AD 2 LGIR-8	29 DEC 22
AD 2 LGIR-9	16 JUN 22
AD 2 LGIR-10	16 JUN 22
AD 2 LGIR-11	16 JUN 22
AD 2 LGIR-12	16 JUN 22
AD 2 LGIR-13	16 JUN 22
AD 2 LGIR-14	16 JUN 22
AD 2 LGIR-15	16 JUN 22
AD 2 LGIR-16	16 JUN 22
AD 2 LGIR-17	29 DEC 22
AD 2-LGIR-ADC	09 SEP 21
AD 2-LGIR-AOC A-1	11 DEC 14
AD 2-LGIR-AOC A-2	11 DEC 14
AD 2-LGIR-IAC-1	23 MAY 19
AD 2-LGIR-IAC-2	23 MAY 19
AD 2-LGIR-IAC-3	21 JUL 16
AD 2-LGIR-IAC-4	07 NOV 19
AD 2-LGIR-IAC-5	01 DEC 22
AD 2-LGIR-VAC	19 JUL 18
AD 2-LGIR-SID-1	26 APR 18
AD 2-LGIR-SID-2	26 APR 18
AD 2-LGIR-SID-3	18 JUL 19
AD 2-LGIR-SID-4	18 JUL 19
AD 2-LGIR-SID-5	25 APR 19
AD 2-LGIR-SID-6	16 JUN 22

Page	Date
AD 2-LGIR-SID-7	26 APR 18
AD 2-LGIR-SID-8	29 DEC 22
AD 2-LGIR-STAR-1	18 JUL 19
AD 2-LGIR-STAR-2	16 JUN 22
AD 2-LGIR-VFR	30 MAR 17
AD 2-LGIR-ASMAC	19 JUL 18
AD 2 LGKA	
AD 2 LGKA-1	06 DEC 18
AD 2 LGKA-2	06 DEC 18
AD 2 LGKA-3	06 DEC 18
AD 2 LGKA-4	30 DEC 21
AD 2 LGKA-5	09 SEP 21
AD 2 LGKA-6	28 JUN 12
AD 2 LGKA-7	20 JUN 19
AD 2 LGKA-8	15 AUG 19
AD 2 LGKA-9	05 NOV 20
AD 2 LGKA-10	06 OCT 22
AD 2-LGKA-ADC	09 SEP 21
AD 2-LGKA-AOC A-1	10 JUN 04
AD 2-LGKA-IAC-1	27 FEB 20
AD 2-LGKA-IAC-2	27 FEB 20
AD 2-LGKA-SID-1	24 FEB 22
AD 2-LGKA-SID-2	24 FEB 22
AD 2 LGKC	
AD 2 LGKC-1	06 DEC 18
AD 2 LGKC-2	28 JUN 12
AD 2 LGKC-3	05 NOV 20
AD 2 LGKC-4	14 JUL 22
AD 2 LGKC-5	28 JUN 12
AD 2 LGKC-6	25 MAR 21
AD 2 LGKC-7	28 JUN 12
AD 2 LGKC-8	16 OCT 14
AD 2 LGKC-9	14 JUL 22
AD 2-LGKC-ADC	15 FEB 07
AD 2-LGKC-AOC A-1	14 APR 05
AD 2-LGKC-IAC-1	13 NOV 14
AD 2-LGKC-IAC-2	13 NOV 14
AD 2-LGKC-IAC-3	13 NOV 14
AD 2-LGKC-IAC-4	13 NOV 14
AD 2-LGKC-IAC-5	13 NOV 14
AD 2-LGKC-SID-1	13 NOV 14
AD 2-LGKC-SID-2	13 NOV 14
AD 2-LGKC-SID-3	13 NOV 14
AD 2-LGKC-SID-4	13 NOV 14
AD 2-LGKC-STAR-1	13 NOV 14
AD 2-LGKC-STAR-2	13 NOV 14

Page	Date
AD 2-LGKC-STAR-3	13 NOV 14
AD 2 LGKF	
AD 2 LGKF-1	21 APR 22
AD 2 LGKF-2	01 DEC 22
AD 2 LGKF-3	01 DEC 22
AD 2 LGKF-4	30 DEC 21
AD 2 LGKF-5	01 DEC 22
AD 2 LGKF-6	01 DEC 22
AD 2 LGKF-7	16 JUN 22
AD 2 LGKF-8	01 DEC 22
AD 2 LGKF-9	20 MAY 21
AD 2 LGKF-10	20 MAY 21
AD 2 LGKF-11	21 APR 22
AD 2-LGKF-ADC	12 AUG 21
AD 2-LGKF-APDC	12 AUG 21
AD 2-LGKF-AOC A-1	14 APR 05
AD 2-LGKF-IAC-1	12 DEC 13
AD 2-LGKF-IAC-2	12 DEC 13
AD 2-LGKF-IAC-3	24 FEB 22
AD 2-LGKF-SID-1	13 NOV 14
AD 2-LGKF-SID-2	13 NOV 14
AD 2-LGKF-SID-3	13 NOV 14
AD 2-LGKF-STAR-1	13 NOV 14
AD 2-LGKF-STAR-2	12 DEC 13
AD 2-LGKF-STAR-3	12 DEC 13
AD 2 LGKJ	
AD 2 LGKJ-1	16 AUG 18
AD 2 LGKJ-2	28 JUN 12
AD 2 LGKJ-3	05 NOV 20
AD 2 LGKJ-4	30 DEC 21
AD 2 LGKJ-5	29 MAR 18
AD 2 LGKJ-6	05 NOV 20
AD 2 LGKJ-7	28 JUN 12
AD 2 LGKJ-8	28 JUN 12
AD 2 LGKJ-9	06 OCT 22
AD 2-LGKJ-ADC	07 JUL 05
AD 2-LGKJ-AOC A-1	07 JUL 05
AD 2 LGKL	
AD 2 LGKL-1	29 DEC 22
AD 2 LGKL-2	28 JUN 12
AD 2 LGKL-3	08 NOV 18
AD 2 LGKL-4	29 DEC 22
AD 2 LGKL-5	28 JUN 12
AD 2 LGKL-6	20 JUN 19
AD 2 LGKL-7	29 DEC 22
AD 2 LGKL-8	29 DEC 22

Page	Date
AD 2 LGKL-9	06 OCT 22
AD 2 LGKL-10	06 OCT 22
AD 2-LGKL-ADC	16 MAR 06
AD 2-LGKL-AOC A-1	14 APR 05
AD 2-LGKL-IAC-1	08 NOV 18
AD 2-LGKL-IAC-2	08 NOV 18
AD 2-LGKL-IAC-3	08 NOV 18
AD 2-LGKL-IAC-4	18 JUN 20
AD 2-LGKL-SID-1	03 JAN 19
AD 2-LGKL-SID-2	08 NOV 18
AD 2-LGKL-STAR-1	30 MAY 13
AD 2-LGKL-STAR-2	18 JUN 20
AD 2-LGKL-VFR	13 AUG 20
AD 2 LGKO	
AD 2 LGKO-1	16 JUN 22
AD 2 LGKO-2	21 APR 22
AD 2 LGKO-3	20 MAY 21
AD 2 LGKO-4	30 DEC 21
AD 2 LGKO-5	20 MAY 21
AD 2 LGKO-6	16 AUG 18
AD 2 LGKO-7	12 AUG 21
AD 2 LGKO-8	16 JUN 22
AD 2 LGKO-9	16 JUN 22
AD 2 LGKO-10	16 JUN 22
AD 2 LGKO-11	16 JUN 22
AD 2 LGKO-12	11 AUG 22
AD 2-LGKO-ADC	12 AUG 21
AD 2-LGKO-APDC-1	11 AUG 22
AD 2-LGKO-APDC-2	11 AUG 22
AD 2-LGKO-AOC A-1	14 APR 05
AD 2-LGKO-IAC-1	02 JAN 20
AD 2-LGKO-IAC-2	02 JAN 20
AD 2-LGKO-IAC-3	02 JAN 20
AD 2-LGKO-IAC-4	07 NOV 19
AD 2-LGKO-IAC-5	07 NOV 19
AD 2-LGKO-SID-1	02 JAN 20
AD 2-LGKO-SID-2	02 JAN 20
AD 2-LGKO-SID-3	07 NOV 19
AD 2-LGKO-STAR-1	26 MAR 20
AD 2-LGKO-STAR-2	02 JAN 20
AD 2-LGKO-STAR-3	02 JAN 20
AD 2-LGKO-STAR-4	02 DEC 21
AD 2-LGKO-VFR	15 JUL 21
AD 2 LGKP	
AD 2 LGKP-1	05 DEC 19
AD 2 LGKP-2	28 JUN 12

Page	Date
AD 2 LGKP-3	05 NOV 20
AD 2 LGKP-4	30 DEC 21
AD 2 LGKP-5	02 APR 15
AD 2 LGKP-6	02 JAN 20
AD 2 LGKP-7	19 JUL 18
AD 2 LGKP-8	30 DEC 21
AD 2 LGKP-9	06 OCT 22
AD 2-LGKP-ADC	02 JAN 20
AD 2-LGKP-AOC A-1	02 JAN 20
AD 2-LGKP-IAC-1	01 JUL 10
AD 2-LGKP-IAC-2	01 JUL 10
AD 2-LGKP-SID-1	15 NOV 12
AD 2-LGKP-SID-2	15 NOV 12
AD 2 LGKR	
AD 2 LGKR-1	29 DEC 22
AD 2 LGKR-2	06 OCT 22
AD 2 LGKR-3	06 OCT 22
AD 2 LGKR-4	06 OCT 22
AD 2 LGKR-5	29 DEC 22
AD 2 LGKR-6	29 DEC 22
AD 2 LGKR-7	29 DEC 22
AD 2 LGKR-8	29 DEC 22
AD 2 LGKR-9	06 OCT 22
AD 2 LGKR-10	16 JUN 22
AD 2 LGKR-11	16 JUN 22
AD 2 LGKR-12	16 JUN 22
AD 2 LGKR-13	29 DEC 22
AD 2 LGKR-14	29 DEC 22
AD 2 LGKR-15	29 DEC 22
AD 2-LGKR-ADC	06 OCT 22
AD 2-LGKR-APDC-1	06 OCT 22
AD 2-LGKR-APDC-2	06 OCT 22
AD 2-LGKR-AOC A-1	13 MAR 08
AD 2-LGKR-IAC-1	25 APR 19
AD 2-LGKR-IAC-2	25 APR 19
AD 2-LGKR-IAC-3	25 APR 19
AD 2-LGKR-IAC-4	25 APR 19
AD 2-LGKR-IAC-5	25 APR 19
AD 2-LGKR-IAC-6	25 APR 19
AD 2-LGKR-IAC-7	25 APR 19
AD 2-LGKR-IAC-8	25 APR 19
AD 2-LGKR-IAC-9	25 APR 19
AD 2-LGKR-IAC-10	25 APR 19
AD 2-LGKR-IAC-11	26 MAR 20
AD 2-LGKR-SID-1	25 APR 19
AD 2-LGKR-SID-2	25 APR 19

Page	Date
AD 2-LGKR-SID-3	25 APR 19
AD 2-LGKR-SID-4	25 APR 19
AD 2-LGKR-SID-5	25 APR 19
AD 2-LGKR-SID-6	25 APR 19
AD 2-LGKR-SID-7	25 APR 19
AD 2-LGKR-STAR-1	25 APR 19
AD 2-LGKR-STAR-2	25 APR 19
AD 2-LGKR-STAR-3	25 APR 19
AD 2-LGKR-STAR-4	25 APR 19
AD 2-LGKR-STAR-5	25 APR 19
AD 2-LGKR-STAR-6	25 APR 19
AD 2-LGKR-VFR	25 APR 19
AD 2-LGKR-ASMAC	24 FEB 22
AD 2 LGKS	
AD 2 LGKS-1	06 DEC 18
AD 2 LGKS-2	28 JUN 12
AD 2 LGKS-3	30 DEC 21
AD 2 LGKS-4	30 DEC 21
AD 2 LGKS-5	28 JUN 12
AD 2 LGKS-6	05 NOV 20
AD 2 LGKS-7	28 JUN 12
AD 2 LGKS-8	28 JUN 12
AD 2 LGKS-9	06 OCT 22
AD 2-LGKS-ADC	07 JUL 05
AD 2-LGKS-AOC A-1	07 JUL 05
AD 2 LGKV	
AD 2 LGKV-1	29 DEC 22
AD 2 LGKV-2	21 APR 22
AD 2 LGKV-3	29 DEC 22
AD 2 LGKV-4	19 MAY 22
AD 2 LGKV-5	29 DEC 22
AD 2 LGKV-6	29 DEC 22
AD 2 LGKV-7	29 DEC 22
AD 2 LGKV-8	21 APR 22
AD 2 LGKV-9	20 MAY 21
AD 2 LGKV-10	20 MAY 21
AD 2 LGKV-11	29 DEC 22
AD 2-LGKV-ADC	29 DEC 22
AD 2-LGKV-APDC	09 SEP 21
AD 2-LGKV-AOC A-1	10 JUN 04
AD 2-LGKV-IAC-1	08 NOV 18
AD 2-LGKV-IAC-2	08 NOV 18
AD 2-LGKV-IAC-3	08 NOV 18
AD 2-LGKV-IAC-4	08 NOV 18
AD 2-LGKV-SID-1	08 NOV 18
AD 2-LGKV-SID-2	08 NOV 18

Page	Date
AD 2-LGKV-SID-3	28 FEB 19
AD 2-LGKV-SID-4	08 NOV 18
AD 2-LGKV-SID-5	08 NOV 18
AD 2-LGKV-SID-6	08 NOV 18
AD 2-LGKV-STAR-1	08 NOV 18
AD 2-LGKV-STAR-2	08 NOV 18
AD 2-LGKV-STAR-3	08 NOV 18
AD 2-LGKV-STAR-4	08 NOV 18
AD 2-LGKV-STAR-5	08 NOV 18
AD 2-LGKV-VFR	29 DEC 22
AD 2 LGKY	
AD 2 LGKY-1	15 JUL 21
AD 2 LGKY-2	10 DEC 15
AD 2 LGKY-3	30 DEC 21
AD 2 LGKY-4	30 DEC 21
AD 2 LGKY-5	28 JUN 12
AD 2 LGKY-6	05 NOV 20
AD 2 LGKY-7	28 JUN 12
AD 2 LGKY-8	06 OCT 22
AD 2-LGKY-ADC	18 JAN 07
AD 2-LGKY-AOC A-1	13 MAR 08
AD 2 LGKZ	
AD 2 LGKZ-1	06 DEC 18
AD 2 LGKZ-2	06 DEC 18
AD 2 LGKZ-3	30 DEC 21
AD 2 LGKZ-4	30 DEC 21
AD 2 LGKZ-5	28 JUN 12
AD 2 LGKZ-6	20 JUN 19
AD 2 LGKZ-7	27 FEB 20
AD 2 LGKZ-8	24 FEB 22
AD 2 LGKZ-9	06 OCT 22
AD 2-LGKZ-ADC	17 MAR 05
AD 2-LGKZ-AOC A-1	10 JUN 04
AD 2-LGKZ-IAC-1	24 FEB 22
AD 2-LGKZ-IAC-2	10 SEP 20
AD 2-LGKZ-IAC-3	10 SEP 20
AD 2-LGKZ-SID-1	21 MAY 20
AD 2-LGKZ-SID-2	21 MAY 20
AD 2-LGKZ-STAR-1	21 MAY 20
AD 2 LGLE	
AD 2 LGLE-1	06 DEC 18
AD 2 LGLE-2	28 JUN 12
AD 2 LGLE-3	30 DEC 21
AD 2 LGLE-4	30 DEC 21
AD 2 LGLE-5	28 JUN 12
AD 2 LGLE-6	05 NOV 20

Page	Date
AD 2 LGLE-7	28 JUN 12
AD 2 LGLE-8	28 JUN 12
AD 2 LGLE-9	06 OCT 22
AD 2-LGLE-ADC	07 JUL 05
AD 2-LGLE-AOC A-1	07 JUL 05
AD 2 LGLM	
AD 2 LGLM-1	16 JUN 22
AD 2 LGLM-2	18 OCT 12
AD 2 LGLM-3	10 DEC 15
AD 2 LGLM-4	24 FEB 22
AD 2 LGLM-5	01 FEB 18
AD 2 LGLM-6	16 JUN 22
AD 2 LGLM-7	24 FEB 22
AD 2 LGLM-8	24 FEB 22
AD 2 LGLM-9	01 DEC 22
AD 2-LGLM-ADC	16 JUN 22
AD 2-LGLM-AOC A-1	16 JUN 22
AD 2-LGLM-IAC-1	16 JUN 22
AD 2-LGLM-IAC-2	14 JUL 22
AD 2-LGLM-SID-1	01 DEC 22
AD 2-LGLM-SID-2	16 JUN 22
AD 2-LGLM-STAR-1	16 JUN 22
AD 2 LGMK	
AD 2 LGMK-1	21 APR 22
AD 2 LGMK-2	16 JUN 22
AD 2 LGMK-3	16 JUN 22
AD 2 LGMK-4	30 DEC 21
AD 2 LGMK-5	15 JUL 21
AD 2 LGMK-6	16 JUN 22
AD 2 LGMK-7	16 JUN 22
AD 2 LGMK-8	16 JUN 22
AD 2 LGMK-9	16 JUN 22
AD 2 LGMK-10	16 JUN 22
AD 2 LGMK-11	16 JUN 22
AD 2-LGMK-ADC	21 APR 22
AD 2-LGMK-APDC	16 JUN 22
AD 2-LGMK-AOC A-1	04 AUG 05
AD 2-LGMK-IAC-1	23 JUL 15
AD 2-LGMK-IAC-1	23 JUL 15
AD 2-LGMK-IAC-2	20 JUN 19
AD 2-LGMK-IAC-3	23 JUL 15
AD 2-LGMK-IAC-4	20 JUN 19
AD 2-LGMK-SID-1	23 JUL 15
AD 2-LGMK-SID-2	23 JUL 15
AD 2-LGMK-SID-3	26 MAY 16
AD 2-LGMK-SID-4	20 JUN 19

Page	Date
AD 2-LGMK-SID-5	20 JUN 19
AD 2-LGMK-STAR-1	26 MAY 16
AD 2-LGMK-STAR-2	20 JUN 19
AD 2-LGMK-STAR-3	20 JUN 19
AD 2-LGMK-STAR-4	12 AUG 21
AD 2-LGMK-VFR	20 JUN 19
AD 2 LGML	
AD 2 LGML-1	13 SEP 18
AD 2 LGML-2	13 SEP 18
AD 2 LGML-3	30 DEC 21
AD 2 LGML-4	30 DEC 21
AD 2 LGML-5	28 JUN 12
AD 2 LGML-6	20 JUN 19
AD 2 LGML-7	28 JUN 12
AD 2 LGML-8	05 NOV 20
AD 2 LGML-9	06 OCT 22
AD 2-LGML-ADC	20 SEP 05
AD 2-LGML-AOC A-1	04 AUG 05
AD 2-LGML-IAC-1	12 NOV 15
AD 2-LGML-IAC-2	12 NOV 15
AD 2-LGML-SID-1	12 NOV 15
AD 2-LGML-SID-2	12 NOV 15
AD 2 LGMT	
AD 2 LGMT-1	29 DEC 22
AD 2 LGMT-2	21 APR 22
AD 2 LGMT-3	29 DEC 22
AD 2 LGMT-4	30 DEC 21
AD 2 LGMT-5	29 DEC 22
AD 2 LGMT-6	09 SEP 21
AD 2 LGMT-7	29 DEC 22
AD 2 LGMT-8	29 DEC 22
AD 2 LGMT-9	16 JUN 22
AD 2 LGMT-10	16 JUN 22
AD 2 LGMT-11	16 JUN 22
AD 2 LGMT-12	29 DEC 22
AD 2-LGMT-ADC	29 DEC 22
AD 2-LGMT-APDC-1	29 DEC 22
AD 2-LGMT-APDC-2	29 DEC 22
AD 2-LGMT-AOC A	12 NOV 15
AD 2-LGMT-IAC-2	23 APR 20
AD 2-LGMT-IAC-3	23 APR 20
AD 2-LGMT-IAC-4	23 APR 20
AD 2-LGMT-IAC-5	23 APR 20
AD 2-LGMT-IAC-6	21 MAY 20
AD 2-LGMT-SID-2	23 APR 20
AD 2-LGMT-SID-3	23 APR 20

Page	Date
AD 2-LGMT-STAR-2	23 APR 20
AD 2-LGMT-VFR	23 APR 20
AD 2 LGNX	
AD 2 LGNX-1	21 APR 22
AD 2 LGNX-2	01 MAY 14
AD 2 LGNX-3	21 APR 22
AD 2 LGNX-4	05 NOV 20
AD 2 LGNX-5	30 DEC 21
AD 2 LGNX-6	01 MAY 14
AD 2 LGNX-7	05 NOV 20
AD 2 LGNX-8	01 MAY 14
AD 2 LGNX-9	10 SEP 20
AD 2 LGNX-10	06 OCT 22
AD 2-LGNX-ADC	21 AUG 14
AD 2-LGNX-AOC A-1	21 AUG 14
AD 2 LGPA	
AD 2 LGPA-1	10 SEP 20
AD 2 LGPA-2	02 MAR 17
AD 2 LGPA-3	08 NOV 18
AD 2 LGPA-4	30 DEC 21
AD 2 LGPA-5	08 NOV 18
AD 2 LGPA-6	02 MAR 17
AD 2 LGPA-7	14 JUL 22
AD 2 LGPA-8	14 JUL 22
AD 2 LGPA-9	14 JUL 22
AD 2 LGPA-10	06 OCT 22
AD 2-LGPA-ADC	08 NOV 18
AD 2-LGPA-AOC A-1	02 MAR 17
AD 2-LGPA-VFR	13 SEP 18
AD 2 LGPL	
AD 2 LGPL-1	16 AUG 18
AD 2 LGPL-2	16 AUG 18
AD 2 LGPL-3	16 AUG 18
AD 2 LGPL-4	30 DEC 21
AD 2 LGPL-5	16 AUG 18
AD 2 LGPL-6	23 JUL 15
AD 2 LGPL-7	05 NOV 20
AD 2 LGPL-8	23 JUL 15
AD 2 LGPL-9	23 JUL 15
AD 2 LGPL-10	06 OCT 22
AD 2-LGPL-ADC	09 JUN 05
AD 2-LGPL-AOC A-1	14 APR 05
AD 2 LGPZ	
AD 2 LGPZ-1	29 DEC 22
AD 2 LGPZ-2	29 DEC 22
AD 2 LGPZ-3	20 MAY 21

Page	Date
AD 2 LGPZ-4	30 DEC 21
AD 2 LGPZ-5	15 AUG 19
AD 2 LGPZ-6	29 DEC 22
AD 2 LGPZ-7	29 DEC 22
AD 2 LGPZ-8	29 DEC 22
AD 2 LGPZ-9	16 JUN 22
AD 2 LGPZ-10	16 JUN 22
AD 2 LGPZ-11	29 DEC 22
AD 2-LGPZ-ADC	29 DEC 22
AD 2-LGPZ-APDC	23 MAY 19
AD 2-LGPZ-AOC A-1	07 JUL 05
AD 2-LGPZ-IAC-1	07 DEC 17
AD 2-LGPZ-IAC-2	19 JUL 18
AD 2-LGPZ-IAC-3	07 DEC 17
AD 2-LGPZ-IAC-4	07 DEC 17
AD 2-LGPZ-SID-1	24 FEB 22
AD 2-LGPZ-SID-2	07 DEC 17
AD 2-LGPZ-SID-3	07 DEC 17
AD 2-LGPZ-SID-4	01 DEC 22
AD 2-LGPZ-STAR-1	07 DEC 17
AD 2-LGPZ-STAR-2	07 DEC 17
AD 2-LGPZ-STAR-3	07 DEC 17
AD 2 LGRP	
AD 2 LGRP-1	08 SEP 22
AD 2 LGRP-2	08 SEP 22
AD 2 LGRP-3	01 DEC 22
AD 2 LGRP-4	30 DEC 21
AD 2 LGRP-5	15 JUL 21
AD 2 LGRP-6	01 DEC 22
AD 2 LGRP-7	20 MAY 21
AD 2 LGRP-8	24 FEB 22
AD 2 LGRP-9	01 DEC 22
AD 2 LGRP-10	01 DEC 22
AD 2 LGRP-11	24 FEB 22
AD 2 LGRP-12	20 MAY 21
AD 2 LGRP-13	16 JUN 22
AD 2 LGRP-14	16 JUN 22
AD 2 LGRP-15	01 DEC 22
AD 2-LGRP-ADC	01 DEC 22
AD 2-LGRP-APDC	01 DEC 22
AD 2-LGRP-AOC A-1	04 SEP 03
AD 2-LGRP-IAC-1	24 FEB 22
AD 2-LGRP-IAC-2	24 FEB 22
AD 2-LGRP-IAC-3	24 FEB 22
AD 2-LGRP-IAC-4	24 FEB 22
AD 2-LGRP-IAC-5	24 FEB 22

Page	Date
AD 2-LGRP-IAC-6	24 FEB 22
AD 2-LGRP-SID-1	27 FEB 20
AD 2-LGRP-SID-2	27 FEB 20
AD 2-LGRP-SID-3	23 APR 20
AD 2-LGRP-SID-4	27 FEB 20
AD 2-LGRP-SID-5	27 FEB 20
AD 2-LGRP-SID-6	27 FEB 20
AD 2-LGRP-SID-7	23 APR 20
AD 2-LGRP-STAR-1	23 APR 20
AD 2-LGRP-STAR-2	26 MAR 20
AD 2-LGRP-STAR-3	26 MAR 20
AD 2-LGRP-STAR-4	26 MAR 20
AD 2-LGRP-STAR-5	26 MAR 20
AD 2-LGRP-STAR-6	26 MAR 20
AD 2-LGRP-VFR	19 MAY 22
AD 2-LGRP-ASMAG	26 MAR 20
AD 2 LGRX	
AD 2 LGRX-1	02 DEC 21
AD 2 LGRX-2	26 MAR 20
AD 2 LGRX-3	30 APR 15
AD 2 LGRX-4	30 DEC 21
AD 2 LGRX-5	02 JAN 20
AD 2 LGRX-6	20 JUN 19
AD 2 LGRX-7	30 APR 15
AD 2 LGRX-8	02 DEC 21
AD 2 LGRX-9	06 OCT 22
AD 2-LGRX-ADC	02 JAN 20
AD 2-LGRX-AOC A	02 JAN 20
AD 2-LGRX-IAC-1	13 OCT 16
AD 2-LGRX-IAC-2	02 DEC 21
AD 2-LGRX-SID-1	10 NOV 16
AD 2-LGRX-SID-2	13 OCT 16
AD 2-LGRX-STAR-1	13 OCT 16
AD 2-LGRX-STAR-2	13 OCT 16
AD 2 LGSA	
AD 2 LGSA-1	21 APR 22
AD 2 LGSA-2	21 APR 22
AD 2 LGSA-3	11 AUG 22
AD 2 LGSA-4	30 DEC 21
AD 2 LGSA-5	11 AUG 22
AD 2 LGSA-6	20 JUN 19
AD 2 LGSA-7	12 AUG 21
AD 2 LGSA-8	16 JUN 22
AD 2 LGSA-9	16 JUN 22
AD 2 LGSA-10	20 MAY 21
AD 2 LGSA-11	16 JUN 22

Page	Date
AD 2 LGSA-12	20 MAY 21
AD 2 LGSA-13	11 AUG 22
AD 2-LGSA-ADC	11 AUG 22
AD 2-LGSA-APDC	12 AUG 21
AD 2-LGSA-AOC A	15 AUG 19
AD 2-LGSA-IAC-1	18 AUG 16
AD 2-LGSA-IAC-2	18 AUG 16
AD 2-LGSA-IAC-3	18 AUG 16
AD 2-LGSA-IAC-4	10 SEP 20
AD 2-LGSA-IAC-5	08 NOV 18
AD 2-LGSA-IAC-6	03 JAN 19
AD 2-LGSA-SID-1	13 OCT 16
AD 2-LGSA-SID-2	10 NOV 16
AD 2-LGSA-SID-3	13 OCT 16
AD 2-LGSA-SID-4	18 AUG 16
AD 2-LGSA-SID-5	13 OCT 16
AD 2-LGSA-SID-6	18 AUG 16
AD 2-LGSA-SID-7	03 JAN 19
AD 2-LGSA-SID-8	03 JAN 19
AD 2-LGSA-STAR-1	18 AUG 16
AD 2-LGSA-STAR-2	18 AUG 16
AD 2-LGSA-STAR-3	18 AUG 16
AD 2-LGSA-STAR-4	18 AUG 16
AD 2-LGSA-STAR-5	18 AUG 16
AD 2-LGSA-STAR-6	18 AUG 16
AD 2-LGSA-STAR-7	03 JAN 19
AD 2-LGSA-STAR-8	03 JAN 19
AD 2-LGSA-VFR	08 NOV 18
AD 2 LGSK	
AD 2 LGSK-1	21 APR 22
AD 2 LGSK-2	21 APR 22
AD 2 LGSK-3	15 JUL 21
AD 2 LGSK-4	25 APR 19
AD 2 LGSK-5	30 DEC 21
AD 2 LGSK-6	01 DEC 22
AD 2 LGSK-7	08 SEP 22
AD 2 LGSK-8	05 DEC 19
AD 2 LGSK-9	16 JUN 22
AD 2 LGSK-10	16 JUN 22
AD 2 LGSK-11	16 JUN 22
AD 2 LGSK-12	16 JUN 22
AD 2 LGSK-13	01 DEC 22
AD 2-LGSK-ADC	01 DEC 22
AD 2-LGSK-APDC	08 SEP 22
AD 2-LGSK-AOC A-1	17 SEP 15
AD 2-LGSK-IAC-1	26 MAR 20

Page	Date
AD 2-LGSK-IAC-2	26 MAR 20
AD 2-LGSK-SID-1	05 DEC 19
AD 2-LGSK-SID-2	05 DEC 19
AD 2-LGSK-STAR-2	05 DEC 19
AD 2-LGSK-VFR	25 APR 19
AD 2 LGSM	
AD 2 LGSM-1	08 SEP 22
AD 2 LGSM-2	08 SEP 22
AD 2 LGSM-3	08 SEP 22
AD 2 LGSM-4	16 OCT 14
AD 2 LGSM-5	08 SEP 22
AD 2 LGSM-6	20 MAY 21
AD 2 LGSM-7	08 SEP 22
AD 2 LGSM-8	12 AUG 21
AD 2 LGSM-9	16 JUN 22
AD 2 LGSM-10	16 JUN 22
AD 2 LGSM-11	16 JUN 22
AD 2 LGSM-12	16 JUN 22
AD 2 LGSM-13	01 DEC 22
AD 2-LGSM-ADC	01 DEC 22
AD 2-LGSM-APDC	01 DEC 22
AD 2-LGSM-AOC A-1	17 SEP 15
AD 2-LGSM-IAC-1	17 SEP 15
AD 2-LGSM-IAC-2	17 SEP 15
AD 2-LGSM-SID-1	24 JUL 14
AD 2-LGSM-SID-2	26 JUN 14
AD 2-LGSM-SID-3	26 JUN 14
AD 2-LGSM-STAR-1	26 JUN 14
AD 2-LGSM-VFR	26 JUN 14
AD 2 LGSO	
AD 2 LGSO-1	14 JUL 22
AD 2 LGSO-2	12 AUG 21
AD 2 LGSO-3	30 DEC 21
AD 2 LGSO-4	30 DEC 21
AD 2 LGSO-5	28 JUN 12
AD 2 LGSO-6	20 JUN 19
AD 2 LGSO-7	28 JUN 12
AD 2 LGSO-8	24 FEB 22
AD 2 LGSO-9	06 OCT 22
AD 2-LGSO-ADC	15 FEB 07
AD 2-LGSO-AOC A-1	15 FEB 07
AD 2-LGSO-IAC-1	02 JAN 20
AD 2-LGSO-SID-1	02 JAN 20
AD 2-LGSO-SID-2	02 JAN 20
AD 2 LGSR	
AD 2 LGSR-1	21 APR 22

Page	Date
AD 2 LGSR-2	21 APR 22
AD 2 LGSR-3	01 DEC 22
AD 2 LGSR-4	30 DEC 21
AD 2 LGSR-5	15 JUL 21
AD 2 LGSR-6	20 MAY 21
AD 2 LGSR-7	16 JUN 22
AD 2 LGSR-8	16 JUN 22
AD 2 LGSR-9	16 JUN 22
AD 2 LGSR-10	20 MAY 21
AD 2 LGSR-11	16 JUN 22
AD 2 LGSR-12	11 AUG 22
AD 2-LGSR-ADC	16 JUN 22
AD 2-LGSR-APDC	11 AUG 22
AD 2-LGSR-AOC A	28 MAR 19
AD 2-LGSR-IAC-4	21 MAY 20
AD 2-LGSR-IAC-5	28 FEB 19
AD 2-LGSR-IAC-8	28 FEB 19
AD 2-LGSR-IAC-9	19 JUL 18
AD 2-LGSR-IAC-10	16 JUN 22
AD 2-LGSR-SID-3	28 FEB 19
AD 2-LGSR-SID-4	28 FEB 19
AD 2-LGSR-STAR-2	28 FEB 19
AD 2-LGSR-STAR-3	28 FEB 19
AD 2-LGSR-STAR-4	28 FEB 19
AD 2-LGSR-VFR	19 JUL 18
AD 2 LGST	
AD 2 LGST-1	06 DEC 18
AD 2 LGST-2	28 JUN 12
AD 2 LGST-3	19 JUL 18
AD 2 LGST-4	30 DEC 21
AD 2 LGST-5	10 DEC 15
AD 2 LGST-6	20 JUN 19
AD 2 LGST-7	20 JUN 19
AD 2 LGST-8	20 JUN 19
AD 2 LGST-9	06 OCT 22
AD 2-LGST-ADC	10 DEC 15
AD 2-LGST-AOC A-1	10 DEC 15
AD 2-LGST-IAC-1	06 DEC 18
AD 2-LGST-SID-1	06 DEC 18
AD 2-LGST-SID-2	06 DEC 18
AD 2-LGST-STAR-1	06 DEC 18
AD 2 LGSY	
AD 2 LGSY-1	14 JUL 22
AD 2 LGSY-2	10 NOV 16
AD 2 LGSY-3	06 FEB 14
AD 2 LGSY-4	30 DEC 21

Page	Date
AD 2 LGSY-5	08 SEP 22
AD 2 LGSY-6	20 JUN 19
AD 2 LGSY-7	14 JUL 22
AD 2 LGSY-8	14 JUL 22
AD 2 LGSY-9	20 SEP 12
AD 2 LGSY-10	14 JUL 22
AD 2-LGSY-IAC-1	14 JUL 22
AD 2-LGSY-SID-1	14 JUL 22
AD 2-LGSY-SID-2	14 JUL 22
AD 2-LGSY-STAR-1	14 JUL 22
AD 2-LGSY-VFR	19 MAY 22
AD 2 LGTS	
AD 2 LGTS-1	29 DEC 22
AD 2 LGTS-2	06 OCT 22
AD 2 LGTS-3	09 SEP 21
AD 2 LGTS-4	30 DEC 21
AD 2 LGTS-5	14 JUL 22
AD 2 LGTS-6	13 AUG 20
AD 2 LGTS-7	19 MAY 22
AD 2 LGTS-8	29 DEC 22
AD 2 LGTS-9	16 JUN 22
AD 2 LGTS-10	01 DEC 22
AD 2 LGTS-11	29 DEC 22
AD 2 LGTS-12	01 DEC 22
AD 2 LGTS-13	01 DEC 22
AD 2 LGTS-14	01 DEC 22
AD 2 LGTS-15	01 DEC 22
AD 2 LGTS-16	01 DEC 22
AD 2 LGTS-17	01 DEC 22
AD 2 LGTS-18	01 DEC 22
AD 2 LGTS-19	01 DEC 22
AD 2-LGTS-ADC	01 DEC 22
AD 2-LGTS-APDC	06 OCT 22
AD 2-LGTS-AOC A-1	13 AUG 20
AD 2-LGTS-AOC A-2	11 DEC 14
AD 2-LGTS-PATC-1	10 NOV 01
AD 2-LGTS-PATC-2	13 AUG 20
AD 2-LGTS-IAC-1	01 DEC 22
AD 2-LGTS-IAC-2	01 DEC 22
AD 2-LGTS-IAC-3	01 DEC 22
AD 2-LGTS-IAC-6	01 DEC 22
AD 2-LGTS-IAC-7	01 DEC 22
AD 2-LGTS-IAC-10	01 DEC 22
AD 2-LGTS-IAC-11	01 DEC 22
AD 2-LGTS-IAC-12	01 DEC 22
AD 2-LGTS-IAC-13	01 DEC 22

Page	Date
AD 2-LGTS-IAC-14	01 DEC 22
AD 2-LGTS-IAC-15	01 DEC 22
AD 2-LGTS-SID-1	01 DEC 22
AD 2-LGTS-SID-2	01 DEC 22
AD 2-LGTS-SID-7	01 DEC 22
AD 2-LGTS-SID-8	01 DEC 22
AD 2-LGTS-SID-9	01 DEC 22
AD 2-LGTS-SID-10	01 DEC 22
AD 2-LGTS-SID-11	01 DEC 22
AD 2-LGTS-SID-12	01 DEC 22
AD 2-LGTS-STAR-1	01 DEC 22
AD 2-LGTS-STAR-2	01 DEC 22
AD 2-LGTS-STAR-3	01 DEC 22
AD 2-LGTS-STAR-4	01 DEC 22
AD 2-LGTS-STAR-5	01 DEC 22
AD 2-LGTS-STAR-6	01 DEC 22
AD 2-LGTS-STAR-7	01 DEC 22
AD 2-LGTS-VFR	23 JUL 15
AD 2-LGTS-ASMAC	24 MAR 22
AD 2 LGZA	
AD 2 LGZA-1	01 DEC 22
AD 2 LGZA-2	21 APR 22
AD 2 LGZA-3	11 AUG 22
AD 2 LGZA-4	11 AUG 22
AD 2 LGZA-5	11 AUG 22
AD 2 LGZA-6	01 DEC 22
AD 2 LGZA-7	12 AUG 21
AD 2 LGZA-8	16 JUN 22
AD 2 LGZA-9	16 JUN 22
AD 2 LGZA-10	20 MAY 21
AD 2 LGZA-11	20 MAY 21
AD 2 LGZA-12	08 SEP 22
AD 2-LGZA-ADC	08 SEP 22
AD 2-LGZA-APDC	12 AUG 21
AD 2-LGZA-AOC A-1	23 JUL 15
AD 2-LGZA-IAC-1	23 APR 20
AD 2-LGZA-IAC-2	23 APR 20
AD 2-LGZA-IAC-3	18 JUN 20
AD 2-LGZA-IAC-4	23 APR 20
AD 2-LGZA-IAC-5	23 APR 20
AD 2-LGZA-IAC-6	23 APR 20
AD 2-LGZA-IAC-7	13 AUG 20
AD 2-LGZA-IAC-8	23 APR 20
AD 2-LGZA-SID-1	18 OCT 12
AD 2-LGZA-SID-2	18 OCT 12
AD 2-LGZA-SID-3	18 OCT 12

Page	Date
AD 2-LGZA-SID-4	18 OCT 12
AD 2-LGZA-SID-5	18 OCT 12
AD 2-LGZA-SID-6	18 OCT 12
AD 2-LGZA-STAR-1	14 NOV 13
AD 2-LGZA-STAR-2	06 MAR 14
AD 2-LGZA-STAR-3	14 NOV 13
AD 2-LGZA-STAR-4	06 MAR 14
AD 2-LGZA-STAR-5	18 OCT 12
AD 2-LGZA-STAR-6	18 OCT 12
AD 3	
AD 3.0	
AD 3.0-1	05 NOV 20
AD 3.0-2	29 DEC 22
AD 3.1	
AD 3.1-1	28 MAY 15
AD 3.1-2	15 JUL 21
AD 3.1-3	20 MAY 21
AD 3.2	
AD 3.2-1	07 JAN 16
AD 3.2-2	28 JUN 12
AD 3.2-3	14 JUL 22
AD 3.3	
AD 3.3-1	01 MAY 14
AD 3.3-2	29 MAY 14
AD 3.3-3	01 MAY 14
AD 3.4	
AD 3.4-1	23 JUL 15
AD 3.4-2	20 AUG 15
AD 3.4-3	28 JUN 12
AD 3.5	
AD 3.5-1	02 APR 15
AD 3.5-2	02 APR 15
AD 3.5-3	02 APR 15
AD 3.6	
AD 3.6-1	08 NOV 18
AD 3.6-2	08 NOV 18
AD 3.6-3	28 JUN 12
AD 3.7	
AD 3.7-1	09 JAN 14
AD 3.7-2	28 JUN 12
AD 3.7-3	28 JUN 12
AD 3.8	
AD 3.8-1	09 JAN 14
AD 3.8-2	28 JUN 12
AD 3.8-3	28 JUN 12
AD 3.9	

Page	Date
AD 3.9-1	09 JAN 14
AD 3.9-2	28 JUN 12
AD 3.9-3	28 JUN 12
AD 3.10	
AD 3.10-1	09 JAN 14
AD 3.10-2	28 JUN 12
AD 3.10-3	28 JUN 12
AD 3.11	
AD 3.11-1	09 JAN 14
AD 3.11-2	28 JUN 12
AD 3.11-3	28 JUN 12
AD 3.12	
AD 3.12-1	26 JUL 12
AD 3.12-2	28 JUN 12
AD 3.12-3	28 JUN 12
AD 3.13	
AD 3.13-1	19 SEP 13
AD 3.13-2	19 SEP 13
AD 3.13-3	14 JUL 22
AD 3.14	
AD 3.14-1	06 MAR 14
AD 3.14-2	20 MAY 21
AD 3.14-3	20 MAY 21
AD 3.15	
AD 3.15-1	27 JUN 13
AD 3.15-2	27 JUN 13
AD 3.15-3	28 JUN 12
AD 3.16	
AD 3.16-1	28 JUN 12
AD 3.16-2	28 JUN 12
AD 3.16-3	28 JUN 12
AD 3.17	
AD 3.17-1	26 JUL 12
AD 3.17-2	13 SEP 18
AD 3.17-3	05 NOV 20
AD 3.18	
AD 3.18-1	23 MAY 19
AD 3.18-2	28 JUN 12
AD 3.18-3	28 JUN 12
AD 3.19	
AD 3.19-1	28 JUN 12
AD 3.19-2	28 JUN 12
AD 3.19-3	25 MAR 21
AD 3.19-4	05 NOV 20
AD 3.20	
AD 3.20-1	26 JUN 14

Page	Date
AD 3.20-2	28 JUN 12
AD 3.20-3	28 JUN 12
AD 3.21	
AD 3.21-1	26 JUL 12
AD 3.21-2	30 MAY 13
AD 3.21-3	14 JUL 22
AD 3.22	
AD 3.22-1	05 NOV 20
AD 3.23	
AD 3.23-1	03 APR 14
AD 3.23-2	28 JUN 12
AD 3.23-3	28 JUN 12
AD 3.24	
AD 3.24-1	30 MAR 17
AD 3.24-2	02 APR 15
AD 3.24-3	28 JUN 12
AD 3.25	
AD 3.25-1	03 APR 14
AD 3.25-2	28 JUN 12
AD 3.25-3	28 JUN 12
AD 3.26	
AD 3.26-1	10 DEC 15
AD 3.26-2	28 JUN 12
AD 3.26-3	14 JUL 22
AD 3.27	
AD 3.27-1	28 JUN 12
AD 3.27-2	28 JUN 12
AD 3.27-3	28 JUN 12
AD 3.28	
AD 3.28-1	09 JAN 14
AD 3.28-2	12 OCT 17
AD 3.28-3	14 JUL 22
AD 3.29	
AD 3.29-1	09 JAN 14
AD 3.29-2	28 JUN 12
AD 3.29-3	28 JUN 12
AD 3.30	
AD 3.30-1	09 JAN 14
AD 3.30-2	28 JUN 12
AD 3.30-3	28 JUN 12
AD 3.31	
AD 3.31-1	05 NOV 20
AD 3.32	
AD 3.32-1	02 APR 15
AD 3.32-2	02 APR 15
AD 3.32-3	02 APR 15

Page	Date
AD 3.33	
AD 3.33-1	12 NOV 15
AD 3.33-2	01 MAY 14
AD 3.33-3	28 JUN 12
AD 3.34	
AD 3.34-1	25 JUN 15
AD 3.34-2	25 JUN 15
AD 3.34-3	02 MAY 13
AD 3.35	
AD 3.35-1	03 APR 14
AD 3.35-2	03 APR 14
AD 3.35-3	28 JUN 12
AD 3.36	
AD 3.36-1	03 APR 14
AD 3.36-2	28 JUN 12
AD 3.36-3	28 JUN 12
AD 3.37	
AD 3.37-1	09 JAN 14
AD 3.37-2	28 JUN 12
AD 3.37-3	18 OCT 12
AD 3.38	
AD 3.38-1	09 JAN 14
AD 3.38-2	20 AUG 15
AD 3.38-3	28 JUN 12
AD 3.39	
AD 3.39-1	09 JAN 14
AD 3.39-2	28 JUN 12
AD 3.39-3	28 JUN 12
AD 3.40	
AD 3.40-1	08 JAN 15
AD 3.40-2	28 JUN 12
AD 3.40-3	28 JUN 12
AD 3.41	
AD 3.41-1	28 JUN 12
AD 3.41-2	28 JUN 12
AD 3.41-3	28 JUN 12
AD 3.42	
AD 3.42-1	28 JUN 12
AD 3.42-2	28 JUN 12
AD 3.42-3	28 JUN 12
AD 3.43	
AD 3.43-1	28 JUN 12
AD 3.43-2	28 JUN 12
AD 3.43-3	28 JUN 12
AD 3.44	
AD 3.44-1	09 JAN 14

Page	Date
AD 3.44-2	28 JUN 12
AD 3.44-3	28 JUN 12
AD 3.45	
AD 3.45-1	09 JAN 14
AD 3.45-2	28 JUN 12
AD 3.45-3	28 JUN 12
AD 3.46	
AD 3.46-1	08 JAN 15
AD 3.46-2	28 JUN 12
AD 3.46-3	28 JUN 12
AD 3.47	
AD 3.47-1	09 JAN 14
AD 3.47-2	28 JUN 12
AD 3.47-3	28 JUN 12
AD 3.48	
AD 3.48-1	09 JAN 14
AD 3.48-2	28 JUN 12
AD 3.48-3	28 JUN 12
AD 3.49	
AD 3.49-1	28 JUN 12
AD 3.49-2	28 JUN 12
AD 3.49-3	13 SEP 18
AD 3.50	
AD 3.50-1	02 APR 15
AD 3.50-2	02 APR 15
AD 3.50-3	28 JUN 12
AD 3.51	
AD 3.51-1	09 JAN 14
AD 3.51-2	28 JUN 12
AD 3.51-3	28 JUN 12
AD 3.52	
AD 3.52-1	09 JAN 14
AD 3.52-2	28 JUN 12
AD 3.52-3	28 JUN 12
AD 3.53	
AD 3.53-1	26 JUN 14
AD 3.53-2	03 APR 14
AD 3.53-3	28 JUN 12
AD 3.54	
AD 3.54-1	09 JAN 14
AD 3.54-2	09 JAN 14
AD 3.54-3	28 JUN 12
AD 3.55	
AD 3.55-1	28 JUN 12
AD 3.55-2	28 JUN 12
AD 3.55-3	28 JUN 12

Page	Date
AD 3.56	
AD 3.56-1	09 JAN 14
AD 3.56-2	28 JUN 12
AD 3.56-3	28 JUN 12
AD 3.57	
AD 3.57-1	28 FEB 19
AD 3.57-2	28 FEB 19
AD 3.57-3	28 JUN 12
AD 3.58	
AD 3.58-1	09 JAN 14
AD 3.58-2	28 JUN 12
AD 3.58-3	28 JUN 12
AD 3.59	
AD 3.59-1	03 APR 14
AD 3.59-2	28 JUN 12
AD 3.59-3	28 JUN 12
AD 3.60	
AD 3.60-1	14 JUL 22
AD 3.60-2	28 JUN 12
AD 3.60-3	28 JUN 12
AD 3.61	
AD 3.61-1	20 AUG 15
AD 3.61-2	28 JUN 12
AD 3.61-3	28 JUN 12
AD 3.62	
AD 3.62-1	30 APR 15
AD 3.62-2	30 APR 15
AD 3.62-3	28 JUN 12
AD 3.63	
AD 3.63-1	06 MAR 14
AD 3.63-2	22 AUG 13
AD 3.63-3	28 JUN 12
AD 3.64	
AD 3.64-1	09 JAN 14
AD 3.64-2	28 JUN 12
AD 3.64-3	28 JUN 12
AD 3.65	
AD 3.65-1	28 JUN 12
AD 3.65-2	28 JUN 12
AD 3.65-3	28 JUN 12
AD 3.66	
AD 3.66-1	09 JAN 14
AD 3.66-2	02 MAY 13
AD 3.66-3	28 JUN 12
AD 3.67	
AD 3.67-1	09 JAN 14

Page	Date
AD 3.67-2	06 FEB 14
AD 3.67-3	28 JUN 12
AD 3.68	
AD 3.68-1	14 JUL 22
AD 3.68-2	14 JUL 22
AD 3.68-3	14 JUL 22
AD 3.69	
AD 3.69-1	28 JAN 21
AD 3.69-2	20 MAY 21
AD 3.69-3	20 MAY 21
AD 3.70	
AD 3.70-1	19 JUL 18
AD 3.70-2	19 JUL 18
AD 3.70-3	25 MAR 21
AD 3.70-4	05 NOV 20
AD 3.71	
AD 3.71-1	06 DEC 18
AD 3.71-2	06 DEC 18
AD 3.71-3	14 JUL 22
AD 3.72	

Page	Date
AD 3.72-1	28 MAR 19
AD 3.72-2	28 MAR 19
AD 3.72-3	23 MAY 19
AD 3.73	
AD 3.73-1	16 JUN 22
AD 3.73-2	16 JUN 22
AD 3.73-3	20 JUN 19
AD 3.74	
AD 3.74-1	21 APR 22
AD 3.74-2	21 APR 22
AD 3.74-3	21 APR 22
AD 3.75	
AD 3.75-1	21 APR 22
AD 3.75-2	21 APR 22
AD 3.75-3	21 APR 22
AD 3.76	
AD 3.76-1	29 DEC 22
AD 3.76-2	29 DEC 22
AD 3.76-3	29 DEC 22

Section	Title	Page
AD 1.1.6.1.6	Closure of aerodromes	
AD 1.1.6.1.7	Control of traffic in the maneuvering area	
AD 1.1.6.1.8	Lights to be displayed by aircraft	
AD 1.1.6.2	Provision of ATS services at non-controlled aerodromes	
AD 1.1.6.2.1	Instrument approach and departure procedures at non-controlled aerodromes	
AD 1.1.6.2.2	AFIS aerodromes	
AD 1.1.6.2.3	Radio communication failure procedures	
AD 1.1.6.2.4	Lights to be displayed by aircraft	
AD 1.1.6.3	Extension of hours of operation	
AD 1.1.6.4	Applications for HCAA permissions	
AD 1.2	RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN	AD 1.2-1
AD 1.2.1	Rescue and fire fighting service	
AD 1.2.2	Snow plan	
AD 1.2.2.1	Organisation of winter service	
AD 1.2.2.2	Surveillance of movement areas	
AD 1.2.2.3	Measuring methods and measurement taken	
AD 1.2.2.4	Actions taken to maintain the usability of movement areas	
AD 1.2.2.5	System and means of reporting	
AD 1.2.2.6	Cases of runway closure	
AD 1.2.2.7	Distribution of information about snow conditions	
AD 1.3	INDEX TO AERODROMES / HELIPORTS	AD 1.3-1
AD 1.4	GROUPING OF AERODROMES / HELIPORTS	AD 1.4-1
AD 1.4.1	Aerodrome/heliports categorization and administration	
AD 1.4.1.1	Category A aerodromes/heliports	
AD 1.4.1.2	Category B aerodromes/heliports	
AD 1.4.1.3	Water aerodromes	
AD 1.4.2	Grouping of aerodromes/heliports	
AD 1.4.2.1	International aerodrome/heliport	
AD 1.4.2.2	National aerodrome/heliport	
AD 1.4.3	Aerodrome Grouping Indicator	
AD 1.5	STATUS OF CERTIFICATION OF AERODROMES	AD 1.5.1
AD 1.5.1	Aerodrome Certification	

AD 1.6	DIRECTORY OF CATEGORY B AERODROMES/AIRFIELDS AND WATER AERODROMES	
Basic information about Category B aerodromes (not available for public use) and water aerodromes is provided under the following 24 subsections as appropriate. Since HCAA does not assign ICAO Location Indicators to every aerodrome/airfield, the “AD 1.6.xx.yy” indicator is the integral part of the referencing system applicable to all subsections in AD 1.6 section, where xx represents the record number of each aerodrome and yy the number of each subsection, as listed below: The entry of any new aerodrome will be recorded with the next subsequent xx number The numbering of paragraphs and subparagraphs of the following 24 subsections, is kept according to the provisions of ICAO ANNEX 15, although, only those containing data, are recorded.		
AD 1.6.xx.1: Aerodrome Name and Indicators		
AD 1.6.xx.2: Aerodrome geographical and administrative data		
AD 1.6.xx.3: Operational hours		
AD 1.6.xx.4: Handling services and facilities		
AD 1.6.xx.5: Passenger facilities		
AD 1.6.xx.6: Rescue and fire fighting services		
AD 1.6.xx.7: Seasonal availability – clearing		
AD 1.6.xx.8: Aprons, Taxiways and check locations/positions data		
AD 1.6.xx.9: Surface movement guidance and control system and markings		
AD 1.6.xx.10: Aerodrome obstacles		
AD 1.6.xx.11: Meteorological information provided		
AD 1.6.xx.12: Runway physical characteristics		
AD 1.6.xx.13: Declared distances		
AD 1.6.xx.14: Approach and runway lighting		
AD 1.6.xx.15: Other lighting, secondary power supply		
AD 1.6.xx.16: Helicopter landing area		
AD 1.6.xx.17: ATS airspace		
AD 1.6.xx.18: ATS communication facilities		
AD 1.6.xx.19: Radio navigation and landing aids		
AD 1.6.xx.20: Local traffic regulations		
AD 1.6.xx.21: Noise abatement procedures		
AD 1.6.xx.22: Flight procedures		
AD 1.6.xx.23: Additional information		
AD 1.6.xx.24: Charts related to an aerodrome		

Section	Title	Page
AD 1.6.0	PREFACE	AD 1.6.0-1
AD 1.6.1	AGRINION MIL – LGAG (CLOSED)	AD 1.6.1-1
AD 1.6.2	AGRINION AERoclUB	AD 1.6.2-1
AD 1.6.3	ALEXANDRIA – LGAX	AD 1.6.3-1
AD 1.6.4	CHALKIDIKI / NEA KALLIKRATEIA	AD 1.6.4-1
AD 1.6.5	DEKELIA / TATOI – LGTT	AD 1.6.5-1
AD 1.6.6	EDESSA / ARNISSA	AD 1.6.6-1
AD 1.6.7	EPITALIO	AD 1.6.7-1
AD 1.6.8	FLORINA	AD 1.6.8-1

Section	Title	Page
AD 1.6.9	IOANNINA / PAMVOTIDA LAKE (CLOSED)	AD 1.5.9-1
AD 1.6.10	KALAMATA / TRIODHON	AD 1.6.10-1
AD 1.6.11	KASTELI – LGTL	AD 1.6.11-1
AD 1.6.12	KAVALA / AMYGDALION LYDIA - LGKM	AD 1.6.12-1
AD 1.6.13	KILKIS / NEA KAVALA POLYKASTRO (CLOSED)	AD 1.6.13-1
AD 1.6.14	LAMIA (CLOSED)	AD 1.6.14-1
AD 1.6.15	LARISSA – LGLR	AD 1.6.15-1
AD 1.6.16	LARISSA / TERPSITHEA	AD 1.6.16-1
AD 1.6.17	MARATHON / KOTRONI – LGKN	AD 1.6.17-1
AD 1.6.18	MEGARA – LGMG	AD 1.6.18-1
AD 1.6.19	MESSOLOGI	AD 1. 6.19-1
AD 1.6.20	SEDES – LGSD	AD 1. 6.20-1
AD 1.6.21	STEFANOVIKION – LGSV	AD 1. 6.21-1
AD 1.6.22	THIVA / KOPAIDA (DIMITRA)	AD 1. 6.22-1
AD 1.6.23	THIVA / KOPAIDA (MOSCHONIS) (CLOSED)	AD 1. 6.23-1
AD 1.6.24	TIMBAKION	AD 1. 6.24-1
AD 1.6.25	TRIPOLIS – LGTP	AD 1.6.25-1
AD 1.6.26	VOLOS / VOLOS HARBOUR (CLOSED)	AD 1.6.26-1
AD 1.6.27	XANTHI / NEOS ZYGOS	AD 1.6.27-1
AD 1.6.28	RODOS / MARITSA - LGRD* (CLOSED)	AD 1.6.28-1
AD 1.6.29	TANAGRA - LGTG	AD 1.6.29-1
AD 1.6.30	PTOLEMAIDA / OLYMPIADA	AD 1.6.30-1
AD 1.6.31	THIVA / PERNERI	AD 1.6.31-1
AD 1.6.32	LARISSA / FLABOURO	AD 1.6.32-1
AD 1.6.33	SERRES / HORTERO	AD 1.6.33-1
AD 1.6.34	KOLCHIKO	AD 1.6.34-1
AD 1.6.35	KARDITSA / MYRINI	AD 1.6.35-1
AD 1.6.36	MEGARA / DOUNIS	AD 1.6.36-1
AD 1.6.37	IGOUMENITSA / MARGARITI	AD 1.6.37-1
AD 1.6.38	CHALKIDIKI / NEA SYLLATA (EFRAIMIDES APOSTOLOS)	AD 1.6.38-1
AD 1.6.39	SERRES / EMMANOUIL PAPPAS	AD 1.6.39-1
AD 1.6.40	PIERIA / KONTARIOTISA	AD 1.6.40-1
AD 1.6.41	ARACHTHOS (CAPTAIN ANASTASIOS BALATSOUKAS) (CLOSED)	AD 1.6.41-1
AD 1.6.42	ZALOGO / PREVEZA	AD 1.6.42-1
AD 1.6.43	KERKIRA / KERKIRA PORT	AD 1.6.43-1
AD 1.6.44	PAXOI / GAIOS PORT	AD 1.6.44-1

AD 2	AERODROMES – CATEGORY A AERODROMES (available for public use)	
Detailed information about Category A aerodromes (available for public use) is provided under the following 24 subsections. The “LGxx AD 2.yy” indicator is the integral part of the referencing system applicable to all subsections in AD 2 section, where xx represents the 3rd and 4th letter of ICAO Location Indicator of each aerodrome and yy the number of each subsection, as listed below: LGxx AD 2.1: Aerodrome location indicator and name LGxx AD 2.2: Aerodrome geographical and administrative data LGxx AD 2.3: Operational hours LGxx AD 2.4: Handling services and facilities LGxx AD 2.5: Passenger facilities LGxx AD 2.6: Rescue and fire fighting services LGxx AD 2.7: Seasonal availability – clearing LGxx AD 2.8: Aprons, Taxiways and check locations/positions data LGxx AD 2.9: Surface movement guidance and control system and markings LGxx AD 2.10: Aerodrome obstacles LGxx AD 2.11: Meteorological information provided LGxx AD 2.12: Runway physical characteristics LGxx AD 2.13: Declared distances LGxx AD 2.14: Approach and runway lighting LGxx AD 2.15: Other lighting, secondary power supply LGxx AD 2.16: Helicopter landing area LGxx AD 2.17: ATS airspace LGxx AD 2.18: ATS communication facilities LGxx AD 2.19: Radio navigation and landing aids LGxx AD 2.20: Local traffic regulations LGxx AD 2.21: Noise abatement procedures LGxx AD 2.22: Flight procedures LGxx AD 2.23: Additional information LGxx AD 2.24: Charts related to an aerodrome		

Section	Title	Page
AD 2.0	PREFACE	AD 2. 0-1
AD 2 LGAD	ANDRAVIDA	AD 2-LGAD-1
AD 2 LGAL	ALEXANDROUPOLIS / DIMOKRITOS	AD 2-LGAL-1
AD 2 LGAV	ATHINAI / ELEFThERIOS VENIZELOS	AD 2-LGAV-1
AD 2 LGBL	ALMIROS / NEA ANCHIALOS	AD 2-LGBL-1
AD 2 LGEL	ELEFSIS	AD 2-LGEL-1
AD 2 LGHI	CHIOS / OMIROS	AD 2-LGHI-1
AD 2 LGIK	IKARIA / IKAROS	AD 2-LGIK-1
AD 2 LGIO	IOANNINA / KING PYRROS	AD 2-LGIO-1
AD 2 LGIR	IRAKLION / NIKOS KAZANTZAKIS	AD 2-LGIR-1
AD 2 LGKA	KASTORIA / ARISTOTELIS	AD 2-LGKA-1

Section	Title	Page
AD 2 LGKC	KITHIRA	AD 2-LGKC-1
AD 2 LGKF	KEFALLINIA / ANNA POLLATOU	AD 2-LGKF-1
AD 2 LGKJ	KASTELORIZO	AD 2-LGKJ-1
AD 2 LGKL	KALAMATA	AD 2-LGKL-1
AD 2 LGKO	KOS / IPPOKRATIS	AD 2-LGKO-1
AD 2 LGKP	KARPATOS	AD 2-LGKP-1
AD 2 LGKR	KERKIRA / IOANNIS KAPODISTRIAS	AD 2-LGKR-1
AD 2 LGKS	KASSOS	AD 2-LGKS-1
AD 2 LGKV	KAVALA / MEGAS ALEXANDROS	AD 2-LGKV-1
AD 2 LGKY	KALYMNOS	AD 2-LGKY-1
AD 2 LGKZ	KOZANI / FILIPPOS	AD 2-LGKZ-1
AD 2 LGLE	LEROS	AD 2-LGLE-1
AD 2 LGLM	LIMNOS / IFAISTOS	AD 2-LGLM-1
AD 2 LGMK	MIKONOS	AD 2-LGMK-1
AD 2 LGML	MILOS	AD 2-LGML-1
AD 2 LGMT	MITILINI / ODYSSEAS ELYTIS	AD 2-LGMT-1
AD 2 LGNX	NAXOS	AD 2-LGNX-1
AD 2 LGPA	PAROS	AD 2-LGPA-1
AD 2 LGPL	ASTYPALAIA	AD 2-LGPL-1
AD 2 LGPZ	PREVEZA / AKTION	AD 2-LGPZ-1
AD 2 LGRP	RODOS / DIAGORAS	AD 2-LGRP-1
AD 2 LGRX	ARAXOS	AD 2-LGRX-1
AD 2 LGSA	CHANIA / IOANNIS DASKALOGIANNIS	AD 2-LGSA-1
AD 2 LGSK	SKIATHOS / ALEXANDROS PAPADIAMANDIS	AD 2-LGSK-1
AD 2 LGSM	SAMOS / ARISTARCHOS OF SAMOS	AD 2-LGSM-1
AD 2 LGSO	SYROS / DIMITRIOS VIKELAS	AD 2-LGSO-1
AD 2 LGSR	SANTORINI	AD 2-LGSR-1
AD 2 LGST	SITIA / VITSENTZOS KORNAROS	AD 2-LGST-1
AD 2 LGSY	SKIROS	AD 2-LGSY-1
AD 2 LGTS	THESSALONIKI / MAKEDONIA	AD 2-LGTS-1
AD 2 LGZA	ZAKINTHOS / DIONISIOS SOLOMOS	AD 2-LGZA-1

AD 3	HELIPORTS - DIRECTORY OF NATIONAL HELIPORTS	
Basic information about National Greek heliports (not located at aerodromes) is provided under the following 23 subsections as appropriate. Since HCAA does not assign ICAO Location Indicators to all heliports, the “AD 3.xx.yy” indicator is the integral part of the referencing system applicable to all subsections in AD 3 section, where xx represents the record number of each heliport and yy the number of each subsection, as listed below: The entry of any new aerodrome will be recorded with the next subsequent xx number The numbering of paragraphs and subparagraphs of the following 23 subsections is kept according to the provisions of ICAO ANNEX 15, although only those containing data are recorded. - AD 3.xx.1: Heliport Name and Indicators - AD 3.xx.2: Heliport geographical and administrative data - AD 3.xx.3: Operational hours - AD 3.xx.4: Handling services and facilities - AD 3.xx.5: Passenger facilities - AD 3.xx.6: Rescue and fire fighting services - AD 3.xx.7: Seasonal availability – clearing - AD 3.xx.8: Aprons, Taxiways and check locations/positions data - AD 3.xx.9: Markings and Markers - AD 3.xx.10: Heliport obstacles - AD 3.xx.11: Meteorological information provided - AD 3.xx.12: Heliport data - AD 3.xx.13: Declared distances - AD 3.xx.14: Approach and FATO lighting - AD 3.xx.15: Other lighting, secondary power supply - AD 3.xx.16: ATS airspace - AD 3.xx.17: ATS communication facilities - AD 3.xx.18: Radio navigation and landing aids - AD 3.xx.19: Local traffic regulations - AD 3.xx.20: Noise abatement procedures - AD 3.xx.21: Flight procedures - AD 3.xx.22: Additional information - AD 3.xx.23: Charts related to an aerodrome		

Section	Title	Page
AD 3.0	PREFACE	AD 3.0-1
AD 3.1	AGATHONISSI	AD 3.1-1
AD 3.2	AGIOS EFSTRATIOS	AD 3.2-1
AD 3.3	AITOLOAKARNANIA / ASTAKOS – PLATIGIALI PORT	AD 3.3-1
AD 3.4	ALEXANDROUPOLIS / GENERAL HOSPITAL	AD 3.4-1
AD 3.5	ALONISSOS	AD 3.5-1
AD 3.6	AMORGOS	AD 3.6-1
AD 3.7	ANAFI	AD 3.7-1
AD 3.8	ANDROS	AD 3.8-1

Section	Title	Page
AD 3.9	ANTI KITHIRA	AD 3.9-1
AD 3.10	ANTI PAROS	AD 3.10-1
AD 3.11	ARKIOI	AD 3.11-1
AD 3.12	ATTIKI / AEGALEO (CITROEN HELLAS)	AD 3.12-1
AD 3.13	ATTIKI / ANOIXI (KYRIAKOU)	AD 3.13-1
AD 3.14	ATTIKI / ASPROPYRGOS (L.P.C HELLAS)	AD 3.14-1
AD 3.15	ATTIKI / AFIDNES (AEROTECHNIKI)	AD 3.15-1
AD 3.16	ATTIKI / VOULIAGMENI (ASTIR PALACE)	AD 3.16-1
AD 3.17	ATTIKI / KATO KIFISSIA (KONKAT-STAR)	AD 3.17-1
AD 3.18	ATTIKI / KOROPi AGIA MARINA (KOPTERLAND)	AD 3.18-1
AD 3.19	ATTIKI / KOROPi PROFARTA (MESSOGIAKI AEROPLOIA)	AD 3.19-1
AD 3.20	ATTIKI / MANDRA (ELLINIKI PETRELAIA)	AD 3.20-1
AD 3.21	ATTIKI / MAROUSSI (KONKAT)	AD 3.21-1
AD 3.22	VOLOS / AGRIA (AGET IRAKLIS) (CLOSED)	AD 3.22-1
AD 3.23	DONOUSSA	AD 3.23-1
AD 3.24	EREIKOUSSA	AD 3.24-1
AD 3.25	IRAKLIA	AD 3.25-1
AD 3.26	THIRASSIA	AD 3.26-1
AD 3.27	ITHAKI	AD 3.27-1
AD 3.28	IKARIA / RACHES	AD 3.28-1
AD 3.29	IOS	AD 3.29-1
AD 3.30	IOANNINA / VIKOS	AD 3.30-1
AD 3.31	IOANNINA / DELVINAKI (CLOSED)	AD 3.31-1
AD 3.32	IOANNINA / KONITSA	AD 3.32-1
AD 3.33	KARPATOS / OLYMPOS	AD 3.33-1
AD 3.34	KEA	AD 3.34-1
AD 3.35	KIMOLOS	AD 3.35-1
AD 3.36	KOUFONISSIA	AD 3.36-1
AD 3.37	KYTHNOS	AD 3.37-1
AD 3.38	LARISSA / GENERAL HOSPITAL	AD 3.38-1
AD 3.39	LEIPSOI	AD 3.39-1
AD 3.40	LESVOS / ERESSOS	AD 3.40-1
AD 3.41	MILOS (S&B VIOMICHANIKI ORYKTA)	AD 3.41-1
AD 3.42	MIKONOS / KANALIA (GLANTZIS STAVROS)	AD 3.42-1
AD 3.43	MIKONOS / ORNOS (SANTA MARINA)	AD 3.43-1
AD 3.44	NISYROS	AD 3.44-1
AD 3.45	XANTHI / GENERAL HOSPITAL	AD 3.45-1
AD 3.46	OTHONOI	AD 3.46-1
AD 3.47	PAXOI	AD 3.47-1

Section	Title	Page
AD 3.48	PATMOS / SOFIA BEFON	AD 3.48-1
AD 3.49	PIRAEUS / PORT	AD 3.49-1
AD 3.50	PELLA / PROMAHOI	AD 3.50-1
AD 3.51	RODOS / GENERAL HOSPITAL	AD 3.51-1
AD 3.52	SERIFOS	AD 3.52-1
AD 3.53	SERRES / ANO POROIA	AD 3.53-1
AD 3.54	SIKINOS	AD 3.54-1
AD 3.55	SIFNOS	AD 3.55-1
AD 3.56	SKOPELOS	AD 3.56-1
AD 3.57	SPETSOPOULA (MARITIME SERVICES)	AD 3.57-1
AD 3.58	SYMI	AD 3.58-1
AD 3.59	SCHINOUSSA	AD 3.59-1
AD 3.60	TILOS	AD 3.60-1
AD 3.61	TINOS	AD 3.61-1
AD 3.62	FOLEGANDROS	AD 3.62-1
AD 3.63	FOURNOI	AD 3.63-1
AD 3.64	CHALKI	AD 3.64-1
AD 3.65	CHALKIDIKI / NEA KALLIKRATEIA (SKYLITSIS PANAGIOTIS)	AD 3.65-1
AD 3.66	CHANIA / GENERAL HOSPITAL	AD 3.66-1
AD 3.67	PSARA	AD 3.67-1
AD 3.68	PIRAEUS / AMPHIALI - LGAM*	AD 3.68.1
AD 3.69	KEA / KAMPI	AD 3.69.1
AD 3.70	ATTIKI / KOROPi MPOTA-PROFARTA (GREEK AIR S.A)	AD 3.70.1
AD 3.71	MIKONOS / KALO LIVADI	AD 3.71-1
AD 3.72	CHALKIDIKI / PORTO CARRAS	AD 3.72-1
AD 3.73	ELAFONISOS	AD 3.73-1
AD 3.74	MESSINIA / NAVARINO	AD 3.74-1
AD 3.75	MIKONOS / PANORAMYK	AD 3.75-1
AD 3.76	MYKONOS / KALAFATIS HELIPORT	AD 3.76-1

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

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

1.1.6.1.6 CLOSURE OF AERODROMES

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

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

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

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

1.1.6.1.7 CONTROL OF TRAFFIC IN THE MANOEUVRING AREA

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

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

1.1.6.1.8 LIGHTS TO BE DISPLAYED BY AIRCRAFT

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

1.1.6.2 Provision of ATS services at uncontrolled Category A civil aerodromes

1.1.6.2.1 Instrument approach and departure procedures at uncontrolled Category A civil aerodromes

1.1.6.2.1.1 Instrument Approach Procedures:

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

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

1.1.6.2.1.2 Instrument Departure Procedures:

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

1.1.6.2.2 AFIS aerodromes

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

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

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

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

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

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

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

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

- a) ARRIVING AIRCRAFT

Aerodrome			Type of traffic permitted to use the aerodrome			Reference to AD Section and remarks
Location indicator	Aerodrome/ heliport name	Grouping indicator	International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non-scheduled P = Private MIL = Military	
1a	1b	1c	2	3	4	5
	ATTIKI / AEGALEO (CITROEN HELLAS)	P/HEL	NTL	VFR	P	AD 3.12
	ATTIKI / AFIDNES (CONDOR NEST LTD)	P/HEL	NTL	VFR	P	AD 3.15
	ATTIKI / ANOIXI (KYRIAKOY)	P/HEL	NTL	VFR	P	AD 3.13
	ATTIKI / ASPROPYRGOS (AIR LIFT S.A)	P/HEL	NTL	VFR	P	AD 3.14
	ATTIKI / KATO KIFISSIA (KONKAT – STAR)	P/HEL	NTL	VFR	P	AD 3.17
	ATTIKI / KOROPi AGIA MARINA (KOPTERLAND)	P/HEL	NTL	VFR	P	AD 3.18
	ATTIKI / KOROPi MPOTA–PROFARTA (GREEK AIR S.A.)	P/HEL	NTL	VFR	P	AD 3.70
	ATTIKI / KOROPi PROFARTA (MESSOGIAKI AEROPLOIA)	P/HEL	NTL	VFR	P	AD 3.19
	ATTIKI / MANDRA (ELLINIKΑ PETRELAIA) (HELLENIC PETROLEUM)	P/HEL	NTL	VFR	P	AD 3.20
	ATTIKI / MARO USSI (KONKAT)	P/HEL	NTL	VFR	P	AD 3.21
	ATTIKI / VOULIAGMENI (ASTIR PALACE))	P/HEL	NTL	VFR	P	AD 3.16
	CHALKI	M/HEL	NTL	VFR	P	AD 3.64
	CHALKIDIKI / NEA KALLIKRATEIA	P	NTL	VFR	P	AD 1.6.4
	CHALKIDIKI / NEA KALLIKRATEIA (SKYLITSIS PANAGIOTIS)	P/HEL	NTL	VFR	P	AD 3.65
	CHALKIDIKI / NEA SYLLATA (EFRAIMIDES APOSTOLOS)	P	NTL	VFR	P	AD 1.6.38
	CHALKIDIKI/ PORTO CARRAS	P/HEL	NTL	VFR	P	AD 3.72
	CHANIA / GENERAL HOSPITAL	D/HEL	NTL	VFR	P	AD 3.66
LGSA	CHANIA / IOANNIS DASKALOGIANNIS	I/MIL	INTL - NTL	IFR - VFR	S – NS	AD 2 LGSA
LGHI	CHIOS / OMIROS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGHI
LGTT	DEKELIA / TATOI	MIL	NTL	IFR - VFR	MIL	AD 1.6.5
	DONOUSSA	M/HEL	NTL	VFR	P	AD 3.23
	EDESSA / ARNISSA	P	NTL	VFR	P	AD 1.6.6
	ELAFONISOS	P/HEL	NTL	VFR	P	AD 3.73
LGEL	ELEFSIS	I/MIL	INTL - NTL	IFR - VFR	S – NS	AD 2 LGEL
	EPITALIO	P	NTL	VFR	P	AD 1.6.7
	EREIKOUSSA	M/HEL	NTL	VFR	P	AD 3.24
	FLORINA	P	NTL	VFR	P	AD 1.6.8
	FOLEGANDROS	M/HEL	NTL	VFR	P	AD 3.62
	FOURNOI	M/HEL	NTL	VFR	P	AD 3.63
	IGOUMENITSA / MARGARITI	P	NTL	VFR	P	AD 1.6.37

Aerodrome			Type of traffic permitted to use the aerodrome			Reference to AD Section and remarks
Location indicator	Aerodrome/ heliport name	Grouping indicator	International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non-scheduled P = Private MIL = Military	
1a	1b	1c	2	3	4	5
LGIK	IKARIA / IKAROS	D	NTL	VFR	S – NS – P	AD 2 LGIK
	IKARIA / RACHES	M/HEL	NTL	VFR	P	AD 3.28
	IOANNINA / DELVINAKI	M/HEL	NTL	CLOSED	P	AD 3.31
LGIO	IOANNINA / KING PYRROS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGIO
	IOANNINA / KONITSA	M/HEL	NTL	VFR	P	AD 3.32
	IOANNINA / PAMVOTIDA LAKE	M/W	NTL	CLOSED	P	AD 1.6.9
	IOANNINA / VIKOS	M/HEL	NTL	VFR	P	AD 3.30
	IOS	M/HEL	NTL	VFR	P	AD 3.29
	IRAKLIA	M/HEL	NTL	VFR	P	AD 3.25
LGIR	IRAKLION / NIKOS KAZANTZAKIS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGIR
	ITHAKI	M/HEL	NTL	VFR	P	AD 3.27
LGKL	KALAMATA	I/MIL	INTL - NTL	IFR - VFR	S – NS	AD 2 LGKL
	KALAMATA / TRIODHON	P	NTL	VFR	P	AD 1.6.10
LGKY	KALYMNOS	D	NTL	VFR	S – NS – P	AD 2 LGKY
	KARDITSA/ MYRINI	M	NTL	VFR	P	AD 1.6.35
LGKP	KARPATOS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGKP
	KARPATOS / OLYMPOS	M/HEL	NTL	VFR	P	AD 3.33
LGKS	KASSOS	M	NTL	VFR	S – NS – P	AD 2 LGKS
LGTL	KASTELI	MIL	NTL	IFR - VFR	MIL	AD 1.6.11
LGKJ	KASTELORIZO	M	NTL	VFR	S – NS – P	AD 2 LGKJ
LGKA	KASTORIA / ARISTOTELIS	D	NTL	IFR - VFR	S – NS – P	AD 2 LGKA
LGKM	KAVALA / AMIGDALEON - LYDIA	P	NTL	VFR	P	AD 1.6.12
LGKV	KAVALA / MEGAS ALEXANDROS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGKV
	KEA	M/HEL	NTL	VFR	P	AD 3.34
	KEA / KAMPI	P/HEL	NTL	VFR	P	AD 3.69
LGKF	KEFALLINIA/ANNA POLLATOU	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGKF
LGKR	KERKIRA / IOANNIS KAPODISTRIAS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGKR
	KERKIRA / KERKIRA PORT	D/W	NTL	VFR	S – NS – P	AD 1.6.43
	KILKIS / NEA KAVALA POLYKASTRO	P	NTL	CLOSED	P	AD 1.6.13
	KIMOLOS	M/HEL	NTL	VFR	P	AD 3.35
LGKC	KITHIRA/ ALEXANDROS ARISTOTELOUS ONASSIS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGKC
	KOLCHIKO	P	NTL	VFR	P	AD 1.6.34

Aerodrome			Type of traffic permitted to use the aerodrome			Reference to AD Section and remarks
Location indicator	Aerodrome/ heliport name	Grouping indicator	International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non-scheduled P = Private MIL = Military	
1a	1b	1c	2	3	4	5
LGKO	KOS / IPPOKRATIS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGKO
	KOUFONISSIA	M/HEL	NTL	VFR	P	AD 3.36
LGKZ	KOZANI / FILIPPOS	D	NTL	IFR - VFR	S – NS – P	AD 2 LGKZ
	KYTHNOS	M/HEL	NTL	VFR	P	AD 3.37
	LAMIA	MIL		CLOSED		AD 1.6.14
LGLR	LARISSA	MIL	NTL	IFR - VFR	MIL	AD 1.6.15
	LARISSA / FLABOURO	M	NTL	VFR	P	AD 1.6.32
	LARISSA / GENERAL HOSPITAL	D/HEL	NTL	VFR	P	AD 3.38
	LARISSA / TERPSITHEA	P	NTL	VFR	P	AD 1.6.16
	LEIPSOI	M/HEL	NTL	VFR	P	AD 3.39
LGLE	LEROS	M	NTL	VFR	S – NS – P	AD 2 LGLE
	LESVOS / ERESSOS	M/HEL	NTL	VFR	P	AD 3.40
LGLM	LIMNOS / IFAISTOS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGLM
LGKN	MARATHON / KOTRONI	MIL	NTL	IFR - VFR	MIL	AD 1.6.17
LGMG	MEGARA	MIL	NTL	VFR	P	AD 1.6.18
	MEGARA / DOUNIS	P	NTL	VFR	P	AD 1.6.36
	MESSINIA / NAVARINO	P/HEL	NTL	VFR	P	AD 3.74
	MESSOLOGI	P	NTL	VFR	P	AD 1.6.19
LGMK	MIKONOS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGMK
	MIKONOS / KALO LIVADI	P/HEL	NTL	VFR	P	AD 3.71
	MIKONOS / KANALIA	P/HEL	NTL	VFR	P	AD 3.42
	MIKONOS / ORNOS (SANTA MARINA)	P/HEL	NTL	VFR	P	AD 3.43
	MIKONOS / PANORAMYK	P/HEL	NTL	VFR	P	AD 3.75
LGML	MILOS	D	NTL	IFR - VFR	S – NS – P	AD 2 LGML
	MILOS (S&B MINERALS) (S&B VIOMICHANIKI ORYKTA)	P/HEL	NTL	VFR	P	AD 3.41
LGMT	MITILINI / ODYSSEAS ELYTIS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGMT
	MYKONOS / KALAFATIS	P/HEL	NTL	VFR	P	AD 3.76
LGNX	NAXOS	D	NTL	VFR	S – NS – P	AD 2 LGNX
	NISYROS	M/HEL	NTL	VFR	P	AD 3.44
	OTHONOI	M/HEL	NTL	VFR	P	AD 3.46
LGPA	PAROS	D	NTL	IFR - VFR	S – NS – P	AD 2 LGPA
	PATMOS / SOFIA BEFON	M/HEL	NTL	VFR	P	AD 3.48

Aerodrome			Type of traffic permitted to use the aerodrome			Reference to AD Section and remarks
Location indicator	Aerodrome/ heliport name	Grouping indicator	International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non-scheduled P = Private MIL = Military	
1a	1b	1c	2	3	4	5
	PAXOI	M/HEL	NTL	VFR	P	AD 3.47
	PAXOI / GAIOS PORT	D/W	NTL	VFR	S – NS – P	AD 1.6.44
	PELLA / PROMAHOI	M/HEL	NTL	VFR	P	AD 3.50
	PIERIA / KONTARIOTISA	P	NTL	VFR	P	AD 1.6.40
LGAM*	PIRAEUS / AMPHIALI	MIL/HEL	NTL	VFR	MIL	AD 3.68
	PIRAEUS / PORT	P/HEL	NTL	VFR	P	AD 3.49
LGPZ	PREVEZA / AKTION	I/MIL	INTL - NTL	IFR - VFR	S – NS	AD 2 LGPZ
	PSARA	M/HEL	NTL	VFR	P	AD 3.67
	PTOLEMAIDA / OLYMPIADA	P	NTL	VFR	P	AD 1.6.30
LGRP	RODOS / DIAGORAS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGRP
	RODOS / GENERAL HOSPITAL	D/HEL	NTL	VFR	P	AD 3.51
LGRD*	RODOS / MARITSA	D	NTL	CLOSED	P	AD 1.6.28
LGSM	SAMOS / ARISTARCHOS OF SAMOS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGSM
LGSR	SANTORINI	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGSR
	SCHINOUSSA	M/HEL	NTL	VFR	P	AD 3.59
LGSD	SEDES	MIL	NTL	IFR - VFR	MIL	AD 1.6.20
	SERIFOS	M/HEL	NTL	VFR	P	AD 3.52
	SERRES / EMMANOUIL PAPPAS	P	NTL	VFR	P	AD 1.6.39
	SERRES / HORTERO	M	NTL	VFR	P	AD 1.6.33
	SERRES/ ANO POROIA	M/HEL	NTL	VFR	P	AD 3.53
	SIFNOS	M/HEL	NTL	VFR	P	AD 3.55
	SIKINOS	M/HEL	NTL	VFR	P	AD 3.54
LGST	SITIA / VITSENTZOS KORNAROS	I/M	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGST
LGSK	SKIATHOS / ALEXANDROS PAPADIAMANDIS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGSK
LGSY	SKIROS	MIL	NTL	IFR - VFR	S – NS	AD 2 LGSY
	SKOPELOS	M/HEL	NTL	VFR	P	AD 3.56
	SPETSOPOULA (INT'L MARITIME AGENCIES CO.)	P/HEL	NTL	VFR	P	AD 3.57
LGSV	STEFANOVIKION	MIL	NTL	IFR - VFR	MIL	AD 1.6.21
	SYMI	M/HEL	NTL	VFR	P	AD 3.58
LGSO	SYROS / DIMITRIOS VIKELAS	D	NTL	IFR - VFR	S – NS – P	AD 2 LGSO
LGTG	TANAGRA	MIL	NTL	IFR - VFR	MIL	AD 1.6.29
LGTS	THESSALONIKI / MAKEDONIA	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGTS

Aerodrome			Type of traffic permitted to use the aerodrome			Reference to AD Section and remarks
Location indicator	Aerodrome/ heliport name	Grouping indicator	International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non-scheduled P = Private MIL = Military	
1a	1b	1c	2	3	4	5
	THIRASSIA	M/HEL	NTL	VFR	P	AD 3.26
	THIVA / KOPAIDA (DIMITRA)	P	NTL	VFR	P	AD 1.6.22
	THIVA / KOPAIDA (MOSCHONIS)	P	NTL	CLOSED	P	AD 1.6.23
	THIVA / PERNERI	M	NTL	VFR	P	AD 1.6.31
	TILOS	M/HEL	NTL	VFR	P	AD 3.60
	TIMBAKION	MIL	NTL	IFR - VFR	MIL	AD 1.6.24
	TINOS	M/HEL	NTL	VFR	P	AD 3.61
LGTP	TRIPOLIS	MIL	NTL	IFR - VFR	MIL	AD 1.6.25
	VOLOS / AGRIA (AGET IRAKLIS)	P/HEL	NTL	CLOSED	P	AD 3.22
	VOLOS / VOLOS HARBOUR	MW	NTL	CLOSED	P	AD 1.6.26
	XANTHI / GENERAL HOSPITAL	D/HEL	NTL	VFR	P	AD 3.45
	XANTHI / NEOS ZYGOS	P	NTL	VFR	P	AD 1.6.27
LGZA	ZAKINTHOS / DIONISIOS SOLOMOS	I	INTL - NTL	IFR - VFR	S – NS – P	AD 2 LGZA
	ZALOGO / PREVEZA	P	NTL	VFR	P	AD 1.6.42

AD 1.4 GROUPING OF AERODROMES/HELIPORTS**1.4.1 Aerodromes/heliports categorization and administration**

1.4.1.1 Greek aerodromes and heliports, according to their ownership status, are characterized as state (civil or military), municipal and private, and they are divided in two categories as follows:

1.4.1.1.1 Category A aerodromes/heliports

1.4.1.1.1.1 All Greek aerodromes/heliports (state and private) **available for public use** are designated as category A. This category also includes those military aerodromes/heliports that have granted permanent permission for regular or alternate use to civil aircraft operating commercial flights. However, a special permission is required for GA flights as well as for private flights intending to use these military aerodromes (see **GEN 1.2**).

***Note:** The term “aerodrome/heliport available for public use” means that no special permission is required by the aerodrome administrator or the owner and the necessary CAA services and facilities are provided in an aerodrome/heliport, so as to accept any flight (commercial or GAT), provided that the flight fulfills the conditions of availability of the aerodrome (see **AD 1.1**), the relevant HCAA requirements as prescribed in this AIP and the national regulations.*

1.4.1.1.1.2 Category A aerodromes are administrated either by the HCAA or by the owner. In category A military aerodromes administration is in cooperation with the Hellenic Ministry of Defense (HMoD).

1.4.1.1.1.2.1 Airport operations and management rests either to HCAA or a private contractor/operator acting under the supervision of HCAA, while ATS services and navigation facilities are provided either by HCAA or HMoD.

1.4.1.1.1.2.2 Category A aerodromes are listed in **AD 2** section.

1.4.1.1.1.3 Category A heliports are administrated by state hospitals or municipalities, while in some cases a private contractor/operator may be authorized for the heliport operations. International heliports are not established in Greece yet.

1.4.1.1.1.3.1 Category A heliports are listed in **AD 3** section.

1.4.1.1.2 Category B aerodromes/heliports

1.4.1.1.2.1 In addition to the above, a number of other aerodromes/heliports (military and private), **not available for public use**, are designated as category B aerodromes/airfields or heliports.

1.4.1.1.2.1.1 Commercial flights are not permitted in category B aerodromes/heliports, unless prior permission for use has been obtained by the operator (see **GEN 1.2.5.2.4**).

1.4.1.1.2.2 Category B aerodromes/airfields and heliports are administrated and managed either by HMoD (military aerodromes/heliports), by the owner or a private contractor/operator (municipal and private airfields/heliports) respectively. Category B civil airfields/heliports, are supervised by HCAA.

1.4.1.1.2.2.1 HMoD is responsible for the provision of ATS services and navigation facilities at Category B military aerodromes/heliports.

1.4.1.1.2.2.2 Air Traffic Services and navigational facilities are not provided at Category B civil aerodromes/heliports. FIS and Alerting (see **GEN 3.3.3.1**) at Category B civil aerodromes/heliports will be provided according to **ENR 1.1.1.8.3.1**, **ENR 1.1.1.8.3.2** and **ENR 1.1.1.8.4** by the appropriate ATS Unit.

1.4.1.1.2.2.3 Category B aerodromes are listed in **AD 1.6** section, while category B heliports are listed together with category A heliports in **AD 3** section.

1.4.1.1.3 Water aerodromes

1.4.1.1.3.1 The same categorization (A and B) applies to State (civil or military), municipal and private Greek water aerodromes although, only municipal national water aerodromes have been established, until now. Prior permission for use of these water aerodromes, is required (see **GEN 1.2.5**)

1.4.1.1.3.1.1 Category B water aerodromes are usually operated and managed by private contractor/operator. CAA services and navigation facilities are not provided. Water aerodromes are listed in **AD 1.6** section

1.4.2 Grouping of aerodromes/heliports**1.4.2.1 International aerodrome/heliport**

1.4.2.1.1 According to ICAO, the aerodrome/heliport of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine and similar procedures are carried out and where air traffic services and facilities are available on a regular basis is considered as International. Furthermore, according to the movements per year they are characterized as:

- Major: The aerodrome/heliport of entry and departure for international air traffic, serving annually more than 150.000 flights.
- Primary: The aerodrome/heliport of entry and departure for international air traffic, serving annually more than 50.000 flights.
- Secondary: Another aerodrome/heliport available for the entry or departure of international air traffic, with less than 50.000 flights per year, where the formalities concerning customs, immigration, health and similar procedures are not available on a regular basis and prior arrangement is required.

1.4.2.1.2 International aerodromes/heliports in Greece, which belong to the above mentioned category A, are subdivided in International (state/civil), International Military, International Municipal and International Private aerodromes/heliports(see **AD 1.4.3** below).

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

1.5.1 Aerodrome Certification

1.5.1.1 The Status of certification of the following category A Greek aerodromes according to EC 139/2014 is listed below
(see also **AD 1.1** and **AD 1.4** sections):

Aerodrome/ heliport name	Location Indicator	Date of Certification	Validity	Certificate Number	Remarks
1	2	3	4	5	6
ATHINAI / ELEFThERIOS VENIZELOS	LGAV	20-12-2017	Unlimited	EL.LGAV-001	
THESSALONIKI / MAKEDONIA	LGTS	29-12-2017	Unlimited	EL.LGTS-001	
KEFALLINIA /ANNA POLLATOU	LGKF	29-12-2017	Unlimited	EL.LGKF-001	
ZAKINTHOS / DIONISIOS SOLOMOS	LGZA	29-12-2017	Unlimited	EL.LGZA-001	
CHANIA / IOANNIS DASKALOGIANNIS	LGSA	29-12-2017	Unlimited	EL.LGSA-001	
KAVALA / MEGAS ALEXANDROS	LGKV	29-12-2017	Unlimited	EL.LGKV-001	
KERKIRA / IOANNIS KAPODISTRIAS	LGKR	29-12-2017	Unlimited	EL.LGKR-001	
PREVEZA / AKTION	LGPZ	29-12-2017	Unlimited	EL.LGPZ-001	
RODOS / DIAGORAS	LGRP	29-12-2017	Unlimited	EL.LGRP-001	
SAMOS / ARISTARCHOS OF SAMOS	LGSM	29-12-2017	Unlimited	EL.LGSM-001	
KOS / IPPOKRATIS	LGKO	29-12-2017	Unlimited	EL.LGKO-001	
MITILINI / ODYSSEAS ELYTIS	LGMT	29-12-2017	Unlimited	EL.LGMT-001	
SANTORINI	LGSR	29-12-2017	Unlimited	EL.LGSR-001	
MIKONOS	LGMK	29-12-2017	Unlimited	EL.LGMK-001	
SKIATHOS / ALEXANDROS PAPADIAMANDIS	LGSK	29-12-2017	Unlimited	EL.LGSK-001	

PART 3: AERODROMES (AD)**AD 1.6
PREFACE****Directory of category B Aerodromes/airfields
and Water Aerodromes***See also AD 0.6, AD 1.1.1, AD 1.3 and AD 1.4*

Basic information about Category B aerodromes and water aerodromes.

The “**AD 1.6.xx.yy**” indicator is the integral part of the referencing system applicable to all subsections in **AD 1.6** section, where **xx** represents the record number of each aerodrome and **yy** the number of each subsection. The entry of any new aerodrome will be recorded with the next subsequent **xx** number.

The numbering of paragraphs and subparagraphs of the subsections is kept according to the provisions of ICAO ANNEX 15, although only those containing data are recorded.

REFERENCE INDICATOR	AERODROME/ HELIPORT NAME	GROUPING INDICATOR
AD 1.6.1	AGRINION MIL – LGAG	MIL (closed)
AD 1.6.2	AGRINION AERoclUB	P
AD 1.6.3	ALEXANDRIA – LGAX	MIL
AD 1.6.4	CHALKIDIKI / NEA KALLIKRATEIA	P
AD 1.6.5	DEKELIA / TATOI – LGTT	MIL
AD 1.6.6	EDESSA / ARNISSA	P
AD 1.6.7	EPITALIO	P
AD 1.6.8	FLORINA	P
AD 1.6.9	IOANNINA / PAMVOTIDA LAKE	M/W (closed)
AD 1.6.10	KALAMATA / TRIODHON	P
AD 1.6.11	KASTELI – LGTL	MIL
AD 1.6.12	KAVALA / AMYGDALEON LYDIA - LGKM	P
AD 1.6.13	KILKIS / NEA KAVALA POLYKASTRO	P (closed)
AD 1.6.14	LAMIA	MIL (closed)
AD 1.6.15	LARISSA – LGLR	MIL
AD 1.6.16	LARISSA / TERPSITHEA	P
AD 1.6.17	MARATHON / KOTRONI – LGKN	MIL
AD 1.6.18	MEGARA – LGMG	MIL
AD 1.6.19	MESSOLOGI	P
AD 1.6.20	SEDES – LGSD	MIL
AD 1.6.21	STEFANOVIKION – LGSV	MIL
AD 1.6.22	THIVA / KOPAIDA (DIMITRA)	P
AD 1.6.23	THIVA / KOPAIDA (MOSCHONIS)	P (closed)

REFERENCE INDICATOR	AERODROME/ HELIPORT NAME	GROUPING INDICATOR
AD 1.6.24	TIMBAKION	MIL
AD 1.6.25	TRIPOLIS – LGTP	MIL
AD 1.6.26	VOLOS / VOLOS HARBOUR	M/W (closed)
AD 1.6.27	XANTHI / NEOS ZYGOS	P
AD 1.6.28	RODOS / MARITSA	D (closed)
AD 1.6.29	TANAGRA - LGTG	MIL
AD 1.6.30	PTOLEMAIDA / OLYMPIADA	P
AD 1.6.31	THIVA / PERNERI	M
AD 1.6.32	LARISSA / FLABOURO	M
AD 1.6.33	SERRES / HORTERO	M
AD 1.6.34	KOLCHIKO	P
AD 1.6.35	KARDITSA / MYRINI	M
AD 1.6.36	MEGARA / DOUNIS	P
AD 1.6.37	IGOUMENITSA / MARGARITI	P
AD 1.6.38	CHALKIDIKI / NEA SYLLATA (EFRAIMIDES APOSTOLOS)	P
AD 1.6.39	SERRES / EMMANOUIL PAPPAS	P
AD 1.6.40	PIERIA / KONTARIOTISA	P
AD 1.6.41	ARACHTHOS (CAPTAIN ANASTASIOS BALATSOUKAS)	closed
AD 1.6.42	ZALOGO / PREVEZA	P
AD 1.6.43	KERKIRA / KERKIRA PORT	D/W
AD 1.6.44	PAXOI / GAIOS PORT	D/W

AD 1.6.5.12 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
03	NIL	1765 x 45	LCN 45 Asphalt	380607.80N 0234645.24E	THR 227 M / 744.75 FT TDZ: NIL
21	NIL	1765 x 45	LCN 45 Asphalt	380653.71N 0234715.27E	THR 258 M / 846.46 FT TDZ: NIL

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

AD 1.6.5.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	1765	NIL	1967	1619	NIL
21	1821	NIL	1967	1619	NIL

AD 1.6.5.14 APPROACH AND RUNWAY LIGHTING

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

AD 1.6.5.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

See column 10 in AD 1.6.5.14 above

AD 1.6.5.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	380619N 0234711E
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Bearing Capacity: 20tn Helicopters of General Aviation can use only for Landing and Take-off purposes the helicopter landing area, during daytime and under VMC.

AD 1.6.12 KAVALA / AMYGDALÉON - LYDIA

AD 1.6.12.1 AERODROME NAME AND INDICATORS

1. Location Indicator	2. Name	3. Grouping Indicator
LGKM	KAVALA / AMYGDALÉON LYDIA	P

AD 1.6.12.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	405822N 0242030E Centre of RWY 13/31
2	Direction and distance from (city)	BRG: 310, 5.5 NM from Kavala city
3	Elevation/Reference temperature	60.70 M (199.15 FT) / 30°C
4	Geoid undulation at AD ELEV PSN	46.96 M
5	MAG VAR/Annual change	5°22' E (5.37°E) (JAN 2022) / 7°E (0.1167° E)
6	AD Administration, address, telephone, telefax, telex, AFS	Kavala / Amygdaleon – Lydia Aerodrome Aerodrome operator: Egnatia Aviation Ltd Amygdaleonas Aerodrome, Amygdaleonas 640 12 Kavala GREECE Tel: +30 251 151 1000 Email: dao@lgkm.aero Website: https://www.lgkm.aero AFTN: LGKMYVYX
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	NIL

AD 1.6.12.3 OPERATIONAL HOURS

1	AD Administration	HO (TEL: +30 251 151 1000, Ext 3503)
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	NIL
10	Security	HO
11	De-icing	NIL

AD 1.6.12.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Fuel: NIL OIL: NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	EGNATIA AVIATION MAINTENANCE +30 25910 53390 (EXT 3400)
6	Repair facilities for visiting aircraft	EGNATIA AVIATION MAINTENANCE +30 25910 53390 (EXT 3400)
7	Remarks	NIL

AD 1.6.12.5 PASSENGER FACILITIES

1	Hotels	At Kavala city.
2	Restaurants	Snack bar, cafeteria. Restaurant at AD vicinity and Kavala city.
3	Transportation	Local Bus Network to Kavala City, Taxi.
4	Medical facilities	Hospital in Kavala city.
5	Bank and Post Office	ATM (cash machines) in Amygdaleon Village and Kavala City.
6	Tourist Office	NIL
7	Remarks	NIL

AD 1.6.12.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CIV CAT: 2
2	Rescue equipment	Equivalent for CAT 2 requirements.
3	Capability for removal of disabled aircraft	Provided by external contractors (up to 5.700 tons).
4	Remarks	NIL

AD 1.6.12.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Snow removal equipment available. Snow ploughs with broom and blower, Sprayer.
2	Clearance priorities	RWY 13/31, RFFS emergency access roads, TWYs servicing active RWY, parking stands, airside service roads, landside roads.
3	Remarks	As per EASA, De/Anti-Icing fluid and solid materials are coded as: GAC and NAFO respectively. Available from December to March.

AD 1.6.12.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Asphalt Strength: NIL
2	Taxiway width, surface and strength	Width: TWYs A, B, C, H: 15M TWY F: 12.5M Surface: Asphalt Strength: NIL
3	Altimeter checkpoint location and elevation	Thresholds 13-31: 200 FT
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

AD 1.6.12.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	All markings and signage according to EASA requirements.
2	RWY and TWY markings and LGT	LGT: RWY 13: Threshold, Threshold Identification, edge, end. RWY 31: Threshold, Threshold Identification, edge, end TWY: Blue edge lights. Markings: RWY: Thresholds, centre line, edge lines. TWY: centre line, edge lines, holding positions, intermediate holding positions.
3	Stop bars	NIL
4	Remarks	NIL

AD 1.6.12.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	1) East Circling at traffic pattern altitude is Prohibited 2) Straight in approach on RWY 31 prohibited at night 3) All Elevations are AMSL 4) High Ground between R067 and R180 centred at AD Ref Point within Circling Area.
a	b	c	a	b	
			WDI 31, 66.54M RW/LGTD	405807.85N 0242044.11E	
			WDI 13, 66.54M RW/LGTD	405837.08N 0242014.98E	
			Silos, 83M Org Flags /LGTD	405839.52N 0242015.48E	
			High Ground, 119.2M NIL/NIL	405800.05N 0242132.99E	
			High Ground, 125.4M NIL/NIL	405813.86N 0242136.91E	
			High Ground, 131M NIL/NIL	405817.67N 0242147.42E	
			High Ground, 134.8M NIL/NIL	405810.89N 0242150.84E	
			High Ground, 135.9M NIL/NIL	405817.83N 0242153.14E	
			High Ground, 145.2M NIL/NIL	405802.28N 0242208.60E	
			High Ground, 273.4M NIL/NIL	405644.65N 0242105.18E	
			High Ground, 220M NIL/NIL	405641.07N 0242144.68E	
			High Ground, 160M NIL/NIL	405658.63N 0242215.66E	
			High Ground, 361.96M NIL/NIL	405717.81N 0242236.94E	
			High Ground, 280M NIL/NIL	405737.97N 0242251.19E	
			High Ground, 462,20M NIL/NIL	405759.25N 0242259.55E	
			High Ground, 520M NIL/NIL	405817.43N 0242302.73E	
			High Ground, 336M NIL/NIL	405852.78N 0242257.53E	

AD 1.6.12.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

AD 1.6.12.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG (degrees and one- hundredth of a degree)	Dimensions of RWY (M)	Strength (PCN)and surface ofRWY and SWY	THR coordinates RWY end coordinatesTHR geoid undulation	THR elevation and highest elevation ofTDZ of precision APP RWY
1	2	3	4	5	6
13	137.4°	1330 x 28	NIL Asphalt	405838.54N 0242010.21E 405806.67N 0242048.55E 46.97M	THR 60.70 M/199.15 FT TDZ: NIL
31	317.4°	1330 x 28	NIL Asphalt	405806.67N 0242048.55E 405838.54N 0242010.21E 46.95M	THR 60.58 M/198.75 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
13	NIL	NIL	NIL	NIL	1450X80	NIL	See also relevant LGKM ADC chart- ICAO
31	NIL	NIL	NIL	NIL	1450X80	NIL	

AD 1.6.12.13 DECLARED DISTANCES

RWY Designator	TORA(M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13	1330	1330	1330	1330	NIL
31	1330	1330	1330	1330	NIL
13	900	900	900	-	Intersection take-off from C
31	845	845	845	-	Intersection take-off from B

AD 1.6.12.14 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
13	RTIL	Green -	PAPI LEFT/ 3.11° 150M fromTHR MEHT 3 M	NIL	NIL	Yes	Yes	NIL	See also LGKM ADC chart-ICAO.
31	RTIL	Green -	NIL	NIL	NIL	Yes	Yes	NIL	

AD 1.6.12.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: 2 WDI lighted. Anemometer: NIL
3	TWY edge and centre line lighting	TWYL blue (TWY edge)
4	Secondary power supply/switch-over time	Available / Immediate – 15 SEC
5	Remarks	Apron: Flood lights Follow me guidance available upon request.

AD 1.6.12.16 HELICOPTER LANDING AREA

NIL

AD 1.6.12.17 ATS AIRSPACE

1	Designation and lateral limits	KAVALA LYDIA ATZ. 405353 N 0241735 E, then follow clockwise on arc of circle, 5 NM radius centred on AMIGDALEON ARP up to 410214N 0242441E, 405740N 0242252E, 405353N 0241735E.
2	Vertical limits	SFC-3000 FT ALT
3	Airspace classification	Class G (see ENR 1.4.2.3.3.3)
4	ATS unit call sign Language(s)	LYDIA RADIO Greek, English
5	Transition altitude	NIL
6	Remarks	ATZ within KAVALA TMA For KAVALA TMA see ENR 2.1.5.5 . Traffic Circuit: South West Circuits Only

AD 1.6.12.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency / VHF CH	Operational hours	Remarks
1	2	3	4	5
OTHER	LYDIA RADIO	135.505 MHz A/G Frequency	HO	Coverage: 30NM/3.000FT

AD 1.6.12.19 RADIO NAVIGATION AND LANDING AIDS

NIL

AD 1.6.12.20 LOCAL TRAFFIC REGULATIONS**1.6.12.20.1 Airport regulations**

1.6.12.20.1.1 Strictly PPR – Obtain PPR by filling relevant form at www.lgkm.aero/PPR.

1.6.12.20.1.2 All aircraft shall be properly secured. The responsibility lies within the aircraft operator.

1.6.12.20.2 Taxiing to and from stands

1.6.12.20.2.1 Procedures for arriving aircraft

1.6.12.20.2.1.1 The parking stand allocation is the responsibility of the Duty Airside Officer and is communicated to crew by the Aeronautical Station Operator. Follow-Me guidance may be provided upon request.

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

1.6.12.20.2.2 Procedures for departing aircraft.

1.6.12.20.2.2.1 Aircraft parked in a roll-through manner shall use own power to taxi out with exception of parking position N1 which is reserved for maintenance ONLY.

1.6.12.20.2.2.2 Towing of aircraft

NIL

1.6.12.20.3 Parking area for small aircraft (General aviation)

1.6.12.20.3.1 All parking stands are designed for aircraft with wing span of up to 15 M and fuselage up to 13.5 M long. Aircraft of higher dimensions must receive special clearance by the Duty Airside Officer who will assign a dedicated parking area for this aircraft.

1.6.12.20.4 Parking area for helicopters

1.6.12.20.4.1 No heliport available, helicopters will be advised to proceed to an area suitable for parking. The allocation of the parking area is the responsibility of the Duty Airside Officer and will be communicated to arriving helicopters through the Aeronautical Station Operator.

1.6.12.20.5 Apron - taxiing during winter conditions

NIL

1.6.12.20.6 Taxiing – limitations

NIL

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

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

1.6.12.20.7.2 For runway use only (touch & go) prior approval from the airport operator via the PPR platform.

1.6.12.20.8 Helicopter traffic – limitation

NIL

1.6.12.20.9 Removal of disabled aircraft from runways

1.6.12.20.9.1 Provided by external contractors.

AD 1.6.12.21 NOISE ABATEMENT PROCEDURES**Part I****1.6.12.21.1 Noise abatement procedures for jet aeroplanes irrespective of weight, and for propeller and turboprop aeroplanes with MTOM of or above 11 000 KG**

1.6.12.21.1.1 General provisions

NIL

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

NIL

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

NIL

1.6.12.21.1.4 Restrictions

NIL

1.6.12.21.1.5 Reporting

NIL

PART II

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

1.6.12.21.2.1 Use of the runway system during the day period 0600-2300 (0500-2200). With exception of established landing final track, avoid overflying villages in the vicinity of the aerodrome. T/O RWY 31: After take-off at departure RWY end turn left to 270° track.

1.6.12.21.2.2 Use of the runway system during the night period 2300-0600 (2200-0500). With exception of established landing final track, avoid overflying villages in the vicinity of the aerodrome.

1.6.12.21.2.3 Reporting

NIL

PART III

1.6.12.21.3 Noise abatement procedures for helicopters

1.6.12.21.3.1 General provisions

NIL

1.6.12.21.3.2 Use of the runway system during the day period 0600-2300 (0500-2200). With exception of established landing final track, avoid overflying villages in the vicinity of the aerodrome.

1.6.12.21.3.3 Use of the runway system during the night period 2300-0600 (local time). With exception of established landing final track, avoid overflying villages in the vicinity of the aerodrome.

1.6.12.21.3.4 Reporting

NIL

AD 1.6.12.22 FLIGHT PROCEDURES

NIL

AD 1.6.12.23 ADDITIONAL INFORMATION

1.6.12.23.1 Bird concentrations in the vicinity of the airport

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

AD 1.6.12.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - KAVALA – AMYGDALEON / LYDIA AERODROME	29 DEC 22	AD 1.6.12-LGKM-ADC
Aircraft Parking/ Docking Chart – ICAO: - KAVALA – AMYGDALEON / LYDIA AERODROME	29 DEC 22	AD 1.6.12-LGKM -APDC

AERODROME CHART - ICAO

40° 58' 22" N
24° 20' 30" E

ELEV : 60.70m
199.15 ft

KAVALA - AMYGDALION / LYDIA AERODROME

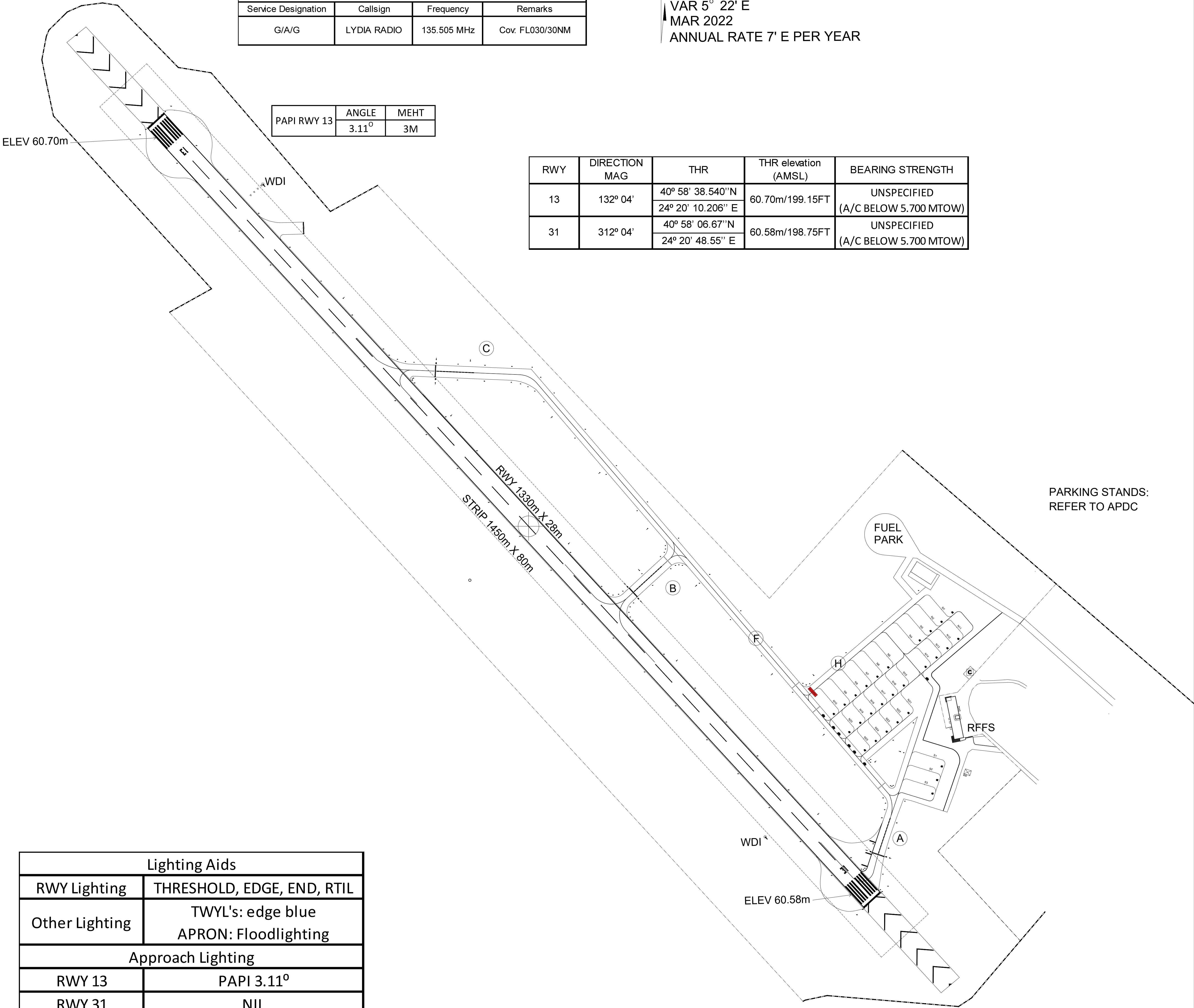
- ELEVATIONS AND DIMENSIONS IN METERS
- BEARINGS ARE MAGNETIC
- COORDINATES IN WGS' 84

ATS COMMUNICATION FACILITIES			
Service Designation	Callsign	Frequency	Remarks
G/A/G	LYDIA RADIO	135.505 MHz	Cov. FL030/30NM

VAR 5° 22' E
MAR 2022
ANNUAL RATE 7' E PER YEAR

PAPI RWY 13	ANGLE	MEHT
	3.11°	3M

RWY	DIRECTION MAG	THR	THR elevation (AMSL)	BEARING STRENGTH
13	132° 04'	40° 58' 38.540"N 24° 20' 10.206" E	60.70m/199.15FT	UNSPECIFIED (A/C BELOW 5.700 MTOW)
31	312° 04'	40° 58' 06.67"N 24° 20' 48.55" E	60.58m/198.75FT	UNSPECIFIED (A/C BELOW 5.700 MTOW)



Lighting Aids	
RWY Lighting	THRESHOLD, EDGE, END, RTIL
Other Lighting	TWYL's: edge blue APRON: Floodlighting
Approach Lighting	
RWY 13	PAPI 3.11°
RWY 31	NIL

AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV : 61.25m
200.95 ft

KAVALA - AMYGDALION / LYDIA AERODROME

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

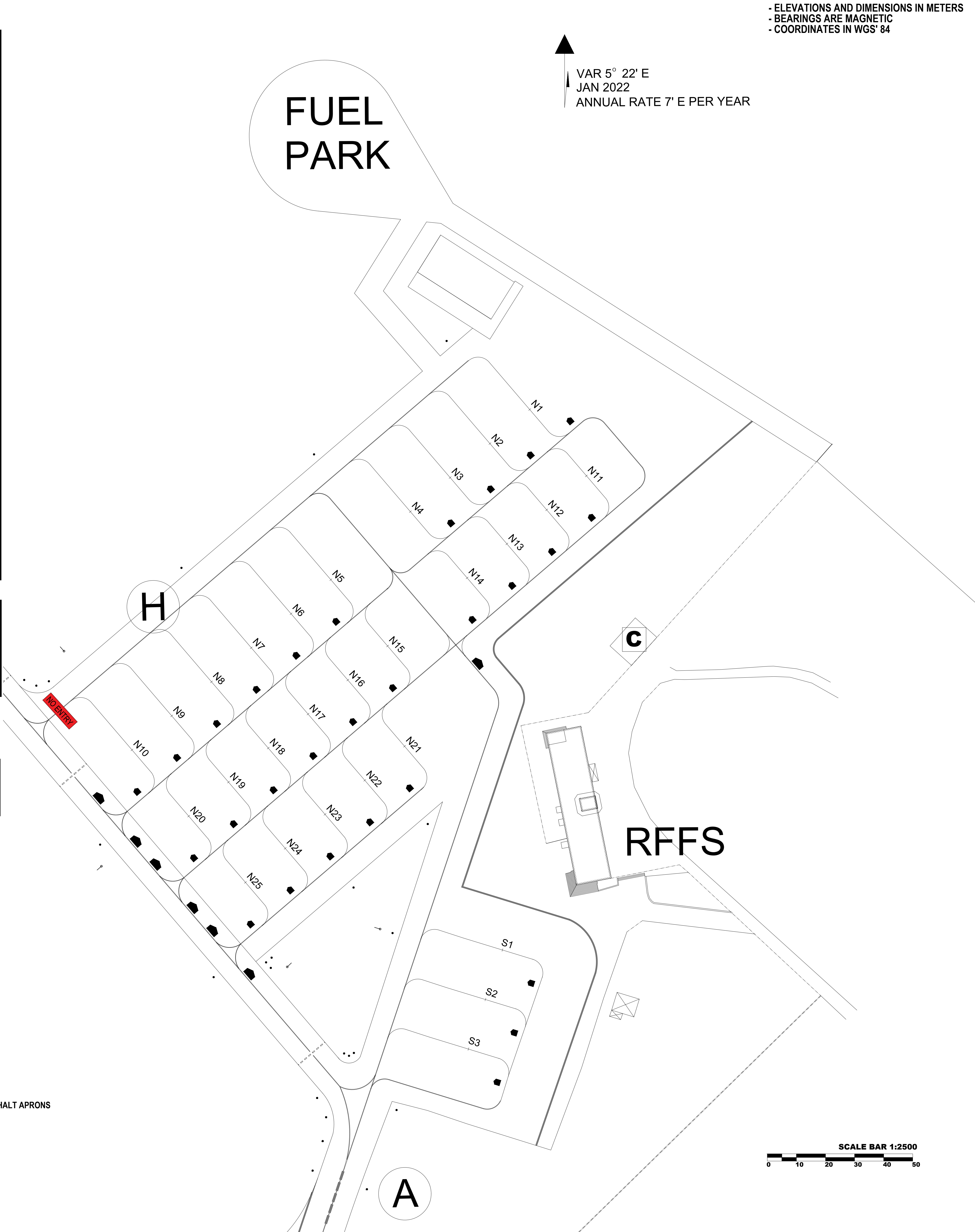
Aircraft Parking Stands			
NORTH APRON			
STAND	LATITUDE	LONGITUDE	MAX WINGSPAN
N1	N40° 58' 18.44"	E24° 20' 51.82"	15m
N2	N40° 58' 18.06"	E24° 20' 52.49"	15m
N3	N40° 58' 17.68"	E24° 20' 52.23"	15m
N4	N40° 58' 17.31"	E24° 20' 50.64"	15m
N5	N40° 58' 16.55"	E24° 20' 49.47"	15m
N6	N40° 58' 16.17"	E24° 20' 48.88"	15m
N7	N40° 58' 15.79"	E24° 20' 48.30"	15m
N8	N40° 58' 15.42"	E24° 20' 47.71"	15m
N9	N40° 58' 15.04"	E24° 20' 47.12"	15m
N10	N40° 58' 14.66"	E24° 20' 46.54"	15m
N11	N40° 58' 17.70"	E24° 20' 52.24"	15m
N12	N40° 58' 17.32"	E24° 20' 52.65"	15m
N13	N40° 58' 16.94"	E24° 20' 52.06"	15m
N14	N40° 58' 16.56"	E24° 20' 51.48"	15m
N15	N40° 58' 15.81"	E24° 20' 50.30"	15m
N16	N40° 58' 15.43"	E24° 20' 49.71"	15m
N17	N40° 58' 15.05"	E24° 20' 49.13"	15m
N18	N40° 58' 14.67"	E24° 20' 48.54"	15m
N19	N40° 58' 14.30"	E24° 20' 47.95"	15m
N20	N40° 58' 13.92"	E24° 20' 47.37"	15m
N21	N40° 58' 14.69"	E24° 20' 50.55"	15m
N22	N40° 58' 14.31"	E24° 20' 49.96"	15m
N23	N40° 58' 13.93"	E24° 20' 49.37"	15m
N24	N40° 58' 13.56"	E24° 20' 48.78"	15m
N25	N40° 58' 13.18"	E24° 20' 48.20"	15m

SOUTH APRON			
STAND	LATITUDE	LONGITUDE	MAX WINGSPAN
S1	N40° 58' 12.41"	E24° 20' 51.97"	15m
S2	N40° 58' 11.86"	E24° 20' 51.72"	15m
S3	N40° 58' 11.30"	E24° 20' 51.46"	15m

ATS COMMUNICATION FACILITIES			
Service Designation	Callsign	Frequency	Remarks
G/A/G	LYDIA RADIO	135.505 MHz	Cov. FL030/30NM

LEGEND	
TAXIWAY EDGE LIGHT	●
TAXIWAY CENTRE LINE	—
TAXIWAY DESIGNATOR	(A)
AIRCRAFT STAND	S1
SIGN	○

- APRONS NORTH (N) AND SOUTH (S): ASPHALT
- THE COORDINATES PROVIDED REPRESENT ILLUSTRATED STOP BARS IN ASPHALT APRONS



LGIR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**LGIR - IRAKLION / NIKOS KAZANTZAKIS****LGIR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	352023N 0251049E Intersection RWY 09/27 - 12/30
2	Direction and distance from (city)	BRG 095°, 2.5 NM from (city) harbour
3	Elevation/Reference temperature	35.09 M (115.09 FT) / 29°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	3°53'E(3.88°E) (JAN 2013)/ 5'53"E (0.0981°E)
6	AD Administration, address, telephone, telefax, telex, AFS	Hellenic Aviation Service Provider (HASP) Iraklion Nikos Kazantzakis Airport GR 71601 IRAKLION TEL: +30 2810 397800 FAX: +30 2810 221700 AFTN: LGIRYDYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGIR AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24 (O/R)
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 (TEL: +30 2810 397148)
6	MET Briefing Office	H24 (MET)
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

LGIR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	IRAKLION NIKOS KAZANTZAKIS CTR a) 351240N 0250400E b) 352430N 0252220E c) 351140N 0252900E d) 350410N 0251740E. Points (a) and (b) are joined by an arc of circle lying East, radius 10 NM radius centred on IRA VOR/DME. Points (b) and (c), (c) and (d), (d) and (a) are joined by straight lines.
		IRAKLION NIKOS KAZANTZAKIS ATZ Circle, 5 NM radius centred at 352023N 0251049E (ARP)
2	Vertical limits	CTR: SFC to 10000 FT MSL
		ATZ: SFC to 2000 FT ALT
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	CTR: IRAKLION APPROACH/RADAR Greek, English
		ATZ: KAZANTZAKIS TOWER Greek, English
5	Transition altitude	6000 FT
6	Remarks	For IRAKLION TMA see ENR 2.1.5.4

LGIR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	IRAKLION APPROACH	123.975 118.025 362.300 MHz 122.100 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq Coverage FL 200/ 90 NM Coverage FL 250/ 50 NM MIL RGA Emergency MIL Emergency
TAR	IRAKLION RADAR	123.975 362.300 MHz	H24 H24	Coverage FL 200/ 90 NM MIL
	IRAKLION DIRECTOR	118.025	H24	Coverage FL 250 / 50 NM
TWR	KAZANTZAKIS TOWER	120.850 129.175 122.100 257.800 MHz 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq Coverage FL 40 / 25 NM Coverage FL 40 / 25 NM RGA MIL RGA Emergency MIL Emergency
	KAZANTZAKIS DELIVERY	129.175	H24	Coverage FL 40/ 25NM Clearance Delivery
	KAZANTZAKIS GROUND	121.700	H24	Cover. Aerodrome Surface / 5 NM ACFT Start up & Taxi Clearance
G/A/G	KAZANTZAKIS RADIO	5637 kHz 2989 kHz	H24: 0400–1700 H24: 1700-0400	Primary Primary
ATIS (ARR / DEP)	IRAKLION NIKOS KAZANTZAKIS AIRPORT INFORMATION	127.550	a) From 1st APR to 31st OCT: H24 b) From 1st NOV to 31st MAR: daily 0400 - 2100	Coverage FL 200 / 60 NM
All ATS Communication Facilities under responsibility of HASP. For TAR services see ENR 1.6 & LGIR AD 2.22.4 , for ATIS see also ENR 1.1.1.8.3.3				

LGIR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (Ft aMSL)	Remarks
1	2	3	4	5	6	7
IRAKLION VOR/DME 3°53'E (JAN 2013)	IRA	108.80 MHz CH 25X	H24	352026.68N 0251106.52E	106 FT / 32.27 M	Coverage FL 250 / 40 NM
IRAKLION L 3°53'E (JAN 2013)	HER	431 kHz	H24	352011.02N 0251048.42E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of HASP. See also GEN 2.5 and ENR 4.1						

LGIR AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

2.20.1.1 Violation of allocated airport slots/non-allocated airport slots.

2.20.1.1.1 In case of allocated slot violation or non-allocated slot, fines are imposed, according to provisions of Airport Regulation 4 and its subsequent amendments. Airport Regulation 4 (Governmental Gazette 553B/04-05-2006) also provides that in case of repeated slot violations or flying without officially allocated slots, apart from imposing fines, it is possible to deny flights to/from Greek airports for the remaining of the current period.

2.20.2 Taxiing to and from stands

2.20.2.1 GENERAL

2.20.2.1.1 Follow me guidance to all stands.

2.20.2.1.2 When lighting facilities are needed but they are not available taxiing aircraft will be guided by follow me car.

2.20.2.1.3 Pilots shall request start-up clearance when ready to start engines immediately and aircraft doors are closed. When the expected delay at the holding point is 15 minutes or less, aircraft will be cleared to start engines immediately.

2.20.2.1.4 When pilots request start up, push-back and taxi they shall indicate their aircraft parking stand.

2.20.2.1.5 Air traffic control is provided in the manoeuvring area with the exception of aircraft stand taxilanes due to lack of service roads and taxiway G due to limited visibility from the tower. Taxiing via aircraft stand taxilanes or taxiway G is performed on pilots own responsibility or by follow me car guidance if requested.

2.20.2.1.6 For a non-regulated flight unable to depart within the departure tolerance window minus 15min from the ETOT to 15min after the ETOT the responsibility to update the EOBT rests to the pilot.

2.20.2.1.7 A slot tolerance (-5min to +10min) is available only to ATC, and only to organize departure sequence, for which a regulated flight must not depart outside. If there is no departure sequence, the CTOT shall be strictly adhered to.

2.20.2.1.8 All aircraft must hold short of RWYs unless instructed otherwise by the ATC or guided by a follow me car.

2.20.2.1.9 Caution to taxiing aircraft when approaching hot spots HS1, HS2, HS3 (see **AD2-LGIR-ADC**).

2.20.2.1.10 Departing flight requesting departure from a different RWY than the one in use will get initial prediction of delay and start up clearance after advising estimated time to the holding point of preferred RWY (with an acceptable tolerance of ±2 min). Any significant change of the estimated delay will be passed on as soon as possible by the ATC. If the flight is unable to meet the reported time unpredictable delay may occur.

2.20.2.2 START UP PROCEDURES

2.20.2.2.1 Pilots shall request start up and ATC clearance on the respective delivery frequency (see **LGIR AD 2.18**).

2.20.2.2.2 ATC may deny start up clearance to a regulated flight unable to meet its CTOT until coordination with the ATFCM units concerned has been effected and a revised CTOT issued.

2.20.2.2.3 ATC may deny start up clearance to a non-regulated flight unable to meet its departure tolerance window minus 15min from the ETOT to 15min after the ETOT until the EOBT is updated.

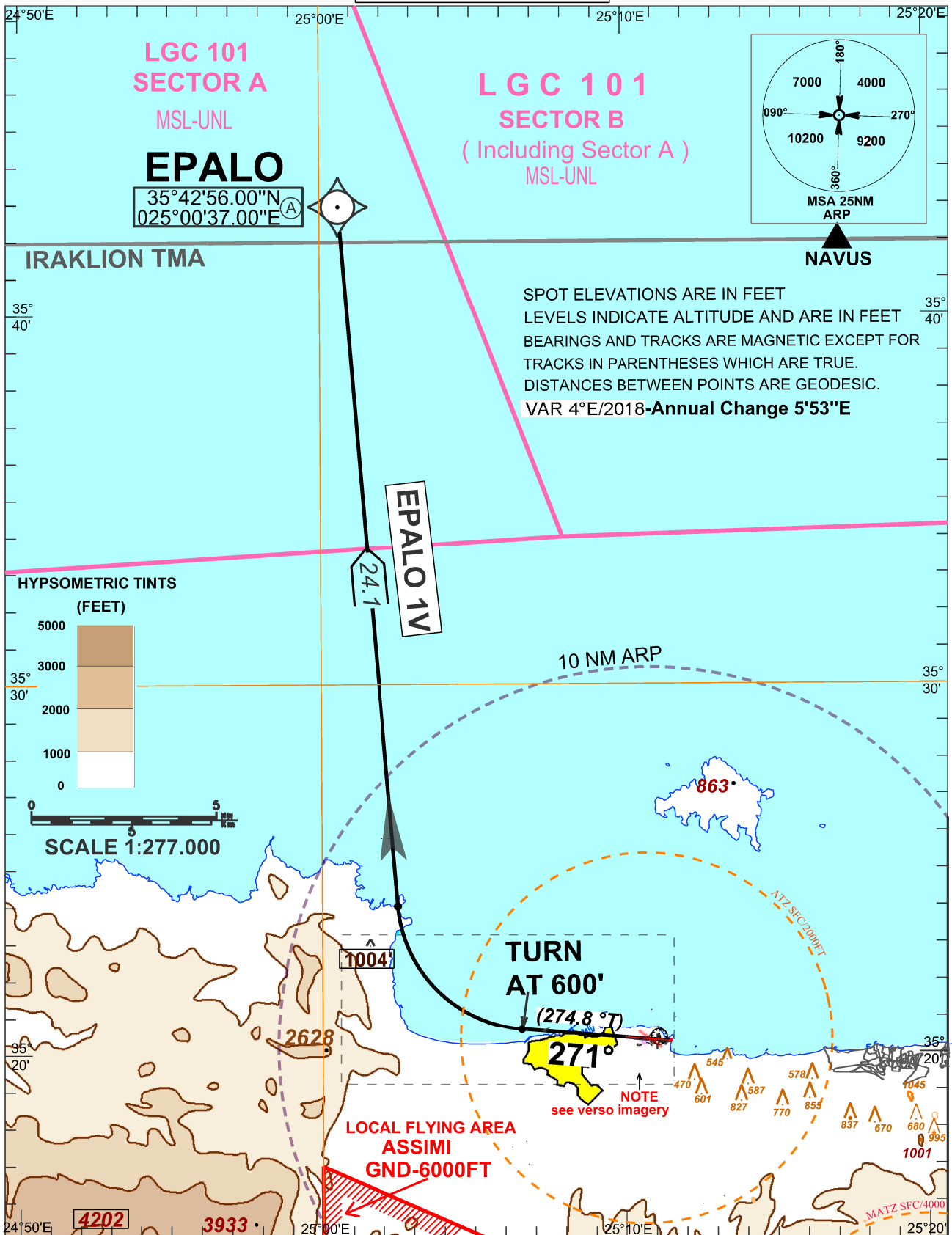
LGIR AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - IRAKLION/ NIKOS KAZANTZAKIS	09 SEP 21	AD 2-LGIR-ADC
Aircraft Parking/ Docking Chart – ICAO: -	NIL	NIL
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 12/30	11 DEC 14	AD 2-LGIR-AOC A-1
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 09/27	11 DEC 14	AD 2-LGIR-AOC A-2
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - L/DME (ACFT CAT A,B)	23 MAY 19	AD 2-LGIR-IAC-1
Instrument Approach Chart (IAC) – ICAO: - L/DME (ACFT CAT C,D)	23 MAY 19	AD 2-LGIR-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 27	21 JUL 16	AD 2-LGIR-IAC-3
Instrument Approach Chart (IAC) – ICAO: - VOR-b	07 NOV 19	AD 2-LGIR-IAC-4
Instrument Approach Chart (IAC) - ICAO: - RNP RWY 27	01 DEC 22	AD 2-LGIR-IAC-5
Visual Approach Chart (VAC) – ICAO:	19 JUL 18	AD 2-LGIR -VAC
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 09	26 APR 18	AD 2-LGIR-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 27	26 APR 18	AD 2-LGIR-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - NDB RWY 09	18 JUL 19	AD 2-LGIR-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - NDB RWY 27	18 JUL 19	AD 2-LGIR-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 12	25 APR 19	AD 2-LGIR-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 30	16 JUN 22	AD 2-LGIR-SID-6
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 27	26 APR 18	AD 2-LGIR-SID-7
Standard Departure Chart - Instrument (SID) - ICAO: - RNP RWY 27	29 DEC 22	AD 2-LGIR-SID-8
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 27	18 JUL 19	AD 2-LGIR-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 09	16 JUN 22	AD 2-LGIR-STAR-2
Terminal Area Chart - ICAO - VFR routes: - IRAKLION TMA VFR	30 MAR 17	AD 2-LGIR-VFR
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO:	19 JUL 18	AD 2-LGIR-ASMAC

TWR 120.850
APP 123.975 ATIS 127.550

TRANSITION ALTITUDE
6000 ft

ICAO DOC 8168 6th ed. Amend 7



EPALO 1V: Climb on RWY axis. At altitude 600ft turn right direct to EPALO.

NAV.SPECIFICATION
SID RNP1/GNSS ONLY

Changes: procedure name, Back Page Seq No 20

EPALO 1V									
Seq N°	Path Terminator	Waypoint	F/O	Bearing °M (°T)	Distance (NM)	Turn Direction	Altitude (ft)	IAS (kt)	Navigation Specification
10	VA	N/A	-	270.81° (274.81°)	-	R	@600	-250	RNP1/GNSS only
20	DF	EPALO	-	-	-	-	+8000	-	RNP1/GNSS only

WAYPOINT LIST		
WAYPOINT IDENTIFICATION	LATITUDE	LONGITUDE
EPALO	35° 42' 56.0000" N	025° 00' 37.0000" E

Close in obstacles: Residential area and cranes at Iraklion Port



LGKL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGKL – KALAMATA

LGKL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	370406N 0220131E Centre of RWY 17R/35L
2	Direction and distance from (city)	BRG 292°, 4.5NM from Kalamata city
3	Elevation/Reference temperature	7.8 M (25.72 FT) / 31.5°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	3°25'E(3.42°E)(JAN 2010) / 4.50'E(0.0750°E)
6	AD Administration, address, telephone, telefax, telex, AFS	Hellenic Air Force (HAF) Hellenic Aviation Service Provider (HASP) Kalamata / Captain Vasilis Konstantakopoulos Airport GR 24200 MESSINI TEL: +30 27210 63800 (HASP) +30 27220 45656 – 45655 (HAF) FAX: +30 27210 69837 (HASP) +30 27220 45015 (HAF) AFTN: LGKLYDYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	For private flights special permission is required (GEN 1.2.5).

LGKL AD 2.3 OPERATIONAL HOURS

1	AD Administration	HJ (HAF) HO (HASP)
2	Customs and immigration	HJ (HAF) * HO (HASP) *
3	Health and sanitation	HJ (HAF) * HO (HASP) *
4	AIS Briefing Office	HJ (HAF)
5	ATS Reporting Office (ARO)	HJ (HAF) HO (HASP TEL: +30 27210 63805)
6	MET Briefing Office	H24 (MET)
7	ATS	HJ (HAF)
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	*= Available within AD hours. 4 HR PN to AD required

LGKL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KALAMATA / II
2	Hours of service MET Office outside hours	H24 KALAMATA
3	Office responsible for TAF preparation Periods of validity	ATHINAI 9 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	NO TREND
5	Briefing/consultation provided	Personal consultation, Telephone.
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	KALAMATA TWR, KALAMATA APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 6983529720

LGKL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG (degrees and one-hundredth of a degree)	Dimension s of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
17R	169°	2703 x 45	PCN 53/F/B/X/U asphalt	370448.97N 0220121.43E	THR 7.743 M/ 25.40 FT TDZ: NIL
35L	349°	2703 x 45	PCN 53/F/B/X/U asphalt	370323.85N 0220141.29E	THR 4.898 M / 16.07 FT TDZ: NIL

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

LGKL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	KALAMATA APPROACH	120.750 362.300 MHz 122.100 121.500 243.000 MHz	HJ HJ HJ HJ HJ	Primary freq. Coverage FL 250/ 50 NM MIL RGA Emergency MIL Emergency
TWR	KALAMATA TOWER	120.750 122.100 257.800 MHz 121.500 243.000 MHz	HJ HJ HJ HJ HJ	RGA, Primary freq Coverage FL 40/ 25 NM RGA MIL RGA Emergency MIL Emergency
G/A/G	KALAMATA RADIO	5637 kHz 2989 kHz	HO: 0400–1700 HO: 1700-0400	Primary Primary
All ATS Communication Facilities under responsibility of HAF, except G/A/G service (HASP).				

LGKL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitti ng antenna coordinate s	Elevation of DME transmitting antenna (FT AMSL)	Remarks
1	2	3	4	5	6	7
KALAMATA VOR/DME (4° E / 2010)	KAM	112.60 MHz CH 73X	H24	370359.21 N 0220126.1 E	45 FT / 13.81 M	Coverage FL 250 / 40 NM
KALAMATA ILS/DME CAT I, RWY 35L ILS/LLZ (4°E / 2010) (4°E) GP DME	IKTL	111.30 MHz 332.30 MHz CH 50X	HO	370458.91N 0220119.10E 370333.43N 0220135.76E 370333.48N 0220135.75E	 14.3FT / 4.36 M	Cover. FL 62.5 / 25 NM Coverage FL 25 / 10 NM GP angle: 3° / RDH 49.2FT Cover. FL 100 / 25 NM
Radio Navigation and Landing Aids under responsibility of HASP: KAM VOR/DME and HAF: IKTL ILS/DME. See also GEN 2.5 and ENR 4.1 .						

LGKL AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

2.20.1.1 Aircraft taxiing in or out the apron and for all movements in HASP apron should use minimum power.

2.20.1.2 Pilots are requested to contact KALAMATA TWR five minutes before start-up for ground traffic security.

2.20.2 Taxiing to and from stands

2.20.2.1 Departing IFR flights shall contact KALAMATA TWR to obtain ATC CLEARANCE before commencing taxiing. Request for ATC CLEARANCE may take place at the earliest 10 minutes prior to engine start-up. Frequency 120.750 MHz is to be used.

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 General aviation aircraft shall be guided by marshallers to a special parking area for small aircraft besides main apron parking stands.

2.20.4 Parking area for helicopters

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

2.20.5 Apron - taxiing during winter conditions

NIL

2.20.6 Taxiing - limitations

2.20.6.1 It is prohibited to overstep arresting system nets before thresholds.

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

NIL

2.20.8 Helicopter traffic - limitation

NIL

2.20.9 Removal of disabled aircraft from runways

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

LGKL AD 2.21 NOISE ABATEMENT PROCEDURES

Part I

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

2.21.1.1 General provisions

NIL

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

NIL

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

NIL

2.21.1.4 Restrictions

NIL

2.21.1.5 Reporting

NIL

LGKR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**LGKR - KERKIRA/ IOANNIS KAPODISTRIAS****LGKR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	393607N 0195444E Centre of RWY
2	Direction and distance from (city)	BRG 212 ⁰ , 1 NM from city harbour
3	Elevation/Reference temperature	1.41 M (4.63 FT) / 31°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4° 20 E (4.33°E) (JAN 2019) / 6.00' E (0.1° E)
6	AD Administration, address, telephone, telefax, telex, AFS	Kerkira/ Ioannis Kapodistrias Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 15123 Maroussi GREECE TEL: +30 26614 40013 Email: CFUAOCC@FRAPORT-GREECE.COM Website: https://www.cfu-airport.gr Hellenic Aviation Service Provider (HASP) P.O. BOX 463 GR 49100 KERKIRA TEL: +30 26610 89600 FAX: +30 26610 45829 AFTN: LGKRYDYX Email: kakkar@hasp.gov.gr
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGKR AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 (TEL: +30 26610 89625)
6	MET Briefing Office	H24 (MET)
7	ATS	H24
8	Fuelling	Availability Summer time: On AD OPR HR Winter time: On AD OPR HR with prior notice
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

LGKR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

Slope of RWY-SWY		SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
7		8	9	10	11	12	13
16	NIL	NIL	NIL	NIL	NIL	NIL	See also relevant LGKR AD and AOC charts-ICAO For Strip dimensions see also relevant information at 2.23.2 Accepted deviations in aerodrome certificate
34	NIL	NIL	NIL	NIL	NIL	NIL	

LGKR AD 2.13 DECLARED DISTANCES

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

LGKR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type Length Intensity	THR LGT Colour Wingbars	PAPI VASIS Angle Distance from THR (MEHT)	TDZ, LGT Length	RWY Centre-line LGT Length Spacing, Colour Intensity	RWY edge LGT Length Spacing Colour Intensity	RWY End LGT Colour Wingbars	SWY LGT Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
16	NIL	- Green	PAPI LEFT / 3°/MEHT 14.19 M PAPI RIGHT / 3.015°/MEHT 13.7 M 315M from THR	NIL	NIL	LIM	2373 M 60 M spacing, White, (from 0 M to DTHR Red - last 600M Yellow), LIM	NIL	See also LGKR AD Chart-ICAO. PAPI system serviceable in azimuth coverage not more than 8 degrees either side of the extended runway centre line.
34	Simple approach lighting system 420 M with cross-bar at 300 M from THR, LIM.	- Green	PAPI LEFT / 3°/MEHT 21 M PAPI RIGHT / 2.98°/MEHT 20.7 M 415M from THR	Simple TDZ lights, 620m from THR	NIL	LIM	2373 M 60 M spacing, White, (last 600M Yellow), LIM	NIL	

LGKR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: at the Tower building, ALTN FLG WG, every 6 SEC, H24: HN and IMC. IBN: at the Tower building, FLG white, coding "K", every 10 SEC, H24: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: 2 WDI lighted Anemometer: 2 Anemometers one abeam each RWY threshold.
3	TWY edge and centre line lighting	Edge: All TWYs.
4	Secondary power supply/switch-over time	Available / 0sec. (UPS available)
5	Remarks	Apron: Flood lights. Mobile lighting generators for emergency use.

LGKR AD 2.16 HELICOPTER LANDING AREA

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

LGKR AD 2.17 ATS AIRSPACE

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

LGKR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	KERKIRA APPROACH	122.355 118.080 278.250 MHz 122.100 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq Coverage FL 250/ 50 NM Coverage FL 250/ 50 NM MIL RGA Emergency MIL Emergency
TAR	KERKIRA RADAR	122.355 278.250 MHz	H24 H24	Coverage FL 250 / 50 NM MIL
	KERKIRA DIRECTOR	118.080	H24	Coverage FL 250 / 50 NM
TWR	KERKIRA TOWER	120.855 122.100 257.800 MHz 121.500 243.000 MHz	H24 H24 H24 H24 H24	Primary freq Coverage FL 40 / 25 NM RGA MIL RGA Emergency MIL Emergency
	KERKIRA GROUND	121.705	H24	Cover. Aerodrome Surface / 5 NM ACFT Start up & Taxi Clearance
G/A/G	KERKIRA RADIO	5637 kHz 2989 kHz	H24: 0400–1700 H24: 1700-0400	Primary Primary
ATIS (ARR / DEP)	KERKIRA IOANNIS KAPODISTRIAS AIRPORT INFORMATION	126.355	H24	Coverage FL 200 / 60 NM

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

LGKR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (Ft aMSL)	Remarks
1	2	3	4	5	6	7
KERKIRA VOR/DME (3°E)	KRK	114.70 MHz CH 94X	H24	392637.89N 0200421.99E	33 FT / 10.1 M	Coverage FL 500 / 150 NM
GARITSA VOR/DME (3°E)	GAR	108.80 MHz CH 25X	H24	393623.08N 0195433.90E	33 FT / 10.0 M	Coverage FL 250 / 40 NM
KERKIRA L (3°E / 2005)	KEK	403 kHz	H24	393516.49N 0195441.66E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of HASP. See also GEN 2.5 and ENR 4.1						

LGKR AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

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

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

2.20.1.2 GA/BA and Non-commercial flights

- Due to operational restrictions, prior permission (PPR) must be obtained through the FG PPR Platform for all GA/BA and non-commercial flights prior to departing airport of origin. Relevant requests should be communicated through a local representative or ground handler. Specific application guidelines are available on:
<https://www.fraport-greece.com/eng/our-expertise-and-services/aviation/ppr-procedure-and-guidelines>.
- On the above restriction, the following categories are exempted:
 - SAR flights and airplanes in state of emergency
 - Ambulance flights operated with state aircraft
 - Flights of aircraft rendering assistance or being on a mission in disasters.
- Aircraft up to 30m wingspan and 31.2m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar may be mandatory for certain aircraft types, depending on parking stand availability. Towbar is not mandatory for light aircraft up to 2000Kgs
- For PPR which are approved under the condition that there is appropriate towbar and towhead availability, the towbar and towhead is mandatory regardless of the aircraft dimensions stated in paragraph c) above, as it is a pre-requisite for the PPR granted.
- Minimum ground time allowed is 20 min for all GA/BA aircraft excluding helicopters
- During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured, under the responsibility of the aircraft operator. For Long Ground Times, all GA/BA aircraft shall be secured, regardless of the prevailing weather

2.20.1.3 Higher code letter aircraft requests

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

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

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

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

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

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

2.22.6 Procedures for VFR flights within KERKIRA IOANNIS KAPODISTRIAS CTR

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

2.22.7 Standard instrument departure procedure (SID)

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

LGKR AD 2.23 ADDITIONAL INFORMATION**2.23.1 Bird concentrations in the vicinity of the airport**2.23.1.1 Concentration of birds on and at the vicinity of airport during daylight and nighttime hours. Caution advised to pilots due to Gull, Heron, Birds of Prey, Waterfowl and Pigeon activities see also **ENR 5.6**.**2.23.2 Accepted deviations in aerodrome certificate**

Specification	Description of Non-Compliance	Deviation type
CS.ADR-DSN.B.065 Runways Longitudinal slope changes on RWYs	Maximum slope transitions exceeding the required limits at multiple spots (max. value is 1,16% within 30m distance) along RWY 16 at: 195m (1,16%), 375m (0,35%), 615m (0,38%), 1095m (0,63%)	Special Condition
CS.ADR-DSN.B.075 Runways Distance between slope changes on RWYs	Distances between slope changes exceed the required minimum distances at multiple spots	Special Condition
CS.ADR-DSN.B.080 Runways Transverse Slopes on RWYs	Max transverse slopes of 2,03% at about 900m and 920m from THR 16. At about 117m from THR 34, we have transverse slope of 1,9%. At about 750m from THR 16, we have transverse slope of 2%. At about 670m from THR 16, we have transverse slope of 2,1%.	Special Condition
CS.ADR-DSN.B.130 Runways Slopes in RWYs Shoulders	The transverse slopes near intersection with TWY A1 (at the north side) exceed limitations. Max value is 3,5%	Special Condition
CS.ADR-DSN.B.150 Runways RWY Strip to be provided	Strip 150 wide is established but not published lacking in some parts the required width and length.	Special Condition
CS.ADR-DSN.B.155 Runways Length of RWY Strip	Strip 150 wide is established but not published lacking in some parts the required width and length.	Special Condition
CS.ADR-DSN.B.160 Runways Width Of Rwy Strip	Strip 150 wide is established but not published lacking in some parts the required width and length.	Special Condition
CS.ADR-DSN.B.180 Runways Longitudinal Slopes on RWY Strips	Abrupt changes cannot be excluded due to the RWY strip condition at CFU (drainage channels, RWY strip dimensions to small, graded area not sufficiently covered by land, etc.)	Special Condition
CS.ADR-DSN.C.215 RESA Dimensions of RESA	No RESA established	Special Condition
CS.ADR-DSN.C.220 Objects on runway end safety areas	Objects on RESA - no RESA established	Special Condition
CS.ADR-DSN.C.225 RESA Clearing & Grading of RESA	No RESA established	Special Condition
CS.ADR-DSN.C.230 RESA Slopes on RESA	No RESA established	Special Condition
CS.ADR-DSN.D.260 Taxiways TWY Minimum separation Distance	Aircraft stand taxilane is approx. 110m to RWY instead of 176m; Objects located too close to C/L of TWYs G (house west of TWY G).	Special Condition

Specification	Description of Non-Compliance	Deviation type
CS.ADR-DSN.D.280 Taxiways Transverse Slopes on TWYs	Transverse slopes exceeded partly at all three TWYs TWY A3: 25m after HLGD A3 south side to RWY, value -2%; TWY A2: 25m after HLGD A2 south side to RWY, value -3,4%; TWY A1: 25m-70 after HLGD A1 to APRON north-east side , average value -2,5%; TWY: A1 20m after HLGD A1 south-east side to RWY, value - 2,0%;	Special Condition
CS.ADR-DSN.D.315 Width of taxiway strips	37m TWY strip cannot be assured for the northern TWY joints to RWY16 (TWY A3: extends over airport boundary, TWY G: covers a house at the northern apron); compliant: TWY strip can be established for TWYs A2/A1 space wise	Special Condition
CS.ADR-DSN.D.320 Objects on taxiway strips	37m TWY strip cannot be assured for the northern TWY joints to RWY16 (TWY A3: extends over airport boundary, TWY G: covers a house at the northern apron); compliant: TWY strip can be established for TWYs A2/A1 space wise	Special Condition
CS.ADR-DSN.M.615 Visual Aids for Navigation - Lights General	SALS RWY34 does not feature any frangibility (based on onsite visit) SALS RWY34 is not marked (based on onsite visit)	Special Condition
CS.ADR-DSN.M.626 Visual Aids for Navigation - Lights Simple Approach Lighting Systems	Due to the displacement of THR34, the actual distances do not match the required values (overall length results in 480m, crossbar located at 360m from THR);	Special Condition
CS.ADR-DSN.M.670 Runway threshold identification lights	RTILs installed symmetrically at both RWY THR, nevertheless RTILs THR16 are distanced at 13,5m to RELs (distance at THR34 is compliant at 10m)	ELoS
CS.ADR-DSN.M.675 Visual Aids for Navigation - Lights RWY Edge Lights	No red-coloured RELs installed ahead of THR34 wingbars (displaced by 59m); area ahead of THR16 is compliant, based on visual inspection	ELoS
CS.ADR-DSN.M.680 Visual Aids for Navigation - Lights RWY Threshold & Wing Bar Lights	Innermost light unit is not aligned with the RELs (quantity/distances are compliant)	ELoS
CS.ADR-DSN.M.745 Visual Aids for Navigation - Lights RWY Guard Lights	High traffic density during summer period prevails, however no RWY guard lights installed	ELoS
CS.ADR-DSN.T.910 Equipment frangibility requirements	various equipment installations do not provide frangibility features.	ELoS
CS.ADR-DSN.T.915 Siting of equipment and installations on operational areas	Massive drainage channels on both side of the RWY Various equipment installation do not provide frangibility features	ELoS

LGKR AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - KERKIRA/ IOANNIS KAPODISTRIAS Airport	06 OCT 22	AD 2-LGKR-ADC
Aircraft Parking/ Docking Chart – ICAO: - KERKIRA/ IOANNIS KAPODISTRIAS Airport - Main Apron	06 OCT 22	AD 2-LGKR-APDC-1
Aircraft Parking/ Docking Chart – ICAO: - KERKIRA/ IOANNIS KAPODISTRIAS Airport - West Apron	06 OCT 22	AD 2-LGKR-APDC-2
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - LGKR AOC 1	13 MAR 08	AD 2-LGKR-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VORa (CIRCLING)	25 APR 19	AD 2-LGKR-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VORb (CIRCLING)	25 APR 19	AD 2-LGKR-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VORT RWY 34	25 APR 19	AD 2-LGKR-IAC-3
Instrument Approach Chart (IAC) – ICAO: - VORu RWY 34	25 APR 19	AD 2-LGKR-IAC-4
Instrument Approach Chart (IAC) – ICAO: - VORv RWY 34	25 APR 19	AD 2-LGKR-IAC-5
Instrument Approach Chart (IAC) – ICAO: - VORw RWY 34	25 APR 19	AD 2-LGKR-IAC-6
Instrument Approach Chart (IAC) – ICAO: - VORx RWY 34	25 APR 19	AD 2-LGKR-IAC-7
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 34	25 APR 19	AD 2-LGKR-IAC-8
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 34	25 APR 19	AD 2-LGKR-IAC-9
Instrument Approach Chart (IAC) – ICAO: - La (CIRCLING)	25 APR 19	AD 2-LGKR-IAC-10
Instrument Approach Chart (IAC) - ICAO:- RNAV (GNSS) RWY 34	26 MAR 20	AD 2-LGKR-IAC-11
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - GAR VOR/DME KRK VOR/DME KEK (L) RWY 16	25 APR 19	AD 2-LGKR-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - GAR RWY 16	25 APR 19	AD 2-LGKR-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - GAR-KRK RWY 16	25 APR 19	AD 2-LGKR-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - GAR-KRK RWY 16	25 APR 19	AD 2-LGKR-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - GAR-KRK-KEK RWY 34	25 APR 19	AD 2-LGKR-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: - GAR-KRK-KEK RWY 34	25 APR 19	AD 2-LGKR-SID-6
Standard Departure Chart - Instrument (SID) – ICAO: - GAR VOR/DME KRK VOR/DME RWY 34	25 APR 19	AD 2-LGKR-SID-7
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK RWY 16/34	25 APR 19	AD 2-LGKR-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK (no hold) RWY 34	25 APR 19	AD 2-LGKR-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK (Hold) RWY 34	25 APR 19	AD 2-LGKR-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK (no hold) RWY 34	25 APR 19	AD 2-LGKR-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR-KRK RWY 34	25 APR 19	AD 2-LGKR-STAR-5
Standard Arrival Chart - Instrument (STAR) – ICAO: - GAR VOR/DME RWY 34	25 APR 19	AD 2-LGKR-STAR-6
Terminal Area Chart - ICAO - VFR routes: - KERKIRA TMA VFR	25 APR 19	AD 2-LGKR-VFR
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO: - KERKIRA TMA	24 FEB 22	AD 2-LGKR-ASMAC

LGKV AD 2.1 AERODROME LOCATION INDICATOR AND NAME**LGKV - KAVALA / MEGAS ALEXANDROS****LGKV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	405450N 0243711E Centre of RWY 05/23
2	Direction and distance from (city)	BRG: NIL, 30 KM from Kavala city and 10 KM from Chrisoupolis town.
3	Elevation/Reference temperature	5.40 M (17.7 FT) / 27°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4°52' E (4.87°E) (JAN 2019) / 5°14'E (0.0856° E)
6	AD Administration, address, telephone, telefax, telex, AFS	Kavala/ Megas Alexandros Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 15123 Maroussi GREECE Tel: +30 2591 440013 Email: KVAAOCC@FRAPORT-GREECE.COM Website: https://www.kva-airport.gr Hellenic Aviation Service Provider (HASP) P. O. BOX 180 GR 642 00 CHRYSOUPOLIS TEL: +30 2591440041-42-48 FAX: +30 2591440096 AFTN: LGKVYDYX e-mail: kakvagae@hasp.gov.gr
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGKV AD 2.3 OPERATIONAL HOURS

1	AD Administration	HO
2	Customs and immigration	HO
3	Health and sanitation	HO (O/R)
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	HO (TEL: +30 2591440042)
6	MET Briefing Office	HO (MET)
7	ATS	HO
8	Fuelling	Availability Summer time: On AD OPR HR Winter time: On AD OPR HR with prior notice
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	NIL

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

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

LGKV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	All markings and signage according to EASA requirements. Follow me guidance available upon request.
2	RWY and TWY markings and LGT	LGT: RWY 05: Threshold, edge, end. RWY 23: Threshold, Threshold Identification, edge, end TWY: Blue edge markers Markings: RWY: Thresholds, RWY designations, centre line, edge lines, aiming point, touchdown zone, holding positions. TWY: Centerline, edge lines. TWYs F2, F3, F4: aircraft category restriction markings (MAX SPAN 52M).
3	Stop bars	NIL
4	Remarks	See also LGKV AD chart ICAO Parallel TWY F width: 30m TWYs A1: 36m, A2: 38m, A3: 35m

LGKV AD 2.10 AERODROME OBSTACLES

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

LGKV AD 2.13 DECLARED DISTANCES

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

LGKV AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type Length Intensity	THR LGT Colour Wingbars	PAPI VASIS Angle Distance from THR (MEHT)	TDZ, LGT Length	RWY Centre-line LGT Length Spacing, Colour Intensity	RWY edge LGT Length Spacing Colour Intensity	RWY End LGT Colour Wingbars	SWY LGT Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	Simple approach lighting system 420 M LIH	Green -	PAPI LEFT/ 2.97° 300M from THR MEHT 13 M	NIL	NIL	3000 M, 60 M, White (last 600M Yellow), LIH	Red -	NIL	See also LGKV AD chart-ICAO.
23	NIL	Green -	PAPI LEFT/ 3° 319M from THR MEHT 13 M	NIL	NIL	3000 M, 60 M, White (last 600M Yellow), LIH	Red -	NIL	

LGKV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: At the Tower building, ALTN FLG WG, EV 6 SEC, HO: HN and IMC IBN: At the Tower building, FLG W, coding: KHR HO: HN and IMC
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: Two, one abeam each RWY, lighted. Anemometer: Two, one abeam each RWY, LGTD
3	TWY edge and centre line lighting	TWYL blue See also remarks below
4	Secondary power supply/switch-over time	Available
5	Remarks	Apron: Flood lights

LGKV AD 2.16 HELICOPTER LANDING AREA

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

LGKV AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	KAVALA MEGAS ALEXANDROS CTR 410214N 0242441E, then clockwise on arc of circle 12 NM radius centred on LGKV ARP until 405325N 0242127E, then to 405353N 0241735E, then to 405740N 0242252E then to 410214N 0242441E.
		KAVALA MEGAS ALEXANDROS ATZ Circle, 5 NM radius centered at 405450N 0243711E.
2	Vertical limits	CTR: SFC to 8000 FT ALT
		ATZ: SFC to 2000 FT ALT
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	CTR: KAVALA APPROACH Greek, English
		ATZ: MEGAS ALEXANDROS TOWER Greek, English
5	Transition altitude	7000 FT
6	Remarks	For KAVALA TMA see ENR 2.1.5.5 . TRAFFIC CIRCUIT: Aircraft shall enter the right-hand circuit for RWY05 and left-hand circuit for RWY23

LGKV AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	KAVALA APPROACH	124.650 122.100 257.800 MHz 121.500 243.000 MHz	HO HO HO HO HO	Primary freq Coverage FL 250 / 50 NM RGA MIL RGA Emergency MIL Emergency
TWR	MEGAS ALEXANDROS TOWER	118.400 122.100 257.800 MHz 121.500 243.000 MHz	HO HO HO HO HO	Primary freq Coverage FL 80 / 16 NM RGA MIL RGA Emergency MIL Emergency
G/A/G	MEGAS ALEXANDROS RADIO	5637 kHz 2989 kHz	HO: 0400 – 1700 HO: 1700 - 0400	Primary freq. Primary freq.
ATIS (ARR / DEP)	KAVALA MEGAS ALEXANDROS AIRPORT INFORMATION	128.155	HO	Coverage FL 200 / 60 NM
All ATS Communication Facilities under responsibility of HASP. For ATIS see also ENR 1.1.1.8.3.3				

LGKV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LGKV AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

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

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

2.20.1.2 GA/BA and Non-commercial flights

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

2.20.1.3 Higher code letter aircraft requests

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

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

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

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

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

LGKV AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - KAVALA / MEGAS ALEXANDROS Airport	29 DEC 22	AD 2-LGKV-ADC
Aircraft Parking/ Docking Chart – ICAO: - KAVALA / MEGAS ALEXANDROS	09 SEP 21	AD2-LGKV-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 05/23 / LGKV AOC	10 JUN 04	AD 2-LGKV-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR/DME RWY 05	08 NOV 18	AD 2-LGKV-IAC-1
Instrument Approach Chart (IAC) – ICAO: NDB z RWY 05	08 NOV 18	AD 2-LGKV-IAC-2
Instrument Approach Chart (IAC) – ICAO: - NDB y RWY 05	08 NOV 18	AD 2-LGKV-IAC-3
Instrument Approach Chart (IAC) – ICAO: - VOR/DME RWY 23	08 NOV 18	AD 2-LGKV-IAC-4
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: VOR/DME RWY 05	08 NOV 18	AD 2-LGKV-SID-1
Standard Departure Chart –Instrument (SID)- ICAO: VOR/DME RWY 05	08 NOV 18	AD 2-LGKV-SID-2
Standard Departure Chart –Instrument (SID)- ICAO: (L) RWY 05	28 FEB 19	AD 2-LGKV-SID-3
Standard Departure Chart –Instrument (SID)- ICAO: VOR/DME RWY 23	08 NOV 18	AD 2-LGKV-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: VOR/DME RWY 23	08 NOV 18	AD 2-LGKV-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: VOR/DME L RWY 23	08 NOV 18	AD 2-LGKV-SID-6
Standard Arrival Chart - Instrument (STAR) – ICAO: RWY 05	08 NOV 18	AD 2-LGKV-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: RWY 05	08 NOV 18	AD 2-LGKV-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: RWY 23	08 NOV 18	AD 2-LGKV-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: RWY 23	08 NOV 18	AD 2-LGKV-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: RWY 05/23	08 NOV 18	AD 2-LGKV-STAR-5
Terminal Area Chart - ICAO - VFR routes: - VFR routes KAVALA TMA	29 DEC 22	AD 2-LGKV-VFR

AERODROME CHART-ICAO

405450N
0243711E

ELEV 5.40m
17.71ft

KAVALA / MEGAS ALEXANDROS Airport

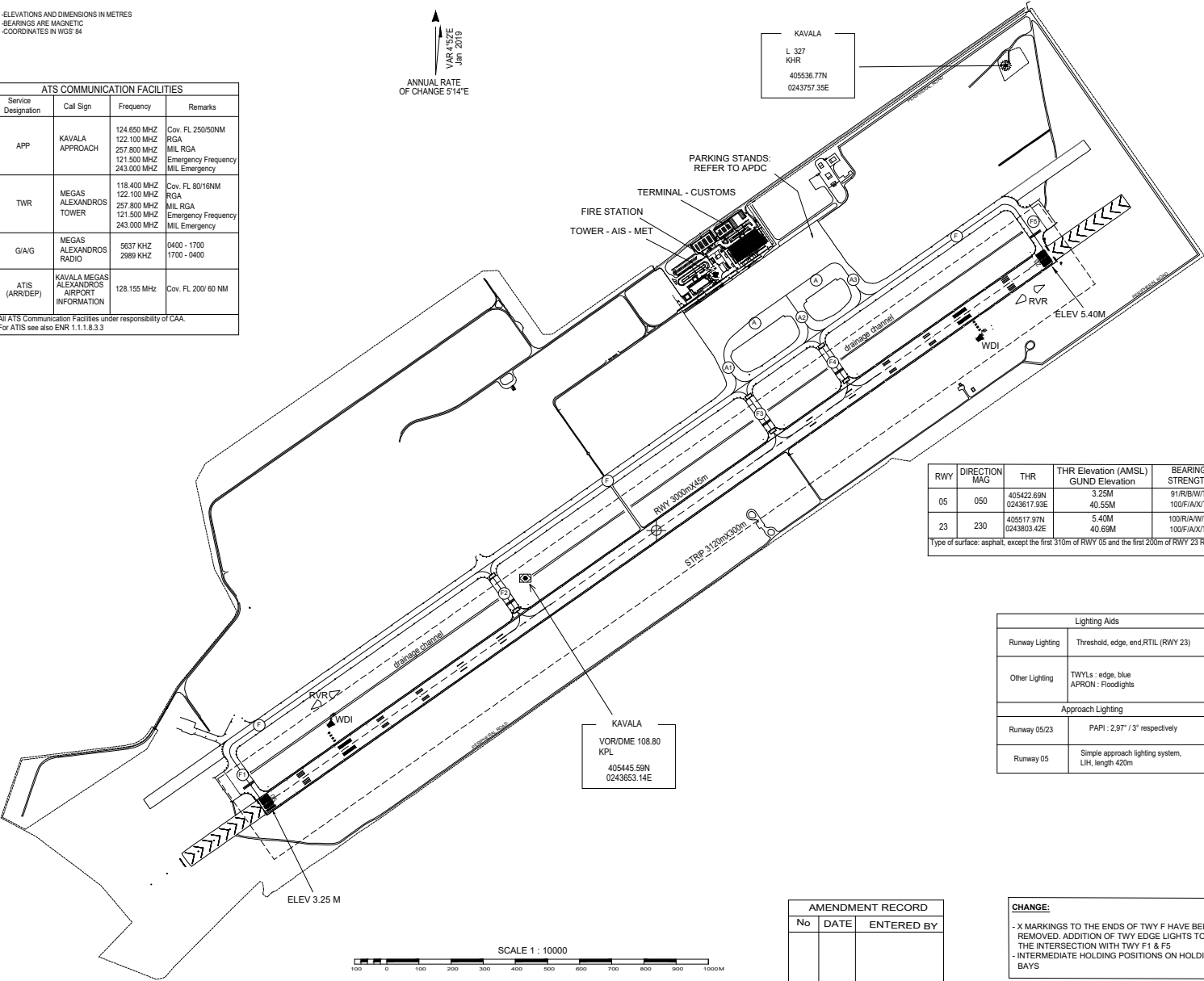
-ELEVATIONS AND DIMENSIONS IN METRES
-BEARINGS ARE MAGNETIC
-COORDINATES IN WGS 84

ATS COMMUNICATION FACILITIES				
Service Designation	Call Sign	Frequency	Remarks	
APP	KAVALA APPROACH	124.650 MHz	Cov. FL 250/50NM	
		122.100 MHz	RGA	
		257.800 MHz	MIL RGA	
		121.500 MHz	Emergency Frequency	
TWR	MEGAS ALEXANDROS TOWER	118.400 MHz	Cov. FL 80/16NM	
		122.100 MHz	RGA	
		257.800 MHz	MIL RGA	
		121.500 MHz	Emergency Frequency	
G/A/G	MEGAS ALEXANDROS RADIO	5637 KHZ	0400 - 1700	
		2989 KHZ	1700 - 0400	
ATIS (ARR/DEP)	KAVALA MEGAS ALEXANDROS AIRPORT INFORMATION	128.155 MHz	Cov. FL 200/ 60 NM	

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

↑
VAR 4°30'E
JAN 2019
ANNUAL RATE
OF CHANGE 5°14"E

KAVALA
L 327
KHR
405536.77N
0243757.35E





VFR routes KAVALA TMA**1. GENERAL:**

- 1.1** Access to KAVALA TMA is restricted to aircraft capable of maintaining two-way radio communication with MEGAS ALEXANDROS TOWER (freq. 118.400 MHz) or KAVALA APP (freq. 124.650 MHz). When flying within KAVALA TMA a continuous watch must be maintained on the appropriate frequency.
- 1.2** Aircraft (including helicopters) flying under VFR within KAVALA TMA should follow VFR routes and altitudes as depicted on this chart, unless VFR criteria require otherwise or a special authorization is obtained from appropriate ATC unit.
- 1.3** Should air traffic conditions require, ATC may assign different VFR routes. When deemed necessary by the pilots to deviate from specified routes and/or altitudes due to weather conditions, they should communicate with MEGAS ALEXANDROS TOWER (freq. 118.400 MHz) or KAVALA APP (freq. 124.650 MHz) prior entering KAVALA TMA, or immediately after departure, to obtain clearance for deviation.
- 1.4** Cancellation of IFR flight plan within KAVALA TMA is subject to ATC approval and after the cancellation the VFR routes and altitudes should be followed.
- 1.5** It is reminded that on VFR Routes the responsibility to avoid collision with other aircraft, maintain terrain clearance and avoid restricted/danger airspace, rests with the pilot.
- 1.6** Unless otherwise instructed by the appropriate ATC unit, all VFR flights shall squawk A7000.
- 1.7** Pilots prior to frequency change shall inform KAVALA APP that two-way radio communication has been established with the appropriate ATC unit.
- 1.8** Positions reports must be given to the appropriate ATC unit when over compulsory reporting points, as depicted on this chart. In order to reduce frequency congestion by unnecessary retransmissions, all aircraft following VFR routes (or when cleared to proceed direct between significant points on the VFR routes network) should report at all compulsory reporting points and include in their reports the following elements without exception:
- a) aircraft identification;
 - b) position;
 - c) time;
 - d) altitude, including passing level and cleared level if not maintaining the cleared level; and
 - e) next position and time over (not the expected elapsed time until the next point). (An example of such a position report is, "ACFT1, over ASKOS at 05, 4500ft, next point AMALA at 20".)
- 1.9** Telephone communication with KAVALA APP: 2591440041

2. LGKV – KAVALA / MEGAS ALEXANDROS Airport:

- 2.1** Aircraft operating within or overflying KAVALA TMA without permission to enter MEGAS ALEXANDROS ATZ shall not proceed to PONTOL or KERAMOTI. PONTOL and KERAMOTI are entry/exit points of MEGAS ALEXANDROS ATZ and shall only be used by aircraft that have obtained specific clearance from MEGAS ALEXANDROS TOWER to enter MEGAS ALEXANDROS ATZ.
- 2.2** To assist MEGAS ALEXANDROS Airport to arrange a landing sequence of VFR arriving aircraft and facilitate the aerodrome traffic, two visual holding patterns have been established as depicted on this chart: a) point **PONTOL**, East-West direction, altitude 2000ft, or as otherwise instructed by MEGAS ALEXANDROS TOWER and b) point **KERAMOTI**, East-West direction, altitude 1500ft, or as otherwise instructed by MEGAS ALEXANDROS TOWER.
- 2.3** Aircraft destined to MEGAS ALEXANDROS Airport shall hold over PONTOL/KERAMOTI points and shall not proceed to the airport before establishing contact with MEGAS ALEXANDROS TOWER (freq. 118.400 MHz) and receiving the relevant clearance.
- 2.4** Prior entering class D airspace, a relevant clearance shall be obtained by KAVALA APP unit. In order to facilitate the traffic flow two visual holdings patterns are established as depicted on this chart: a) point **FANARI**, North-South direction, altitude 5000ft, or as otherwise instructed by KAVALA APP and b) point **LOUTRA**, East-West direction, altitude 5000ft, or as otherwise instructed by KAVALA APP. Aircraft shall hold visually in the above holdings until receiving the relevant clearance from KAVALA APP.
- 2.5** In order to facilitate the traffic flow two more visual holdings patterns are established within KAVALA TMA as depicted on this chart: a) point **KINIRA**, North-South direction, altitude 3000ft, or as otherwise instructed by KAVALA APP and b) point **KAVALA**, East-West direction, altitude 2000ft, or as otherwise instructed by KAVALA APP.

3. LGKM – KAVALA / AMYGDALION-LYDIA Airport:

- 3.1** In order to arrange the arrivals to AMYGDALION-LYDIA Airport two visual holdings patterns are established within KAVALA TMA as depicted on this chart: a) point **KALAMON**, altitude 4000ft, or as otherwise instructed by KAVALA APP and b) point **ROUPOL**, 4000ft, or as otherwise instructed by KAVALA APP.
- 3.2** Aircraft destined to AMYGDALION-LYDIA Airport should hold over KALAMON or ROUPOL as depicted on the chart at 4000ft or as otherwise instructed by KAVALA APP and should not enter AMYGDALION-LYDIA ATZ before establishing contact with LYDIA RADIO (freq. 135,505 MHz). Entry to AMYGDALION-LYDIA ATZ via point KAVALA requires special permission by KAVALA APP. Pilots prior to frequency change shall inform KAVALA APP that radio communication has been established with LYDIA RADIO (freq.135,505 MHz) and that they are exiting the holding over KALAMON or ROUPOL in order to enter AMYGDALION-LYDIA ATZ. Aircraft should descend within the lateral limits of AMYGDALION-LYDIA ATZ unless otherwise instructed by KAVALA APP.
- 3.3** Departing aircraft from AMYGDALION-LYDIA Airport shall hold over AMYGDALION-LYDIA Airport at 3000ft and shall not enter KAVALA CTR or KAVALA TMA before establishing contact with KAVALA APP (118,400 MHz or 124,650 MHz) and receiving relevant entry clearance to class D airspace. After receiving relevant clearance aircraft should proceed to KALAMON or ROUPOL and follow the VFR routes and altitudes unless otherwise instructed by KAVALA APP.
- 3.4** Departing aircraft may be delayed due to frequency congestion in KAVALA TMA APP.

LGMT AD 2.1 AERODROME LOCATION INDICATOR AND NAME**LGMT - MITILINI / ODYSSEAS ELYTIS****LGMT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	390328N 026355E centre of RWY
2	Direction and distance from (city)	BRG 152°, 3.5 NM from city harbour.
3	Elevation/Reference temperature	18.41 M (60.40 FT)/ 31 °C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	5°11'E (5.183°E) (JAN 2019) / 4'51"E (0.0808°E)
6	AD Administration, address, telephone, telefax, telex, AFS	Mitilini /Odysseas Elytis Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 15123 Maroussi GREECE Phone: +30 22514 40013-14 Email: MJTAOCC@FRAPORT-GREECE.COM Website: https://www.mjt-airport.gr Hellenic Aviation Service Provider (HASP) GR 81100 MITILINI TEL: +30 22510 38700 FAX: +30 22510 61730 AFTN: LGMTYDYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGMT AD 2.3 OPERATIONAL HOURS

1	AD Administration	HO
2	Customs and immigration	HO
3	Health and sanitation	HO
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	HO (TEL: +30 22510 38705 & +30 22510 38704)
6	MET Briefing Office	HO (MET)
7	ATS	HO
8	Fuelling	Availability Summer time: On AD OPR HR Winter time: On AD OPR HR with prior notice
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

LGMT AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

LGMT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance by "FOLLOW ME" car upon request. Signing according to ICAO Annex 14 requirements.
2	RWY and TWY markings and LGT	LGT: RWY 14/32: Threshold, edge, end TWY: Edge Markings: RWY: THR, centre line, TDZ markings, side strips, RWY designations, aiming points, chevron TWY: Centre line, Edge, Holding point
3	Stop bars	NIL
4	Remarks	See also LGMT AD chart - ICAO

LGMT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG (degrees and one-hundredth of a degree)	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
14	148°	2406 x 45	PCN 66/F/B/X/T asphalt	390359.21N 0263530.00E 390255.28N 0263621.20E 39.23M	THR 17.56 M/ 57.60 FT TDZ: NIL
32	328°	2406 x 45	PCN 66/F/B/X/T asphalt	390310.00N 0263609.41E 390401.46N 0263528.20E 39.23M	THR 6.40 M/ 20.99 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7			8	9	10	11	12
14	NIL	NIL	NIL	NIL	2526 x 150	NIL	See relevant LGMT AD and AOC charts-ICAO
32	NIL	NIL	NIL	NIL	2526 x 150	NIL	

LGMT AD 2.13 DECLARED DISTANCES

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

LGMT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type Length Intensity	THR LGT Colour Wingbars	PAPI VASIS Angle Distance from THR (MEHT)	TDZ, LGT Length	RWY Centre- line LGT Length Spacing, Colour Intensity	RWY edge LGT Length Spacing Colour Intensity	RWY End LGT Colour Wingbar s	SWY LGT Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	NIL	- Green	PAPI LEFT/3.20° MEHT 18.5 M	NIL	NIL	2406 M 60 M spacing, White (last 600 M Yellow) LIM	Red LIM	NIL	See also LGMT AD chart-ICAO. PAPI system serviceable in azimuth coverage not more than 5 degrees either side of the extended runway centre line.
32	NIL	- Green	PAPI LEFT/ 3.36° MEHT 18.5 M	NIL	NIL	2406 M 60 M spacing, White (from 0M to DTHR Red, last 600 M: Yellow) LIM	Red LIM	NIL	

LGMT AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	MITILINI ODYSSEAS ELYTIS CTR Circle, 10 NM radius, centred at 390328N 0263555E limited to East by ATHINAI - ISTANBUL FIR boundaries.
		MITILINI ODYSSEAS ELYTIS ATZ Circle, 5 NM radius, centered at 390328N 0263555E.
2	Vertical limits	CTR: SFC to 5000 FT ALT
		ATZ: SFC to 2000 FT ALT
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	CTR: MITILINI APPROACH Greek, English
		ATZ: MITILINI TOWER Greek, English
5	Transition altitude	6000 FT
6	Remarks	For MITILINI TMA see ENR 2.1.5.11

LGMT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	MITILINI APPROACH	123.850 122.100 121.500	HO HO HO	Primary freq Coverage FL 150/ 40 NM RGA Emergency
TWR	MITILINI TOWER	123.850 122.100 257.800 MHz 121.500 243.000 MHz	HO HO HO HO HO	Primary freq Coverage FL 40 / 25 NM RGA MIL RGA Emergency MIL Emergency
G/A/G	MITILINI RADIO	5637 kHz 2989 kHz	HO: 0400–1700 HO: 1700-0400	Primary freq Primary freq
All ATS Communication Facilities under responsibility of HASP.				

LGMT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LGMT AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

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

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

2.20.1.2 GA/BA and non-commercial flights

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

2.20.1.3 Higher code letter aircraft requests

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

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

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

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

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

LGMT AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - MITILINI/ ODYSSEAS ELYTIS	29 DEC 22	AD 2-LGMT-ADC
Aircraft Parking/ Docking Chart – ICAO: - MITILINI/ODYSSEAS ELYTIS - MAIN APRON	29 DEC 22	AD 2-LGMT-APDC-1
Aircraft Parking/ Docking Chart – ICAO: - MITILINI/ODYSSEAS ELYTIS - SECONDARY APRON	29 DEC 22	AD 2-LGMT-APDC-2
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 14/32 / LGMT AOC A	12 NOV 15	AD 2-LGMT-AOC A
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - LSV VOR/DME – LVO (L)	23 APR 20	AD 2-LGMT-IAC-2
Instrument Approach Chart (IAC) - ICAO: - RNP Z RWY 14	23 APR 20	AD 2-LGMT-IAC-3
Instrument Approach Chart (IAC) - ICAO: - RNP Y RWY 14	23 APR 20	AD 2-LGMT-IAC-4
Instrument Approach Chart (IAC) - ICAO: - RNP Z RWY 32	23 APR 20	AD 2-LGMT-IAC-5
Instrument Approach Chart (IAC) - ICAO: - VOR RWY 14	21 MAY 20	AD 2-LGMT-IAC-6
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - MLN VOR/DME – LSV VOR/DME RWY 14	23 APR 20	AD 2-LGMT-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - MLN VOR/DME –LSV VOR/DME RWY 32	23 APR 20	AD 2-LGMT-SID-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - LSV VOR/DME RWY 14/32	23 APR 20	AD 2-LGMT-STAR-2
Terminal Area Chart - ICAO - VFR routes: - VFR ROUTES MITILINI TMA	23 APR 20	AD 2-LGMT-VFR

AERODROME CHART-ICAO

ARP 390328N 0263555E

MITILINI / ODYSSEAS ELYTIS Airport

AD ELEV 18.41 M / 60.40 FT

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

RWY	DIRECTION MAG	THRESHOLD	THR Elevation (AMSL)	GUND Elevation	BEARING STRENGTH
14	142	390359.21N 0263530.00E	17.56M 57.60FT	39.23M	PCN 66/F/B/X/T Asphalt
32	322	390310.00N 0263609.41E	6.40M 20.99FT	39.23M	

South Apron: Asphalt - PCN 70/F/B/X/T, North Apron: Asphalt - PCN 62/F/A/X/T
TWYs: type of surface - bearing strength: Asphalt- A1 PCN 100/F/B/X/T, A2
PCN 67/F/B/X/T, B1 & B3 PCN 79/F/B/X/T, B2 PCN 68/F/B/X/T

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

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

All ATS Communication Facilities under responsibility of CAA.

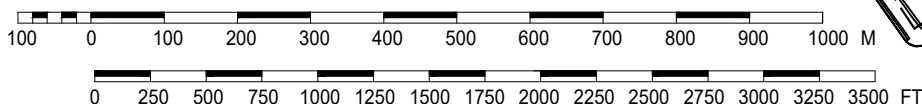
HOT SPOT HS2: PARKING STAND 1,
WHEN PUSHBACK FACING SOUTH IS
REQUIRED, CAUTION SHOULD BE
APPLIED AS AIRCRAFT TAIL MAY
VIOLATE THE RWY HOLDING
POSITION. AIRCRAFT SHALL BE
PULLED FORWARD ON APRON TWY A
AND POSITIONED WITH THE NOSE
WHEEL ON THE SOUTHERN A
LOCATION MARKING. PUSHBACK
SHALL NOT BE PERFORMED DURING
MOVEMENT ON THE RWY.

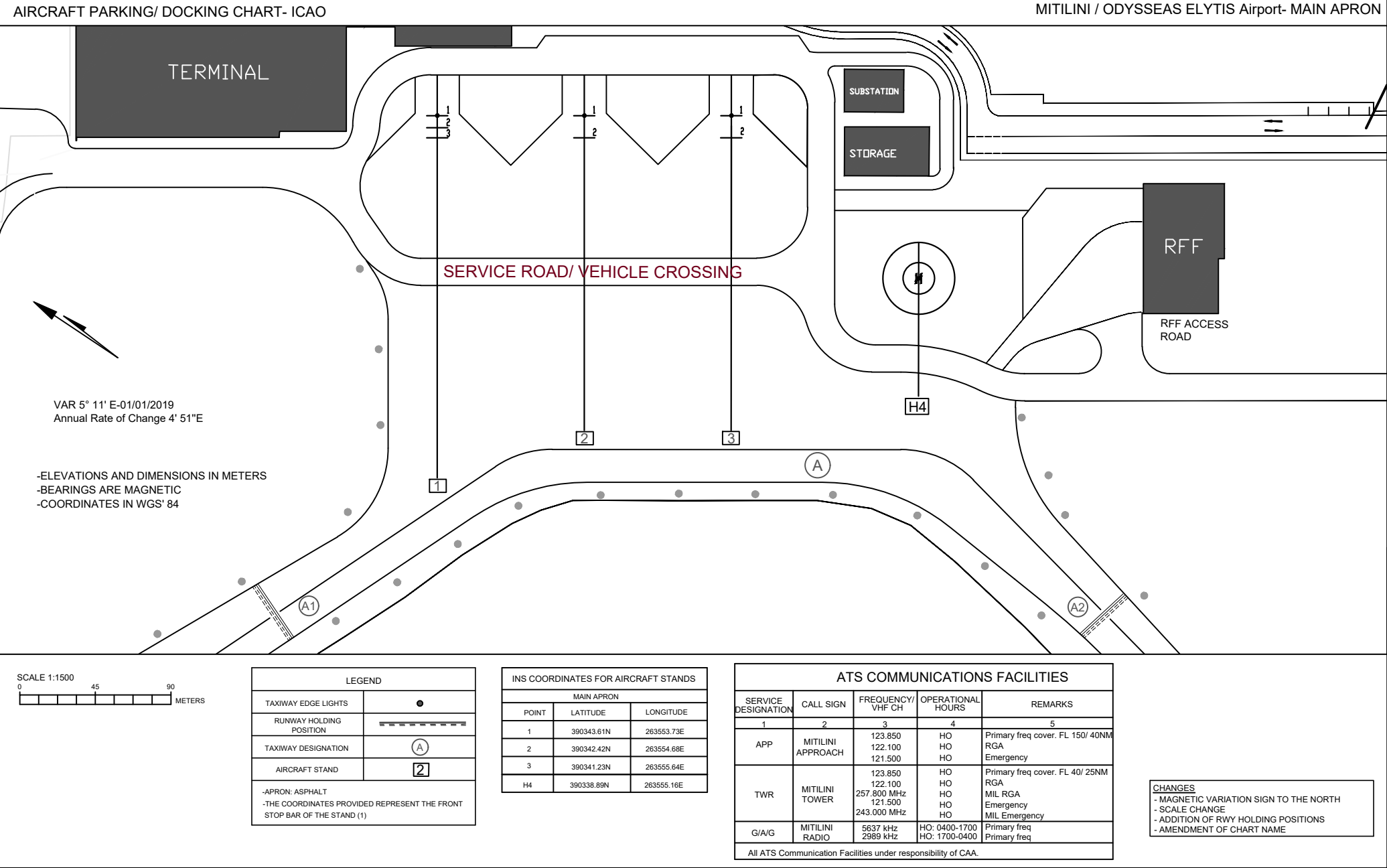
Lighting Aids	
Runway Lighting	Edge, Threshold, End, RTIL
Other Lighting	TWY Edge (blue), Apron floodlights. Blue Edge turn pad lights on both runways.
Approach Lighting	NIL.

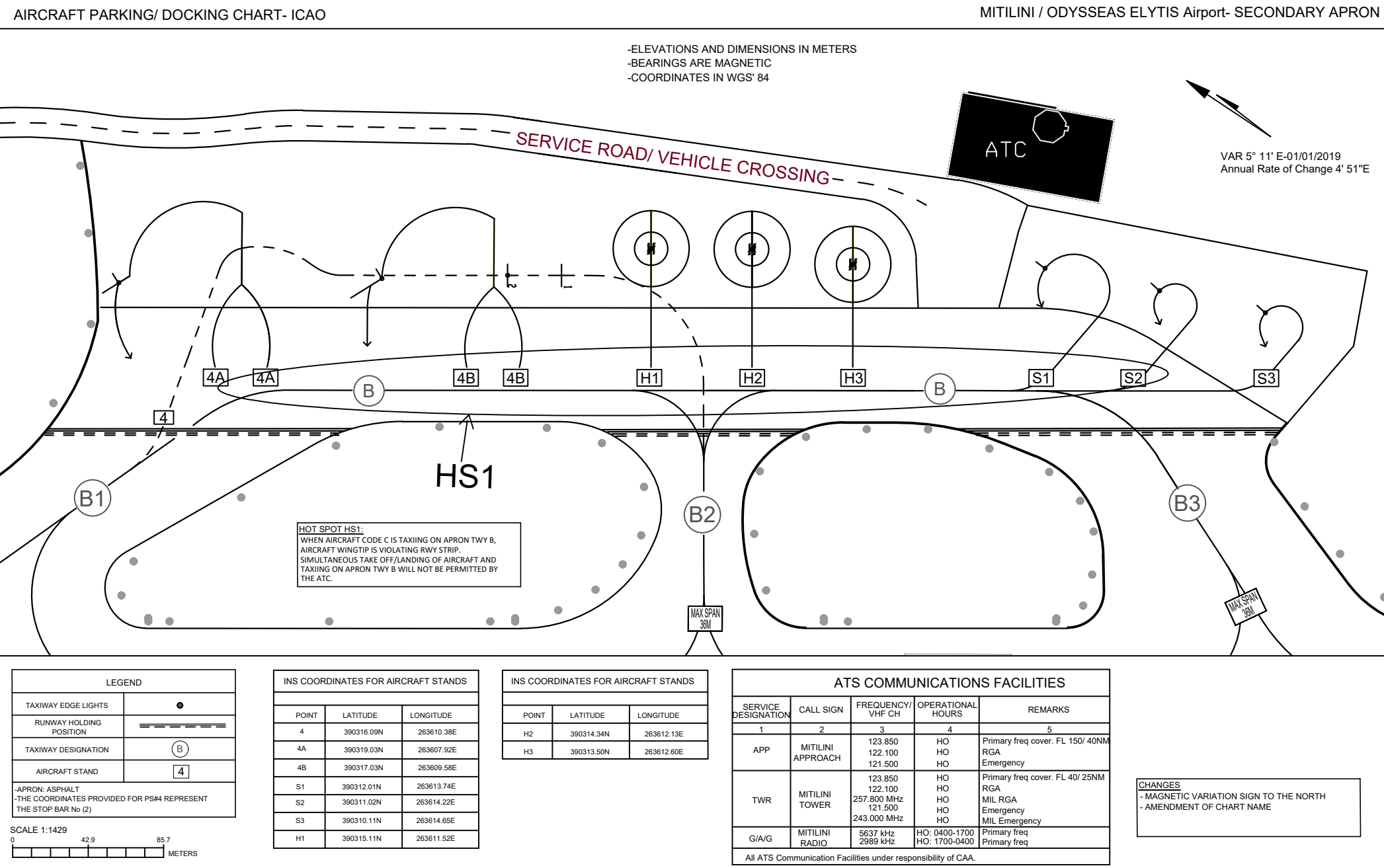
PAPI system serviceable in azimuth
coverage not more than 5 degrees either
side of the extended runway centre line.

CHANGES:
- ADDITION OF APRON TWY DESIGNATIONS A & B
- CORRECTION OF AIMING POINTS/ RUNWAY
TOUCHDOWN ZONES
- ADDITION OF CHEVRON MARKINGS
- ADDITION OF TEXT "SOUTHERN A LOCATION
MARKING"

SCALE 1 : 10000







LGPZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGPZ - PREVEZA / AKTION

LGPZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	385532N 0204554E Centre of RWY 07L/25R
2	Direction and distance from (city)	BRG 165°, 2 NM from Preveza city
3	Elevation/Reference temperature	3.32 M (10.89 FT) / 30°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4°18'E (4.3°E) (JAN 2019) / 5'59'' E (0.0997° E)
6	AD Administration, address, telephone, telefax, telex, AFS	Preveza / Aktion Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 15123 Maroussi GREECE Tel: +30 2682 440013 Email: pvkaocc@fraport-greece.com Website: https://www.pvk-airport.gr Hellenic Air Force (HAF) Hellenic Aviation Service Provider (HASP) GR 30021 AKTION TEL: +30 26820 26113 (HASP) FAX: +30 26820 28824 (HASP) AFTN: LGPZYDYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	For Private flights special permission is required (GEN 1.2.5).

LGPZ AD 2.3 OPERATIONAL HOURS

1	AD Administration	HJ (HAF) HO (HASP)
2	Customs and immigration	HJ (HAF) HO (HASP)
3	Health and sanitation	HJ (HAF) HO (HASP)
4	AIS Briefing Office	HJ (HAF)
5	ATS Reporting Office (ARO)	HJ (HAF) HO (HASP TEL: +30 26820 26113)
6	MET Briefing Office	H24 (MET)
7	ATS	HJ (HAF)
8	Fuelling	Availability Summer time: On AD OPR HR Winter time: On AD OPR HR with prior notice
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	During night 30 MIN PN.

LGPZ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Fuel: JET A1 AVGAS: NIL Oil: NIL
3	Fuelling facilities/capacity	GISSCO Tel : +30 26824 40075 Mob : +30 6948685114 Email : pvk01@gissco.gr
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LGPZ AD 2.5 PASSENGER FACILITIES

1	Hotels	Available at Preveza city, Lefkas island. Please REF to local tourist guides
2	Restaurants	Available at Preveza city, Lefkas island. Please REF to local tourist guides
3	Transportation	Buses, Taxi cabs and car or motorcycles hiring available at the airport.
4	Medical facilities	First Aid can be provided at the airport. Severe incidents will be transferred to hospital at Preveza.
5	Bank and Post Office	NIL
6	Tourist Office	Kariatis Travel, Reflection Travel, Esiness Travel, All Seasons Air.
7	Remarks	NIL

LGPZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

LGPZ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Two (2) sweeper tracks
2	Clearance priorities	1) RWY 25R/07L, RWY 07R/25L and associated TWYs to HASP's Apron 2) Other aprons and taxiway links
3	Remarks	All seasons.

5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	See LGPZ AD 2.20.4

LGPZ AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	PREVEZA AKTION MIL CTR A circle, 10 NM radius centred at 385532N 0204554E
		PREVEZA AKTION MIL ATZ A circle, 5 NM radius centred at 385532N 0204554E
2	Vertical limits	MIL CTR: SFC to FL 100 MSL
		MIL ATZ: SFC to 2000 FT ALT
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	MIL CTR: AKTION APPROACH Greek, English
		MIL ATZ: AKTION TOWER Greek, English
5	Transition altitude	8000 FT
6	Remarks	For PREVEZA MTMA see ENR 2.1.6.5

LGPZ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	AKTION APPROACH	120.450 122.100* 121.500 243.000 MHz* 362.300MHz*	HJ HJ HJ HJ HJ	Primary freq. Coverage FL 150 / 40 NM RGA Emergency MIL Emergency MIL * see Note below
TWR	AKTION TOWER	120.450 122.100* 257.800 MHz* 121.500 243.000 MHz*	HJ HJ HJ HJ HJ	Primary freq. Coverage FL 40 / 25 NM RGA MIL RGA Emergency MIL Emergency MIL * see Note below
G/A/G	AKTION RADIO	5637 kHz 2989 KHz	HO: 0400–1700 HO: 1700-0400	Primary Primary
All ATS Communication Facilities under responsibility of HAF, except G/A.G. service (HASP). Note: Due to lack of sufficient coverage from MSL/GND up to 5000 FT in the area between R-115 AKT and R-160 AKT distant 10 NM from AKT VOR/DME until the SE limits of PREVEZA MTMA (see ENR 2.1.6.5), ATC communications on FREQ 257.800 MHz 362.300 MHz 122.100 MHz and 243.000 MHz are not provided. Aircraft flying in this area shall contact AKTION APP and AKTION TWR only on freq. 120.450 MHz				

LGPZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LGPZ AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

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

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

2.20.1.2 Parking stands Restrictions.

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

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

2.20.1.3 Higher code letter aircraft requests

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

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

2.20.1.4 GA/BA and Non-commercial flights

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

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

- SAR flights and airplanes in state of emergency
- Ambulance flights operated with state aircraft
- Flights of aircraft rendering assistance or being on a mission in disasters.

- c) Special permission is required (restrictions according to AIP GEN 1.2.5.2.3) for GA flights that do not operate under AOC. The Aircraft operator shall apply through its representative CAT 1 to D1 (HASP) to grant the prerequisite permission
- d) Suitable tow head and towbar for pushback is mandatory for all aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs
- e) During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured, under the responsibility of the aircraft operator. For Long Ground Times, all GA/BA aircraft shall be secured, regardless of the prevailing weather.

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

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

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

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

2.20.2 Taxiing to and from stands

2.20.2.1 Procedures for arriving aircraft

2.20.2.1.1 All taxi instructions are issued by ATC via VHF communication

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

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

2.20.2.1.4 Arriving aircraft whose allocated stands for parking are:

- a) 1A, 1B, will enter apron via intersection D3, unless otherwise instructed by ATC.
- b) 1, 2, 3 will enter apron via intersection D2, unless otherwise instructed by ATC.
- c) 4, 5, will enter apron via intersection D1, unless otherwise instructed by ATC.

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

2.20.2.2 Procedures for departing aircraft

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

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

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

2.20.2.2.4 Push-back and engine start-up procedure

- a) Crew shall request start-up and pushback clearance from ATC.
- b) Engine start-up will be performed either during pushback after the service road has been cleared or when the aircraft is aligned on the Apron TWY D.
- c) Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the TWY and/or RWY according to ATC instructions. The request for cross-bleed start-up should be timely communicated to the Airport Operations Control Center through the aircraft operator and/or the ground service provider.
- d) All aircraft parked at stand 1A, when pushed back, will stand on intersection D3 or abeam stands instructed by ATC, facing west.
- e) All aircraft parked at stands 1,1B, when pushed back, will stand abeam stands instructed by ATC, facing always west.
- f) All aircraft parked at stands 2,3, when pushed back, will stand abeam stands, facing west or east, instructed by ATC.
- g) All aircraft parked at stands 4,5, when pushed back, will stand abeam stands instructed by ATC, facing always east.
- h) In order to facilitate and/or expedite traffic, ATC may request from aircraft to perform a long / extended push-back or to be pulled forward with the nose gear positioned abeam the lead-in line of any parking position.

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

2.20.2.3 Towing of aircraft

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

LGPZ AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - PREVEZA/ AKTION	29 DEC 22	AD 2-LGPZ-ADC
Aircraft Parking/ Docking Chart – ICAO: - PREVEZA/AKTION	23 MAY 19	AD 2- LGPZ- APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 07L/25R / LGPZ AOC	7 JUL 05	AD 2-LGPZ-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 07L	07 DEC 07	AD 2-LGPZ-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 25R	19 JUL 18	AD 2-LGPZ-IAC-2
Instrument Approach Chart (IAC) – ICAO: - NDBa RWY 07L	07 DEC 07	AD 2-LGPZ-IAC-3
Instrument Approach Chart (IAC) – ICAO: - NDBb RWY 07L	07 DEC 07	AD 2-LGPZ-IAC-4
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 07L	24 FEB 22	AD 2-LGPZ-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 25R	07 DEC 07	AD 2-LGPZ-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - NDB RWY 07L	07 DEC 07	AD 2-LGPZ-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - NDB RWY 25R	01 DEC 22	AD 2-LGPZ-SID-4
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR/DME RWY 07L	07 DEC 07	AD 2-LGPZ-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR/DME RWY 25R	07 DEC 07	AD 2-LGPZ-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - NDB RWY 07L	07 DEC 07	AD 2-LGPZ-STAR-3
Terminal Area Chart - ICAO - VFR routes: -	NIL	NIL

AERODROME CHART-ICAO

385532N
204554EELEV 3.32m
10.89ft

PREVEZA /AKTIO Airport

ATS COMMUNICATION FACILITIES			
Service Designation	Call Sign	Frequency	Remarks
APP	AKTION APPROACH	120.450 MHz	Primary freq. Coverage FL 125/ 40 NM
		122.100 MHz	RGA
		121.500 MHz	Emergency
		243.000 MHz	MIL Emergency
TWR	AKTION TOWER	120.450 MHz	Primary freq. Coverage FL 40/ 25 NM
		122.100 MHz	RGA
		257.800 MHz	MIL RGA
		121.500 MHz	Emergency
G/A/G	AKTIO RADIO	5637 KHZ	Primary freq.
		2989 KHZ	Primary freq.

A/c flying from MSL/GND up to 5000FT in the area between R-115 AKT and R-160 AKT distant 10NM from AKT VOR/DME until the SE limits of PREVEZA MTMA, shall contact AKTION APP and AKT TWR only on freq. 120.450MHz (see LGPZ AD2.18)

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

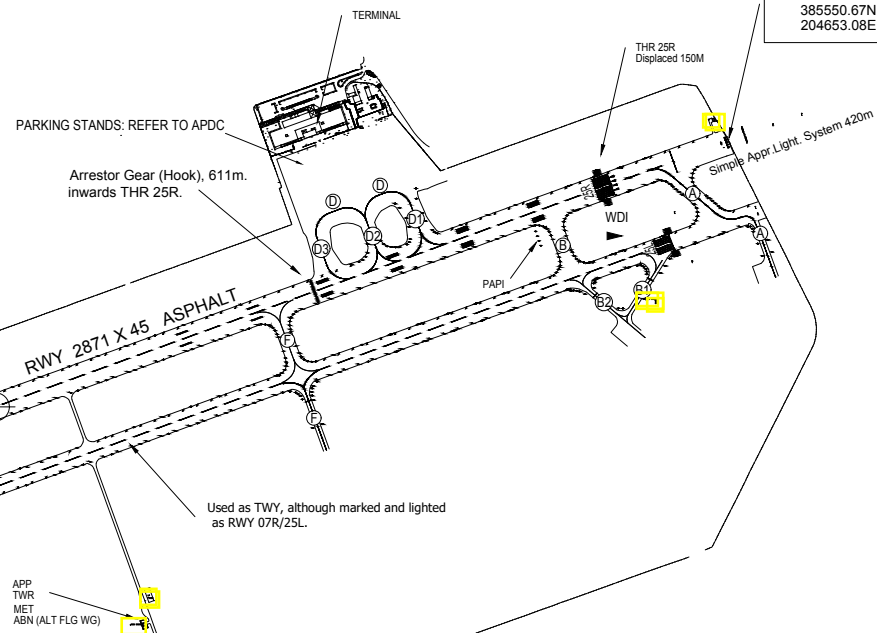
VAR 4°18'E
JAN 2019
ANNUAL RATE
OF CHANGE 5' 59"E

RWY	DIRECTION MAG	THR COORDINATES	THR ELEVATION	GUND ELEVATION
07L	63	385514.57N 204458.20E	2.73M	26.73M
25R	243	385547.50N 204643.00E	3.32M	26.86M
PCN 57 / F / B / W / T				

PREVEZA
ILS/G.P. DME
330.80 MHz - CH46X
I-PRV
385522.05N
204511.22E

PREVEZA
NDB 353 KHZ
PAK
385459.70N
204526.20E

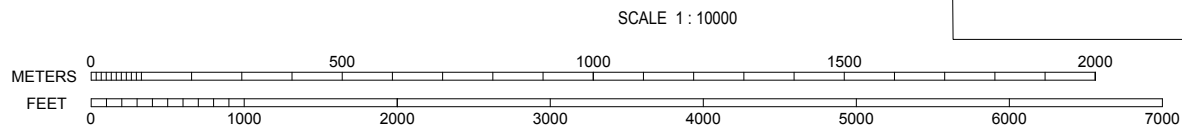
AMENDMENT RECORD		
No	DATE	ENTERED BY



Lighting Aids	
RWY Lighting	Edge (White LIM) , Threshold, End
Other Lighting	TWY Links Edge (Blue) Apron Flood lights
Approach Lighting	
RWY 07L	PAPI 2.72' MEHT Simple Appr.Light. System 420m
RWY 25R	PAPI 2.73' MEHT Simple Appr.Light. System 420m

CHANGE:

- ADDITION OF AIMING POINTS & TOUCHDOWN
ZONE MARKINGS



LGTS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGTS - THESSALONIKI/ MAKEDONIA

LGTS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

LGTS AD 2.3 OPERATIONAL HOURS

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

TWR (cont.)	MAKEDONIA DELIVERY	118.055	Operating on ATC instructions	Coverage FL 40/ 25NM Clearance Delivery
	MAKEDONIA GROUND	121.705	H24	Cover. Aerodrome Surface / 5 NM ACFT Start up & Taxi Clearance
G/A/G	MAKEDONIA RADIO	5637 kHz 2989 kHz	H24: 0400–1700 H24: 1700-0400	Primary Primary
ATIS (ARR / DEP)	THESSALONIKI MAKEDONIA AIRPORT INFORMATION	127.555	H24	Coverage FL 200 / 60 NM

All ATS Communication Facilities under responsibility of HASP.
For TAR services see **ENR 1.6** & **LGTS AD 2.22.4**, for ATIS see also **ENR 1.1.1.8.3.3**

LGTS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (FT AMSL)	Remarks
1	2	3	4	5	6	7
THESSALONIKI VOR/DME (5°E / 2020) (5°E)	TSL	112.10 MHz CH 58X	H24	402724.51N 0225927.81E	773 FT / 235.71 M	Coverage FL 500 / 150 NM
FISKA VOR/DME (5°E / 2020) (5°E)	FSK	116.40 MHz CH 111X	H24	410555.37N 0225929.36E	1299 FT / 395.91 M	Coverage FL 500 / 150 NM
MIKRA VOR/DME (5°E / 2020) (5°E)	MKR	110.80 MHz CH 45X	H24	403107.41N 0225811.28E	27 FT / 8.28 M	Coverage FL 250 / 40 NM
THESSALONIKI NDB (5°E / 2020)	THS	345 kHz	H24	403536.96N 0225653.11E	-	Coverage 80 NM
FISKA L (5°E / 2020)	FIS	314 kHz	H24	410553.33N 0225930.34E	-	Coverage 40 NM
THESSALONIKI ILS/DME CAT II, RWY 10 (5°E / 2020) ILS/LLZ (5°E) GP DME	IMAK	109.50 MHz 332.60 MHz CH 32X	H24	403057.51N 0225926.57E 403120.34N 0225704.84E 403120.40N 0225705.21E	11.50 FT / 3.51 M	Coverage FL 62.5 / 25 NM Coverage FL 23 / 10 NM GP Angle 3° Coverage. FL 100 / 25 NM
THESSALONIKI ILS/DME CAT II, RWY 16 (5°E / 2020) ILS/LLZ (5°E) GP DME	ITSL	110.30 MHz 335.00 MHz CH 40X	H24	403023.85N 0225830.37E 403136.57N 0225802.10E 403136.57N 0225802.10E	4 FT / 1.23 M	Coverage FL 62.5 / 25 NM Coverage FL 23/ 10 NM GP Angle 3°, RDH 52 FT Coverage FL 100 / 25 NM

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

2. For groups 2 3 and 4: Exit from A1 or A2, right on A, left on F, entrance to apron via intersection of C/F.

Landing on RWY 16:

1. For groups 1 and 5: Exit from A5 or A6, left on A, cross 10-28, entrance to apron via A4 for group 1 and via A3 for group 5.
2. For groups 2 3 and 4: Exit from A5 or A6, left on A, cross 10-28, right on F, entrance to apron via intersection of C/F.

Landing on RWY 28:

1. For groups 1 and 5: Exit from F1, or F2, or F3, or F4, or F5, right on F, cross 16-34, left on A, entrance to apron via A4 for group 1 and via A3 for group 5.
2. For groups 2 3 and 4: Exit from F1, or F2, or F3, or F4, or F5, right on F, cross 16-34, entrance to apron via intersection of C/F.

Landing on RWY 10:

1. For groups 1 and 5: Exit from F5 (not used as rapid exit TWY), cross 16-34, entrance to apron via A4 for group 1 and via A3 for group 5. Alternate routings for group 1: Exit from F9 or F10, left on F, right on A, entrance to apron via A4 for group 1 and via A3 for group 5.
2. For groups 2 3 and 4: Exit from F5, right on F, cross 16, 34, entrance to apron via intersection of C/F. Alternate routing: Exit from F9 or F10, left on F, entrance to apron via intersection of C/F.

2.20.2.4.4 Departing Aircraft Area Standard Taxi Routes

Departing from RWY 34:

1. For group 1 and 5: Exit from Apron via A4 (A3 for group 5), left on A, cross 10-28, entrance to 34 via A6.
2. For group 2: Exit from Apron via intersection of C/F, right on F, left on A, cross 10-28, entrance to 34 via A6.
3. For group 3: Exit from Apron via F7, right on F, left on A, cross 10-28, entrance to 34 via A6.
4. For group 4: Exit from Apron via F8, right on F, left on A, cross 10-28, entrance to 34 via A6.

Departing from RWY 16:

1. For group 1 and 5: Exit from Apron via A4 (A3 for group 5), right on A, entrance to 16 via A1.
2. For group 2: Exit from Apron via intersection of C/F, right on F, right on A, entrance to 16 via A1.
3. For group 3: Exit from Apron via F7, right on F, right on A, entrance to 16 via A1.
4. For group 4: Exit from Apron via F8, right on F, right on A, entrance to 16 via A1.

Departing from RWY 28:

1. For group 1 and 5: Exit from Apron via A4 (A3 for group 5), left on A, left on F, entrance to 28 via F9 or F10.
2. For group 2: Exit from Apron via intersection of C/F, left on F, entrance to 28 via F9 or F10.
3. For group 3: Exit from Apron via F7, left on F, entrance to 28 via F9 or F10.
4. For group 4: Exit from Apron via F8, left on F, entrance to 28 via F9 or F10.

Departing from RWY 10:

1. For group 1 and 5: Exit from Apron via A4 (A3 for group 5), left on A, right on F, cross 16-34, entrance to 10 via F1 or F2.
2. For group 2: Exit from Apron via intersection of C/F, right on F, cross 16-34, entrance to 10 via F1 or F2.
3. For group 3: Exit from Apron via F7, right on F, cross 16-34, entrance to 10 via F1 or F2.
4. For group 4: Exit from Apron via F8, right on F, cross 16-34, entrance to 10 via F1 or F2.

2.20.2.4.5 ATC may alter arriving or departing aircraft taxi-routes according to operational conditions.

Note: Lack of clear line of sight from the control tower exists, on part of apron stand Taxilane C, from stand 13 to stand 26, due to the location and height of the tower building. Caution advised to taxiing aircraft.

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 Arriving aircraft to stands S1, S2 S3, S4, S5, S6, S7, S8, S9, S10, S11, S12 shall be guided by Follow Me car and adhere to marshaller's instructions.

2.20.4 Parking area for helicopters

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

2.20.5 Apron - taxiing during winter conditions

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

2.20.6 Taxiing – limitations

[illegible]

AD 3.76 MYKONOS / KALAFATIS**AD 3.76.1 HELIPORT NAME AND INDICATORS**

1. Location Indicator	2. Name	3. Grouping Indicator
NIL	MYKONOS/ KALAFATIS	P/HEL

AD 3.76.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Heliport reference point coordinates and site at heliport	372637.00N 0252506.00E
2	Direction and distance from (city)	7.7Km East from city
3	Elevation/Reference temperature	66 M / NIL
4	Geoid undulation at ELEV PSN	NIL
5	MAG VAR/Annual change	NIL / NIL
6	Heliport Administration, address, telephone, telefax,, AFS	Duofol Holdings LTD, Palmsol Co LTD, Restmar Co LTD TEL: +30 6944126508 EMAIL: dfour@intrapower.gr
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	PPR by the owner. Supervised by CAA

AD 3.76.3 OPERATIONAL HOURS

1	Heliport Administration	HX
12	Remarks	HX: daily hours O/R

AD 3.76.4 HANDLING SERVICES AND FACILITIES

NIL

AD 3.76.5 PASSENGER FACILITIES

NIL

AD 3.76.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	H1
4	Remarks	NIL

AD 3.76.7 SEASONAL AVAILABILITY - CLEARING

NIL

AD 3.76.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

NIL

AD 3.76.9 MARKINGS AND MARKERS

1	Final approach and take-off markings	Heliport identification (H), FATO edge, TLOF edge.
2	TWY, air TWY, air transit route markers	NIL
3	Remarks	NIL

AD 3.76.10 HELIPORT OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV / HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL	NIL	NIL	NIL	NIL	NIL

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV / HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL	NIL	NIL	NIL	NIL	NIL

AD 3.76.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

AD 3.76.12 HELIPORT DATA

1	Heliport type	Surface level
2	TLOF dimensions	16.50 M diameter
3	FATO, GEO bearings	147° / 358° GEO
4	FATO dimensions and SFC type	16.50 M diameter, concrete
5	TLOF, SFC and BRG strength	concrete
6	Coordinates of geometric centre TLOF or THR of FATO and geoid undulation	TLOF: 372636.61N 0252506.13E/ NIL
7	TLOF/FATO, elevation and slope	TLOF: 16.50 M / NIL
8	Safety area dimensions	22 M diameter
9	HEL CWY dimensions	NIL
10	Obstacle free sector	NIL
11	Remarks	To be used by helicopters with maximum length 11 M.

AD 3.76.13 DECLARED DISTANCES

NIL

AD 3.76.14 APPROACH AND FATO LIGHTING

2	Type of visual approach slope indicator system	NIL
5	TLOF LGT system characteristics and location	NIL
6	Remarks	NIL

AD 3.76.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Heliport BCN location and characteristics Hours of operation	NIL
2	WDI location and LGT	East of FATO, not LGTD
4	Secondary power supply/switch-over time	NIL
5	Remarks	NIL

AD 3.76.16 ATS AIRSPACE

NIL

AD 3.76.17 ATS COMMUNICATION FACILITIES

NIL

AD 3.76.18 ATS RADIO NAVIGATION AND LANDING AIDS

NIL

AD 3.76.19 LOCAL TRAFFIC REGULATIONS**3.76.19.1 Heliport regulations**

3.76.19.1.1 The heliport will be used exclusively for the needs of the owner as well as for the needs of persons who have obtained the permission of the owner.

AD 3.76.20 NOISE ABATEMENT PROCEDURES**3.76.20.1** NIL**AD 3.76.21 FLIGHT PROCEDURES****3.76.21.1 General**

3.76.21.1.1 All flights shall be conducted according to AIP Greece Part 2 En Route (ENR) provisions.

3.76.21.1.2 Prior any helicopter departure or arrival, coordination with LGMK ATS unit (see **LG MK AD 2.18**) is required.

3.76.21.1.3 Heliport can be used only during day time and under VMC conditions.

3.76.21.1.4 Helicopter flights to and from the heliport shall be conducted according to AIP Greece **ENR 1.2** Visual Flight Rules.

AD 3.76.22 ADDITIONAL INFORMATION

3.76.22.1 Unmarked electrical overhead wire West of North Approach Surface of Heliport spans from West Inner Edge corner for 100 M outwards. Unmarked electrical overhead wires below North Approach Surface of Heliport run parallel to its Inner Edge, at a distance of 100 M. Caution advised.

AD 3.76.23 CHARTS RELATED TO THE HELIPORT

NIL

1.1.1.8.3.1.2 The reception of flight information service does not relieve the pilot-in-command of an aircraft of any responsibilities and the pilot-in-command shall make the final decision regarding any suggested alteration of flight plan.

1.1.1.8.3.1.3 Where air traffic services units provide both flight information service and air traffic control service, the provision of air traffic control service shall have precedence over the provision of flight information service whenever the provision of air traffic control service so requires.

Note: The types of FIS provided within ATHINAI FIR/HELLAS UIR are described in **GEN 3.3.3.1**.

1.1.1.8.3.2 Scope of FIS (SERA.9005)

1.1.1.8.3.2.1 Flight information service shall include the provision of pertinent:

- a) SIGMET and AIRMET information;
- b) information concerning pre-eruption volcanic activity, volcanic eruptions and volcanic ash clouds;
- c) information concerning the release into the atmosphere of radioactive materials or toxic chemicals;
- d) information on changes in the availability of radio navigation services;
- e) information on changes in condition of aerodromes and associated facilities, including information on the state of the aerodrome movement areas when they are affected by snow, ice or significant depth of water;
- f) information on unmanned free balloons;
- g) information on abnormal aircraft configuration and condition; and
- h) any other information likely to affect safety.

Note 1: SIGMET and AIRMET information should be transmitted to aircraft with the least possible delay on the initiative of the appropriate ATS unit and should cover portion of the route up to two (2) hours flying time ahead of the aircraft (see **GEN 3.5.8.1**).

Note 2: Special air-reports shall be transmitted with the least possible delay to aircraft likely to be affected and shall cover the portion of the route up to one (1) hour flying time ahead of the aircraft.

Note 3: The information in e), f), g) and h) concerning the vicinity of uncontrolled Category B civil aerodromes/ heliports (see AD 1.4.1.1.2.2.2) and the information in f), g) and h) concerning the vicinity of non- specified provisional fields (see ENR 1.1.11.1.2.1.3) in airspace Class G, will be provided only if it has been requested by an aircraft and has been made known to the appropriate ATS Unit through a pilot's report, a non-ATS aeronautical station operator, a Category B civil aerodrome/ heliport operator, another ATS Unit or through a public sector entity. In case such information has been made known to the appropriate ATS Unit through any other source, it shall be transmitted as unconfirmed.

1.1.1.8.3.2.2 Flight information service provided to flights shall include, in addition to that outlined in **ENR 1.1.1.8.3.2.1**, the provision of information concerning:

- a) weather condition reported or forecasted at departure, destination and alternate aerodromes;
- b) collision hazards, to aircraft operating in airspace Classes C, D, E and G;
- c) for flights over water areas, in so far as practicable and when requested by a pilot, any available information such as radio call sign, position, true track, speed, etc., of surface vessels in the area;
- d) messages, including clearances, received from other air traffic services units to relay to aircraft.

Note 1: When available, outstanding or safety relevant information is normally provided by radio communication within 60 minutes from the aerodrome of destination unless the information has been made available through other means.

Note 2: Special reports in the SPECI code form and amended TAF shall be transmitted on request for the departure, destination and its alternate aerodromes.

Note 3: The information in b), relating to collision hazards includes only known activities that constitute risks to the aircraft concerned and should be given whenever it is likely that such information will assist pilots concerned to avoid the risk of collision. In airspace Class G, such information can only be given about aircraft whose presence is known and even that information may be of doubtful accuracy as to position and intentions of the aircraft concerned. Furthermore, the availability of such information to air traffic services may sometimes be incomplete (e.g. limitations in radar or radio coverage, optional radio contact by pilots, limitations in the accuracy of reported information by pilots, or unconfirmed level of information) and, therefore, ATS cannot assume responsibility for its issuance at all times or for its accuracy.

Note 4: Taking into account the considerations mentioned in **Note 3**, as well as the operational and technical limitations at uncontrolled Category B civil aerodromes/ heliports (see **AD 1.4.1.1.2.2.2**), the information in b) and d) cannot be provided by the appropriate ATS unit in the vicinity of these aerodromes/ heliports and in the vicinity of non- specified provisional fields (see **ENR 1.1.11.1.2.1.3**) in airspace Class G.

1.1.1.8.3.2.3 Flight information service provided to VFR flights shall include, in addition to that outlined in **ENR 1.1.1.8.3.2.1**, the provision of available information concerning traffic and weather conditions along the route of flight that are likely to make operation under the visual flight rules impracticable.

1.1.1.8.3.3 Automatic Terminal Information Service (ATIS)

1.1.1.8.3.3.1 The Voice - ATIS broadcasts are provided at several Greek aerodromes serving both arriving and departing aircraft in accordance with the provisions of (EU) 923/2012, ICAO Annex 11, Chapter 4, Doc 7030 - EUR Region, para. 6.13.1 and Doc 9426 AN-924/1984, Part I, Section 2, Chapter 2, Appendix D. Further information can be obtained in **GEN 3.3.3.6** and **AD 2.18** section of the relevant aerodromes.

Individual ATIS messages are identified by a designator in the form of a letter of the ICAO spelling alphabet. Designators assigned to consecutive ATIS messages shall be in alphabetical order. Pilots, when first establishing radio communication with approach control or aerodrome control tower of the respective airport, shall repeat the designator, in order to make sure that the last valid transmission has been received.

Use of the ATIS messages in directed request/reply transmissions [SERA.9010(a)]

1.1.1.8.3.3.1.1 When requested by the pilot, the applicable ATIS message(s) shall be transmitted by the appropriate air traffic services unit.

1.1.1.8.3.3.3.2 Whenever Voice-ATIS is provided:

- a) aircraft shall acknowledge receipt of the information upon establishing communication with the ATS unit providing approach control service, the aerodrome control tower or Aerodrome Flight Information Service (AFIS), as appropriate; and
- b) the appropriate air traffic services unit shall, when replying to an aircraft acknowledging receipt of an ATIS message or, in the case of arriving aircraft, provide the aircraft with the current altimeter setting.

1.1.1.8.3.3.1.3 Information contained in a current ATIS, the receipt of which has been acknowledged by the aircraft concerned, need not be included in a directed transmission to the aircraft, with the exception of the altimeter setting, which shall be provided in accordance with **ENR 1.1.1.8.3.3.2**.

1.1.1.8.3.3.1.4 If an aircraft acknowledges receipt of an ATIS that is no longer current, any element of information that needs updating shall be transmitted to the aircraft without delay.

1.1.1.8.3.3.2 The broadcast information will be updated every 30 minutes and shall be in the English language only.

1.1.1.8.3.3.3 When rapidly changing meteorological conditions result in frequent modifications of the ATIS broadcast, the pertinent weather elements may be omitted. In this case, ATIS messages shall indicate that the relevant weather elements be given on the initial contact with the Approach Control Unit, or the Aerodrome Control Tower.

1.1.1.8.3.3.4 ATIS for arriving and departing aircraft [SERA.9010(b)]

1.1.1.8.3.3.4.1 ATIS messages containing both arrival and departure information shall contain the following elements of information in the order listed:

- a) name of aerodrome;
- b) arrival and/or departure indicator;
- c) designator;
- d) time of observation, if appropriate;
- e) type of approach(es) to be expected;
- f) the runway(s) in use; status of arresting system constituting a potential hazard, if any;
- g) significant runway surface conditions and, if appropriate, braking action (see **AD 1.1.5**);
- h) holding delay, if appropriate;
- i) transition level, if applicable;
- j) other essential operational information;
- k) surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers;
- l) visibility and, when applicable, RVR (see also **Note** below) and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;
- m) present weather;
- n) cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;
- o) air temperature;
- p) dew point temperature;
- q) altimeter setting(s);
- r) any available information on significant meteorological phenomena in the approach and climb-out areas including wind shear, and information on recent weather of operational significance;
- s) trend forecast, when available; and
- t) specific ATIS instructions.

Note: These elements are replaced by the term 'CAVOK' when the following conditions occur simultaneously at the time of observation:

- visibility: 10 km or more, and the lowest visibility not reported; and
- no cloud of operational significance; and
- no weather of significance to aviation.

1.1.1.8.3.4 Aerodrome Flight information Service (AFIS)

1.1.1.8.3.4.1 GENERAL

1.1.1.8.3.4.1.1 Aerodrome flight information service (AFIS) is the term used to describe the provision of information useful for the safe and efficient conduct of aerodrome traffic at those aerodromes where it is determined that the provision of aerodrome control service is not justified, or is not justified on a 24-hour basis (see also **GEN 3.3.3.7** and **AD 1.1.6.2**)

1.1.1.8.3.4.1.2 Non-controlled aerodromes at which it is determined that AFIS will be provided, are identified as "AFIS aerodromes" in order to distinguish them from controlled aerodromes.

1.1.1.8.3.4.1.3 AFIS is provided by a unit located at the aerodrome and identified as an "AFIS unit". An AFIS unit provides flight information service and alerting service to aerodrome traffic.

1.1.1.8.3.4.1.4 The AFIS unit is not an air traffic control unit. It is, therefore, the responsibility of pilots, using the service provided by this unit to maintain proper separation in conformity with the rules of the air.

1.1.1.8.3.4.1.5 AFIS provides vital information for the safe and efficient contact of aerodrome traffic at non-controlled aerodromes, but it does not provide ATC (clearances are not provided).

1.1.1.8.3.4.1.6 AFIS is provided to all traffic on the manoeuvring area and to all aircraft flying in the vicinity of the aerodrome.

Note 1: *An aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit.*

Note 2: *Aerodrome traffic circuit is the specified path to be flown by aircraft operating in the vicinity of an aerodrome.*

1.1.1.8.3.4.2 AFIS REQUIREMENTS FOR INFORMATION

1.1.1.8.3.4.2.1 AFIS units should, to the extent possible, be supplied with the same information as that provided to aerodrome control towers, i.e.:

- a) Meteorological Information
 - I) AFIS units should be supplied with up-to-date information on existing and forecast meteorological conditions as necessary for the performance of their functions. The information should be supplied in such a form as to require a minimum of interpretation on the part of AFIS personnel, and with a frequency which satisfies the requirements of the AFIS units concerned.
 - II) AFIS units should be supplied with current meteorological reports and forecasts for the aerodrome with which they are concerned. Special reports and amendments to the forecasts should be communicated to the AFIS units as soon as they are necessary in accordance with established criteria, without waiting for the next routine report or forecast.
 - III) AFIS units should be provided with current pressure data for setting altimeters for the aerodrome concerned.
 - IV) AFIS should be equipped with surface wind indicator(s). The indicator(s) should be related to the same location(s) of observation and be fed from the same anemometer(s) as the corresponding indicator(s) in the meteorological station, where such a station exists. Where multiple anemometers are used, the indicators to which they are related should be clearly marked to identify the runway and section of the runway monitored by each anemometer.
 - V) AFIS should be provided with available current information on runway visual range as determined by instruments or by qualified observer. AFIS units at aerodromes where runway visual range values are measured by instrumental means should be equipped with indicator(s) permitting read-out of the current runway visual range value(s). The indicator(s) should be related to the same location(s) of observation and be fed the same runway visual range measuring device(s) as the corresponding indicator(s) in the meteorological station, where such a station exists.
- b) Operational Status of Associated Facilities
 - I) AFIS units should be kept currently informed of the conditions of the manoeuvring areas, including the existence of temporary hazards, and the operational status of any associated facilities at the aerodrome with which they are concerned, information on the operational status of navigation aids.
 - II) AFIS units should be kept currently informed of the operational status of non-visual navigation aids, and those visual aids essential for surface movement, take-off, departure, approach and landing procedures within their area of responsibility.
- c) Information on Unmanned Free Balloons
 - I) AFIS units should be kept informed of details of flights of unmanned free balloons in accordance with the provision contained in Annex 2.

1.1.1.8.3.4.3 AFIS COMMUNICATION REQUIREMENTS

1.1.1.8.3.4.3.1 It is essential, that the pilot establish and maintain two-way communications with the relevant AFIS unit and that they report their positions, level and all significant manoeuvres and intentions to the AFIS unit, since the efficiency of the AFIS unit is dependent on the information received. The reported level or route may be changed only after the AFIS unit has been so informed and has acknowledged this information (not applicable to the traffic circuit).

1.1.1.8.3.4.3.2 Direct two-way radiotelephony is used for the provision of aerodrome flight information service. Aircraft shall be capable of two-way communication with the AFIS unit on the prescribed frequency or frequencies. Recording facilities should be provided on all such air-ground communication channels.

- a) An AFIS unit should be connected with the associated flight information centre (FIC) or area control centre (ACC) and with the following: Aerodromes rescue and emergency services (including ambulance, fire, etc.)
- b) Meteorological office serving the aerodrome and
- c) Aeronautical telecommunications station serving the aerodrome. (Aeronautical Fixed Service).

1.1.1.8.3.4.4 RESPONSIBILITY OF AFIS UNIT

1.1.1.8.3.4.4.1 An AFIS unit is responsible for providing the following:

- a) Meteorological Information: Up-to-date information on existing and forecast meteorological conditions for arriving and departing aircraft as well as for over flying aircraft, including SIGMET information. Such information should, to the extent possible be the same as that provided to aerodrome traffic by aerodrome control towers.

- b) Information enabling the pilot to select the most suitable runway for use. Such information should include, in addition to the current surface wind direction and speed, the "preferred runway" and traffic pattern and, on request by the pilot, the length of the runway(s) and/or the distance between an intersection and the end of the runway.

Note: The term "preferred runway" is used to indicate the most suitable runway at a particular time, taking into account the current surface wind direction and speed and other relevant factors such as traffic pattern and the runway used by other aircraft, with the intention of establishing and maintaining an orderly flow of aerodrome traffic.

- c) Information on known aircraft, vehicles or personnel on or near manoeuvring area or aircraft operating in vicinity of the aerodrome, which may constitute a hazard to the aircraft concerned.
- d) Instructions to aircraft in the manoeuvring area to assist pilots in the prevention of hazardous situations.
- e) Instructions to vehicles and persons in the manoeuvring area.
- f) Information of aerodrome conditions which is essential to the safe operation of aircraft.
- g) Information on changes in the operational status of non-visual navigation aids and visual aids essential for aerodrome traffic.
- h) Radio bearings or direction-finding information, when equipment is available.
- i) Messages, including clearances, issued from other ATS units for relay to aircraft e.g. from the associated flight information centre (FIC) or area control centre (ACC). In this case, the name of the issuing authority is included in the relayed message.
- j) Initiation of overdue action.
- k) Provision of Alerting Service.
- l) Any other information contributing to safety.

1.1.1.8.3.4.4.2 Furthermore, an AFIS unit is permitted to pass instructions to helicopters engaged in air taxiing. However, when the pilot reports ready to lift and depart, the AFIS unit passes information only.

1.1.1.8.3.4.4.3 Information is passed to all inbound helicopters until they land or reach the hover prior to air taxiing to the parking area. Thereafter, instructions shall be given until the helicopter lands.

1.1.1.8.3.4.5 RESPONSIBILITY OF PILOTS

1.1.1.8.3.4.5.1 As described at **ENR 1.1.1.8.3.4.3.2** above, pilots shall establish and maintain two-way radio communication with the AFIS unit and report their positions, levels and all significant manoeuvres and intentions to the AFIS unit.

1.1.1.8.3.4.5.2 When operating on or in the vicinity of an aerodrome where AFIS is provided, pilots shall, on the basis of the information received from the AFIS unit combined with their awareness and observations, decide on the course of action to be taken to ensure separation from other aircraft, in the circuits and during landing and take-off, runway to be used, keeping of appropriate distances from ground vehicles and obstacles etc.

1.1.1.8.3.4.6 CO-ORDINATION BETWEEN AFIS UNIT AND ATHINAI/MAKEDONIA FIC OR ATHINAI/MAKEDONIA ACC

1.1.1.8.3.4.6.1 AFIS units shall ensure that ATHINAI/MAKEDONIA FIC or ATHINAI/MAKEDONIA ACC are informed of departures at the AFIS aerodrome. Unless otherwise provided, information to be made available shall comprise the identification of aircraft, the departure and destination aerodrome or operating site, the estimated and actual take-off time, the expected time of communications transfer and, where necessary, request for en-route clearance.

1.1.1.8.3.4.6.2 ATHINAI/MAKEDONIA FIC or ATHINAI/MAKEDONIA ACC shall ensure that an AFIS unit is informed regarding aircraft proceeding to the AFIS aerodrome. The information to be provided shall comprise of relevant items of the current flight plan, the estimated time of arrival and the expected time of communications transfer.

1.1.1.8.4 Alerting Service (ALRS)

1.1.1.8.4.1 Application

1.1.1.8.4.1.1 Alerting service shall be provided:

- a) to all aircraft provided with air traffic control service;
- b) in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic services; and
- c) to any aircraft known or believed to be the subject of unlawful interference.

1.1.1.8.4.1.2 To facilitate the provision of alerting and search and rescue services, an aircraft, prior to and when operating within ATHINAI FIR / HELLAS UIR, shall comply with the provisions concerning the submission, completion, activation changing and closing of a flight plan. Flight information centers (FIC) or area control centers (ACC), shall serve as the central point for collecting all information relevant to a state of emergency of an aircraft operating within the flight information region or control area concerned and for forwarding such information to the appropriate rescue coordination centre.

1.1.1.8.4.1.3 In the event of a state of emergency arising to an aircraft while it is under the responsibility of an Aerodrome Control Tower, AFIS unit or Approach Control Unit, such unit shall notify immediately the Flight Information Centre or Area Control Centre responsible which shall in turn notify the Rescue Coordination Centre, except that notification of the Area Control Centre, Flight Information Centre, or Rescue Coordination Centre shall not be required when the nature of the emergency is such that the notification would be superfluous.

1.1.1.8.4.1.4 Nevertheless, whenever the urgency of the situation so requires, the Aerodrome Control Tower, AFIS unit or Approach Control Unit responsible shall first alert and take other necessary steps to set in motion all appropriate local rescue and emergency organizations which can give the immediate assistance required.

1.1.1.8.4.2 Notification of rescue coordination centers

1.1.1.8.4.2.1 Without prejudice to any other circumstances that may render such notification advisable, air traffic services units shall, except as prescribed in **ENR 1.1.1.8.4.1.4**, notify rescue coordination centers immediately an aircraft is considered to be in a state of emergency in accordance with the following:

1.1.1.8.4.2.1.1 Uncertainty Phase when:

- a) no communication has been received from an aircraft within a period of 30 minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier, or when,
- b) an aircraft fails to arrive within 30 minutes of the estimated time of arrival last notified to or estimated by air traffic services units, whichever is the later, except when no doubt exists as to the safety of the aircraft and its occupants.

1.1.1.8.4.2.1.2 Alert Phase when:

- a) following the uncertainty phase, subsequent attempts to establish communication with the aircraft or inquiries to other relevant sources have failed to reveal any news of the aircraft, or when:
- b) an aircraft has been cleared to land and fails to land within 5 minutes of the estimated time of landing and communication has not been re-established with the aircraft, or when
- c) information has been received which indicates that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely, except when evidence exists that would allay apprehension as to the safety of the aircraft and its occupants, or when
- d) an aircraft is known or believed to be the subject of unlawful interference.

1.1.1.8.4.2.1.3 Distress Phase when:

- a) following the alert phase, further unsuccessful attempts to establish communication with the aircraft and more widespread unsuccessful inquiries point to the probability that the aircraft is in distress, or when
- b) the fuel on board is considered to be exhausted, or be insufficient to enable the aircraft to reach safety, or when
- c) information is received which indicates that the operating efficiency of the aircraft has been impaired to the extent that a forced landing is likely, or when
- d) information is received or it is reasonably certain that the aircraft is about to make or has made a forced landing, except where there is reasonable certainty that the aircraft and its occupants are not threatened by grave and imminent danger and do not require immediate assistance.

1.1.1.8.4.2.2 The notification shall contain such of the following information as is available in the order listed:

- a) INCERFA, ALERFA or DETRESFA, as appropriate to the phase of emergency;
- b) agency and person calling;
- c) nature of emergency;
- d) significant information from the flight plan;
- e) unit which made last contact, time and means used;
- f) last position report and how determined;
- g) colour and distinctive marks of aircraft;
- h) dangerous goods carried as cargo;
- i) any action taken by reporting office; and
- j) other pertinent remarks

1.1.1.8.4.2.3 Such part of the information specified above, which is not available at the time notification is made to a rescue coordination centre, should be sought by an air traffic services unit prior to the declaration of a distress phase, if there is reasonable certainty that this phase will eventuate.

1.1.1.8.4.2.4 Further to the notification in **ENR 1.1.1.8.4.2.1**, the rescue coordination centre shall, without delay, be provided with:

- a) any useful additional information, especially on the development of the state of emergency through subsequent phases; or

information that the emergency situation no longer exists. **Note:** *The cancellation of action initiated by the rescue coordination centre is the responsibility of that centre.*

1.1.1.8.4.3 Use of communication facilities

1.1.1.8.4.3.1 Air traffic services units shall, as necessary, use all available communication facilities to endeavour to establish and maintain communication with an aircraft in a state of emergency, and request news of the aircraft.

1.1.1.8.4.4 Plotting aircraft in a state of emergency

1.1.1.8.4.4.1 When a state of emergency is considered to exist, the flight of the aircraft involved shall be plotted in order to determine the probable future position of the aircraft and its maximum range of action from its last known position.

1.1.1.8.4.4.2 The flights of other aircraft known to be operating in the vicinity of the aircraft involved shall also be plotted in order to determine their probable future positions and maximum endurance.

1.1.1.8.4.5 Information to the operator

When an area control or a flight information centre decides that an aircraft is in the uncertainty or the alert phase, it shall, when practicable, advise the operator prior to notifying the rescue coordination centre.

Note: If an aircraft is in the distress phase, the rescue coordination centre has to be notified immediately in accordance with **ENR 1.1.1.8.4.2.1**.

1.1.1.8.4.5.1 All information notified to the rescue coordination centre by an area control or flight information centre shall, whenever practicable, also be communicated, without delay, to the operator.

1.1.1.8.4.6 Information to aircraft operating in the vicinity of an aircraft in a state of emergency (SERA.10005)

1.1.1.8.4.6.1 When it has been established by an air traffic services unit that an aircraft is in a state of emergency, other aircraft known to be in the vicinity of the aircraft involved shall, except as provided in **ENR 1.1.1.8.4.6.2** below, be informed of the nature of the emergency as soon as practicable.

1.1.1.8.4.6.2 When an air traffic services unit knows or believes that an aircraft is being subjected to unlawful interference, no reference shall be made in ATS air-ground communications to the nature of the emergency unless it has first been referred to in communications from the aircraft involved and it is certain that such reference will not aggravate the situation (see also **ENR 1.13**).

1.1.1.8.4.7 ATS actions in case an aircraft in a state of emergency (SERA.11001)

1.1.1.8.4.7.1 In case of an aircraft known or believed to be in a state of emergency, including being subjected to unlawful interference, ATS units shall give the aircraft maximum consideration, assistance and priority over other aircraft, as may be necessitated by the circumstances.

1.1.1.8.4.7.2 Subsequent ATC actions shall be based on the intentions of the pilot, the overall air traffic situation and the real-time dynamics of the contingency.

1.1.1.8.4.8 Unlawful interference

1.1.1.8.4.8.1 When an air traffic services unit knows or believes that an aircraft is subject to unlawful interference, no reference shall be made in ATS air-ground communications to the nature of the emergency unless it has first been referred to in communications from the aircraft involved and it is certain that such reference will not aggravate the situation (see also **ENR 1.13**).

1.1.1.8.4.9 Minimum Fuel and Fuel Emergency (SERA 11012)

1.1.1.8.4.9.1 When a pilot reports a state of minimum fuel, the controller shall inform the pilot as soon as practicable of any anticipated delays or that no delays are expected.

1.1.1.8.4.9.2 When the level of fuel renders declaring a situation of distress necessary, the pilot, in accordance with Distress and Urgency radiotelephony communication procedures [(EU)923/2012, SERA.14095], shall indicate that by using the radiotelephony distress signal (MAYDAY), preferably spoken three times, followed by the nature of the distress condition (FUEL).

Note: The declaration of MINIMUM FUEL informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing, and any change to the existing clearance may result in landing with less than planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.

1.1.1.8.5 Search and Rescue Service (SAR)

1.1.1.8.5.1 Unit responsible for providing Search and rescue service to flights operating within ATHINA FIR / HELLAS UIR is the Joint Rescue Coordination Centre - JRCC (see **GEN 3.6**).

1.1.1.8.5.2 General aviation aircraft operating over designated areas, land or sea, where search and rescue operations would be difficult should:

- a) carry appropriate survival equipment;
- b) follow the routes or specified procedures if not equipped with two-way radio, except that under special circumstances the appropriate authority may grant specific exemptions from this requirement.

1.1.1.9 Air-ground radio communication failure procedure

1.1.1.9.1 If radio-communication failure prevents aircraft operated as a controlled flight from maintaining continuous listening watch on the appropriate radio frequency, or/and two way communication as necessary with the appropriate air traffic control unit, the aircraft shall follow radio communication failure procedures listed in Annex 10 part II and further adhere to procedures specified in ICAO Doc 7030 - EUR Region.

Note: For reasons related to the management of frequency assignments in the ICAO EUR Region, the use of frequencies above FL450 may be subject to harmful interference.

1.1.1.10 Degraded aircraft performance (SERA.11013)

1.1.1.10.1 Whenever, as a result of failure or degradation of navigation, communications, altimetry, flight control or other systems, aircraft performance is degraded below the level required for the airspace in which it is operating, the flight crew shall advise the ATC unit concerned without delay. Where the failure or degradation affects the separation minimum currently being employed, the controller shall take action to establish another appropriate type of separation or separation minimum.

1.1.1.10.2 Degradation or failure of the RNAV system

1.1.1.10.2.1 When an aircraft cannot meet the specifications, as required by the RNAV route or procedure, as a result of a failure or degradation of the RNAV system, a revised clearance shall be requested by the pilot and the following procedures shall be applied:

- a) If an aircraft cannot meet the requirements (see **GEN 1.5.3** and **ENR 1.3.4**) due to a failure or degradation of the RNAV system that is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned shall be permitted to proceed to the nearest suitable aerodrome where the repair can be made. When granting clearance to such aircraft, ATC shall 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.
- b) With respect to the degradation/failure in flight of an RNAV system, while the aircraft is operating on an ATS route requiring the use of RNAV 5:
 - i) aircraft shall be routed via VOR/DME-defined ATS routes; or
 - ii) if no such routes are available, aircraft shall be routed via conventional navigation aids, i.e. VOR/DME; orWhen the above procedures are not feasible, the ATC unit shall, where practicable, provide the aircraft with radar vectors until the aircraft is capable of resuming its own navigation.
- c) With respect to the degradation/failure in flight of an RNAV system, while the aircraft is operating on an arrival or departure procedure requiring the use of RNAV:
 - i) the aircraft shall be provided with radar vectors until the aircraft is capable of resuming its own navigation; or
 - ii) the aircraft shall be routed by conventional navigation aids, i.e. VOR/DME.

Subsequent ATC action in respect of an aircraft that cannot meet the specified requirements due to a failure or degradation of the RNAV system, will be dependent upon the nature of the reported failure and the overall traffic situation. Continued operation in accordance with the current ATC clearance may be possible in many situations. When this cannot be achieved, a revised clearance may be required to revert to VOR/DME navigation.

1.1.1.10.3 Loss of vertical navigation performance required for reduced vertical separation minima (RVSM) airspace

1.1.1.10.3.1 The pilot shall inform ATC as soon as possible of any circumstances where the vertical navigation performance requirements for RVSM airspace cannot be maintained. In such cases, the pilot shall obtain a revised ATC clearance prior to initiating any deviation from the cleared route and/or flight level, whenever possible. When a revised ATC clearance cannot be obtained prior to such a deviation, the pilot shall obtain a revised clearance as soon as possible thereafter.

1.1.1.10.3.2 During operations in, or vertical transit through, RVSM airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status as follows:

- a) at initial call on any channel within RVSM airspace;
- b) in all requests for level changes; and
- c) in all read backs of level clearances.

1.1.1.10.3.3 Air traffic controllers shall explicitly acknowledge receipt of messages from aircraft reporting RVSM non-approved status.

1.1.1.10.3.4 Degradation of aircraft equipment – pilot reported

- a) When informed by the pilot of an RVSM-approved aircraft operating in RVSM airspace that the aircraft's equipment no longer meets the RVSM requirements, ATC shall consider the aircraft as non-RVSM-approved.
- b) ATC shall take action immediately to provide a minimum vertical separation of 2000 ft (600 m) or an appropriate horizontal separation from all other aircraft concerned that are operating in RVSM airspace. An aircraft rendered non-RVSM-approved shall normally be cleared out of RVSM airspace by ATC when it is possible to do so.
- c) Pilots shall inform ATC, as soon as practicable, of any restoration of the proper functioning of equipment required to meet the RVSM requirements.
- d) The first ACC to become aware of a change in an aircraft's RVSM status shall coordinate with adjacent ACCs, as appropriate.

1.1.1.10.3.5 Severe turbulence – not forecast

- a) When an aircraft operating in RVSM airspace encounters severe turbulence due to weather or wake vortex that the pilot believes will impact the aircraft's capability to maintain its cleared flight level, the pilot shall inform ATC. ATC shall establish either an appropriate horizontal separation or an increased minimum vertical separation
- b) ATC shall, to the extent possible, accommodate pilot requests for flight level and/or route changes and shall pass on traffic information as required.
- c) ATC shall solicit reports from other aircraft to determine whether RVSM should be suspended entirely or within a specific flight level band and/or area.
- d) The ACC suspending RVSM shall coordinate with adjacent ACCs such suspension(s) and any required adjustments to sector capacities, as appropriate, to ensure an orderly progression to the transfer of traffic.

1.1.1.10.3.6 Severe turbulence – forecast

- a) When a meteorological forecast predicts severe turbulence within RVSM airspace, ATC shall determine whether RVSM should be suspended and, if so, for how long and for which specific flight level(s) and/or area.
- b) In cases where RVSM will be suspended, the ACC suspending RVSM shall coordinate with adjacent ACCs with regard to the flight levels appropriate for the transfer of traffic, unless a contingency flight level allocation scheme has been determined by letter of agreement. The ACC suspending RVSM shall also coordinate with adjacent ACCs applicable sector capacities, as appropriate.

1.1.1.11 Lights to be displayed by aircraft (SERA.3215)

1.1.1.11.1 Except as provided by paragraph 1.1.1.11.5 below, at night all aircraft in flight shall display:

- a) anti-collision lights intended to attract attention to the aircraft; and
- b) except for balloons, navigation lights intended to indicate the relative path of the aircraft to an observer. Other lights shall not be displayed if they are likely to be mistaken for these lights.

1.1.1.11.2 Except as provided by para 1.1.1.11.5 below, at night:

- a) all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights;
- b) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable;
- c) all aircraft taxiing or being towed on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and
- d) all aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact.

1.1.1.11.3 Except as provided by para 1.1.1.11.5 below, all aircraft in flight and fitted with anti-collision lights to meet the requirement of above para 1.1.1.11.2 a) shall display such lights also during day.

1.1.1.11.4 Except as provided by para 1.1.1.11.5 below, all aircraft:

- a) taxiing or being towed on the movement area of an aerodrome and fitted with anti-collision lights, to meet the requirement of above para 1.1.1.11.2 c); or
- b) on the movement area of an aerodrome and fitted with lights to meet the requirement of above para 1.1.1.11.2 d); shall display such lights also during day.

1.1.1.11.5 A pilot shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of paras 1.1.1.11.1, 1.1.1.11.2, 1.1.1.11.3 and 1.1.1.11.4 above, if they do or are likely to:

- a) adversely affect the satisfactory performance of duties; or
- b) subject an outside observer to harmful dazzle.

1.1.1.12 Operation on and in the vicinity of an aerodrome (SERA.3225)

1.1.1.12.1 An aircraft operated on or in the vicinity of an aerodrome shall:

- a) observe other aerodrome traffic for the purpose of avoiding collision;
- b) conform with or avoid the pattern of traffic formed by other aircraft in operation;
- c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC;
- d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.

1.1.2 Dropping or spraying**1.1.2.1 Rules for dropping or spraying**

1.1.2.1.1 Dropping or spraying from an aircraft in flight shall only be conducted in accordance with (SERA.3115):

- a) a special permission granted from the appropriate authority, within the framework of Union legislation or, where applicable, national legislation for aircraft operations regulated by Member States; and
- b) as indicated by any relevant information, advice and/or clearance from the appropriate air traffic services unit.

1.1.2.1.1.1 Appropriate authorities for granting permission are:

- Flight Standards Division (HCAA/D2); and where applicable:
- Ministry of Rural Development and Food; and
- Ministry of Environment and Energy

Note: See addresses in **GEN 1.1**.

1.1.2.1.2 By adhering to the specified conditions the following activities may be carried out after a special permission, from the appropriate authority, has been granted:

- a) dropping of flares under conditions specified by HCAA/D2;
- b) dropping of advertising leaflets performed by operators authorized for conducting of aerial works;
- c) dropping of ballast from unfettered balloons but only in form of fine sand, or jettisoning of water ballast from gliders;
- d) aerial spraying in agriculture, forestry and environmental works by operators authorized for these activities with certified application equipment; the activity has to be performed by pilots, who are fully trained and licensed for this special activity. Only substances authorized by the Ministry of Reconstruction of Production, Environment and Energy & Rural Development and Food can be applied by air and responsibility for their correct use rests with the person who commissions these works; and
- e) extinguishing of forest fire performed by operators authorized for this activity with certified aircraft having certified application equipment; the activity has to be performed by pilots who are fully trained and licensed for this special activity.

1.1.2.1.3 The activities of paragraph **ENR 1.1.2.1.2** above, require a permission or ATC clearance from the appropriate ATC unit.

1.1.2.1.4 Dropping of any material not listed above, from civil aircraft, may be approved by the Civil Aviation Authority based on a request submitted by operator no less than thirty (30) days before the planned date of the requested activity.

1.1.2.1.5 The pilot-in-command shall carry out the flight in accordance with specified conditions, national aeronautical operational regulations and shall keep relevant authorization with him.

1.1.2.1.6 Crew members dropping the objects shall follow the pilot-in-command instructions concerning behaviour during flight and the method of dropping objects.

1.1.2.1.7 If it becomes impossible to adhere to the conditions for safe dropping of objects from civil aircraft, the operator or pilot-in-command shall cease the dropping.

1.1.2.2 Fuel dumping procedures

1.1.2.2.1 An aircraft in emergency or other urgent situations may need to dump fuel so as to reduce to maximum landing mass in order to affect a safe landing.

1.1.2.2.2 When an aircraft operating within controlled airspace needs to dump fuel, the flight crew shall advise ATC. The ATC unit should then coordinate with the flight crew the following:

- a) the route to be flown, which, if possible, should be clear of cities and towns, preferable over water and away from areas where thunderstorms have been reported or expected;
- b) the level to be used, which should be not less than 1800 m (6000 ft); and
- c) the duration of the fuel dumping.

1.1.2.2.3 Other known traffic will be separated from the aircraft dumping fuel by:

- a) at least 10 NM horizontally, but not behind the aircraft dumping fuel;
- b) at least 15 minutes or 50 NM horizontally, if behind the aircraft dumping fuel;
- c) vertical separation if behind the aircraft dumping fuel within distance of 15 minutes or 50 NM by:
 - I) at least 1000 ft if above the aircraft dumping fuel; and
 - II) at least 3000 ft below the aircraft dumping fuel.

1.1.2.2.4 In case the fuel dumping after the take-off is urgent, only minimum sector altitude shall be respected

Note: The horizontal boundaries of the area within which other traffic requires appropriate vertical separation extend for 19 KM (10 NM) either side of the track flown by aircraft which is dumping fuel, from 19 KM (10 NM) ahead, to 93 KM (50 NM) or 15 minutes along track behind it (including turns).

1.1.2.3 Communications

1.1.2.3.1 Whenever a fuel dumping is performed, its beginning, completion and the reason for fuel dumping shall be reported to the relevant ATC unit.

1.1.2.3.2 If the aircraft will maintain radio silence during the fuel dumping operation, the frequency to be monitored by flight crew and the time when radio silence will terminate should be agreed.

1.1.2.3.3 **Information to other ATS units and non-controlled traffic** A warning message shall be broadcast on appropriate frequencies for non-controlled traffic to remain clear of the area concerned. Adjacent ATC units and control sectors should be

1.1.2.3.4 informed of the fuel dumping taking place and requested to broadcast on applicable frequencies an appropriate warning message for other traffic to remain clear of the area concerned.

1.1.2.3.5 Upon completion of the fuel dumping, adjacent ATC units and control sectors should be advised that normal operations can be resumed.

1.1.3 Parachute descents (SERA.3125)

1.1.3.1 Parachute descents, other than emergency descents, shall only be made in accordance with:

- a) a special permission granted from the appropriate authority, within the framework of Union legislation or, where applicable, national legislation for aircraft operations regulated by Member States; and

b) as indicated by any relevant information, advice and/or clearance from the appropriate air traffic services unit.

1.1.3.2 Appropriate authority for granting permission is Flight Standards Division (HCAA/D2).

1.1.4 Aerobatic flights

1.1.4.1 Rules for Aerobatic flights

1.1.4.1.1 On the basis of SERA.3130

- a) Union legislation or, where applicable, national legislation for aircraft operations regulated by Member States; and
- b) as indicated by any relevant information, advice and/or clearance from the appropriate air traffic services unit;

the Hellenic Civil Aviation Authority has specified the following rules for aerobatic flights:

- a) Pilots-in-command of the aircraft performing an acrobatic flight shall be appropriately qualified for acrobatics or for training of acrobatics, except for cases of training and testing of particular manoeuvres included in the training scheme in which pilot in command is a trainee.
- b) Aircraft performing an aerobatic flight shall be categorized to the appropriate category of airworthiness according to Annex 8 - Airworthiness of aircraft.
- c) Aerobatic flights shall not be performed above build-up areas, an open-air assembly of people, above a part of the airport open to public, or in case of a public performance above the area for spectators. An area suitable for possible emergency landing during the acrobatics shall be available.
- d) Minimum height of aerobatic flights is 2000 ft (600 m) AGL/MSL. The appropriate authority may approve aerobatics in lower heights for individual pilots.
- e) Flights visibility during an aerobatic flight shall be at least 5 KM.

1.1.4.1.2 Appropriate authority for granting permission is HCAA:

- a) Air Transport and International Agreement Division (HCAA/D1) and
- b) Flight Standards Division (HCAA/D2).

Note: See addresses in **GEN 1.1**

1.1.5 Formation flights

1.1.5.1 General

1.1.5.1.1 For formation flights an ATC clearance is required within ATHINA FIR/HELLAS UIR in controlled airspace.

1.1.5.2 Formation flights operating as General Air Traffic (GAT)

1.1.5.2.1 Aircraft shall not be flown in formation except by pre-arrangement among the pilots-in-command of the aircraft taking part in the flight and, for formation flight in controlled airspace, in accordance with the following conditions and principles (SERA.3135):

- a) One of the pilots-in-command shall be designated as the flight leader.
- b) The formation operates as a single aircraft with regard to navigation and position reporting.
- c) Separation between aircraft in the flight shall be the responsibility of the flight leader and the pilots-in-command of the other aircraft in the flight and shall include periods of transition when aircraft are maneuvering to attain their own separation within the formation and during join-up and breakaway.
- d) For State aircraft a maximum lateral, longitudinal and vertical distance between each aircraft and the flight leader in accordance with relevant Documents and Annexes of the Chicago Convention.
- e) For other than State aircraft a distance not exceeding 0,5 NM laterally and longitudinally and 100 ft vertically from the flight leader shall be maintained by each aircraft.

1.1.5.2.2 Planned/required split of the formation can be executed only upon an ATC clearance.

1.1.5.2.3 In case of break up the formation (non-planned/non-required), the leader of formation shall report this fact to ATS unit.

1.1.5.2.4 Responsibility for separation among the formation aircraft rests with the formation leader until conditions given by ATC clearance have been fulfilled. In case the split of formation has been approved by ATC unit, responsibility for separation among the formation aircraft rests with the formation leader until the conditions given by ATC clearance have been fulfilled.

1.1.5.2.5 Assigned SSR code shall be switched on by the formation leader only. Other aircraft of the formation will have their transponders on "STANDBY" mode, unless they receive other instructions from ATC unit.

1.1.5.2.6

1.1.5.2.7 ATC instructions shall be given to the formation leader well in advance, in order to enable other pilots of the formation to comply to such instructions.

1.1.5.2.8 Take-offs and landings are carried out in a formation unless the formation leader requests air traffic service to be provided separately for each aircraft in the formation.

1.1.5.3 Maximum number of aircraft in formation

1.1.5.3.1 VFR flight

- a) Maximum number of aircraft in the formation is not limited; all aircraft are equipped with radio communication equipment.
- b) The responsibility for decision and performance of formation under VFR or IFR with respect to meteorological condition rests with the formation leader.

1.1.5.3.2 IFR flight

- a) For IFR flights all aircraft in the formation have to be equipped for IFR flights and crew shall have an IFR qualification.
- b) IFR flights shall be carried out under VMC conditions and maximum number in the formation is not limited.
- c) The leader of the formation is responsible for pre-flight briefing of each member of the formation flight and for execution of the flight.
- d) The responsibility for decision and performance of formation under VFR or IFR with respect to meteorological conditions rest with the formation leader.

1.1.5.4 Non standard formation flights

1.1.5.4.1 Only military aircraft obtain clearance to operate in non standard formations along ATS routes within the ATHINAI FIR/ HELLAS UIR.

1.1.5.4.2 The following procedures shall be applied when civil ATS units provide ATS services to these aircraft.

1.1.5.4.2.1.1 When aircraft operate in a non standard formation, number and type of aircraft shall be inserted in the flight plan. Information given under Item 18 of the flight plan shall be:

- "RMK/FORMATION WITH (call signs) IN THE BLOCK FLxxx TO FLxxx".

1.1.5.4.2.1.2 A non standard formation leader shall report, before entering FIR on the appropriate frequency the following:

- a) Type of the formation (e.g. "IN TRAIL"),
- b) the information length and width, if exceeding 1 NM,
- c) Number of aircraft,
- d) Requested levels,
- e) Location and time of expected split of the formation.

1.1.5.4.2.1.3 Only the lead and the trail-end aircraft shall squawk MODE 3A, C (the intermediate elements shall not), whilst the code must be different. Specific codes shall be assigned by the appropriate ATC unit.

1.1.5.4.2.1.4 Flights in non standard formations can be conducted only on the basis of ATC clearance. The formation leader communicates with ATC and is responsible for maintaining separation between aircraft in the formation.

1.1.5.4.2.1.5 Planned/required split of the formation can be executed only upon an ATC clearance.

1.1.5.4.2.1.5.1 In case the split of the formation has been approved by ATC, responsibility for separations among the formation aircraft rests with the formation leader until the conditions given by ATC clearance have been fulfilled.

1.1.5.5 ATC phraseology

1.1.5.5.1 The following ATC phraseology will be used:

- DESCEND/CLIMB TO FLxxx MAINTAINING OWN SEPARATION UNTIL REACHING/CROSSING FLxxx.

1.1.5.5.2 **Break up of formation** In case of the formation break up (non-planned/non-required), this fact must be reported to the ATC. The formation leader remains responsible for separations among the formation aircraft until the conditions given by ATC clearance have been fulfilled.

1.1.5.5.3 ATC provides, if applicable, essential traffic information about/to other traffic until able to provide standard ICAO separations.

1.1.6 Towing

1.1.6.1 Towing and advertising flights

1.1.6.1.1 An aircraft or other object shall only be towed by an aircraft in accordance with (SERA.3120):

- a) a special permission granted from the appropriate authority, within the framework of Union legislation or, where applicable, national legislation for aircraft operations regulated by Member States; and
- b) as indicated by any relevant information, advice and/or clearance from the appropriate air traffic services unit.

1.1.6.1.2 Appropriate authority for granting permission is Air Transport and International Agreements Division (HCAA/D1).

Note: See address in **GEN 1.1**

1.1.6.2 Air refuelling of aircraft

1.1.6.2.1 Operations of air refuelling of military aircraft within ATHINAI FIR / HELLAS UIR are performed in established areas activated by NOTAM

1.1.6.2.2 Air refuelling is carried out under VMC without assistance of air traffic control service. The pilots-in-command when manoeuvring with air refuelling are fully responsible for prevention of collision among aircraft participating in air refuelling.

1.1.6.2.3 Radio communication between a formation carrying out the air refuelling and ATC unit is ensured by the pilot-in-command of the tanker aircraft who shall report starting and terminating of air refuelling to the appropriate unit.

1.1.6.2.3.1 Phraseology to use for air refuelling:

- Report starting refuelling
- Report terminating refuelling
- Join formation maintaining own separation

1.1.6.2.3.2 If the aircraft maintain radio silence during the fuel dumping operation, the frequency to be monitored by the flight crew and the time when radio silence will be terminate, shall be agreed.

1.1.6.2.4 During air refuelling ATC units provide standard ICAO vertical separation from the highest and lowest flight levels in the assigned block of levels for air refuelling.

1.1.6.2.5 Horizontal separation is provided between the formation of aircraft participating in air refuelling and other traffic.

1.1.6.2.6 Transponder operation during air refuelling is carried out by the tanker aircraft, while the fighters have the transponder on stand-by mode.

1.1.7 Time and units of measurement

1.1.7.1 Time in air traffic services

1.1.7.1.1 Aerodrome control towers shall, prior to an aircraft taxiing for take-off, provide the pilot with the correct time, unless arrangements have been made for the pilot to obtain it from other sources. Air traffic services units shall, in addition, provide aircraft with the correct time on request.

1.1.7.1.2 Time checks in air traffic services given to aircraft by air traffic units or communication stations shall be expressed at least to the nearest minute.

1.1.7.2 Units of measurement

1.1.7.2.1 The prescribed in **GEN 2.1** units of measurements shall be applied to flight operations.

1.1.8 Airspace structure

1.1.8.1 Within ATHINAI FIR / HELLAS UIR, controlled and uncontrolled airspace has been established according to the extent of the air traffic services maintained there, on the basis of the classification described in subsection **ENR 1.4**. Details on airspace structure can be obtained in **ENR 2.1** and **AD 2.17** sections of this AIP. The established ATS routes within ATHINAI FIR / HELLAS UIR are described in **ENR 3** section.

Note: In column 6 of the **ENR 3** Tables, indicative remarks, CDRs, primary communication channels of the corresponding sectors and hazard areas affecting the corresponding airways are shown. However pilots shall always follow the instructions given by the responsible ATC unit.

1.1.8.1.1 Aircraft other than State aircraft, operating within ATHINAI FIR / HELLAS UIR on the ATS routes shall be equipped with, as a minimum, RNAV equipment meeting the RNAV5 in accordance with the requirements set out in ICAO DOC 7030 - EUR Region.

Note: If not RNAV equipped, it is possible to operate on RNAV identified routes, provided that these routes are served by radio navigation aids (NDB-L-VOR/DME) providing track guidance.

1.1.8.2 Aircraft destined to an aerodrome not connecting with domestic or international ATS routes shall proceed directly if in VFR flight avoiding airspace restrictions and complying with local regulations, or if in IFR flight via the ATS route to ABEAM point of the facility serving the aerodrome and then direct to the aerodrome.

1.1.9 Airspace restrictions and hazards

1.1.9.1 General

1.1.9.1.1 All airspace in which a potential hazard to aircraft operations may exist and all areas over which the operation of civil aircraft may, for one reason or another, be restricted either temporarily or permanently, are classified to the types described in **ENR 1.1.9.2** below. Airspace restrictions are established only when necessary and in accordance with the provisions of ICAO.

1.1.9.1.2 Restrictions in the vicinity of aerodromes designated for use by international air services are given in AIP Greece, subsection **AD 2.22**.

1.1.9.1.3 Aircraft shall not be flown outside the lateral limits of controlled airspace established over the territory of Greece unless permission has been obtained from the appropriate authority (HCAA/D4 and/or HMoD, see addresses in **GEN 1.1** and **GEN 3.3**).

Implementation of Class F shall be considered as a temporary measure until such time as it can be replaced by alternative classification.

Within ATHINAI FIR/HELLAS UIR, Airspace is classified following ICAO standards and in accordance with Standardized European Rules of the Air, subject to the Differences notified at GEN 1.7, in the classes of: C, D, E and G. The Airspace Classifications are described in the subsequent paragraphs.

1.4.2 Airspace classification within ATHINAI FIR / HELLAS UIR

1.4.2.1 General Provisions

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

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

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

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

1.4.2.2 Airspace classification above FL195

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

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

1.4.2.3 Airspace classification at and below FL195

1.4.2.3.1 The airspace of TMAs at and below FL195

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

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

1.4.2.3.2 The airspace of CTRs

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

1.4.2.3.3 The airspace of ATZs

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

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

1.4.2.3.3.3 The airspace of ATZs of uncontrolled Category B aerodromes is classified as Class G.

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

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

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

1.4.2.3.5 The airspace of Airways at and below FL195

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

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

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

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

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

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

1.4.2.3.7.1 The airspace of P/D/R/TRA/TSA areas is considered unclassified during the period of activity. The airspace of P/D/R/TRA/TSA area assumes the classification of the surrounding airspace and the appropriate ATS Unit provides Air Traffic Services accordingly:

- a) beyond the activation period or
- b) during activation periods, when according to AIP ENR 5.1 (Column 3-Remarks) provisions, GAT flights request and receive permission by the appropriate ATS Unit to cross a P/D/R/TRA/TSA area.

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / VHF channel	Purpose / Remarks
1	2	3	4	5
2.1.5 TERMINAL CONTROL AREAS (cont.)				
2.1.5.4 IRAKLION TMA (cont.)				
b) <u>FL 155</u> 1000 FT ABOVE SFC Class of airspace : Class D	IRAKLION APP	IRAKLION APPROACH / RADAR GR, EN H24	123.975 118.025 362.300 MHz	(see LGIR AD 2.18) Coverage FL 200 / 90 NM Coverage FL 250 / 50 NM MIL
SITIA AREA 354156N 0254636E - 355054N 0263636E, then following clockwise the arc of circle radius 45 NM centered on SHT VOR/DME to 353605N 0265352E - 350512N 02641 56E - 350208N 0263620E - 345956N 0254717E, then following counterclockwise the arc of circle radius 36 NM centered on IRA VOR/DME to 354156N 0254636E. <u>FL 125</u> 2000 FT ABOVE SFC Class of airspace: Class D	IRAKLION APP	IRAKLION APPROACH / RADAR GR, EN H24	123.975 118.025 362.300 MHz	(see LGIR AD 2.18) Coverage FL 200 / 90 NM Coverage FL 250 / 50 NM MIL
SOUTH SECTOR 345956N 0254438E - 345256N 0253358E - 342356N 0251428E - 342356N 0245958E - 343456N 0244658E - 345956N 0244758E <u>FL 155</u> 5500 FT ABOVE SFC Class of airspace: Class D	IRAKLION APP	IRAKLION APPROACH / RADAR GR, EN H24	123.975 118.025 362.300 MHz	(see LGIR AD 2.18) Coverage FL 200 / 90 NM Coverage FL 250 / 50 NM MIL
2.1.5.5 KAVALA TMA				
KAVALA 1 (sector) 411138N 0242439E - 411500N 0245800E - 411000N 0251200E - 405600N 0251200E - 405300N 0250700E, then following an arc of circle radius 23 NM centered on KAVALA / MEGAS ALEXANDROS ARP to 403800N 0241700E - 404900N 0235300E - 405724N 0235922E - 405353N 0241735E - 405740N 0242252E - 410214N 0242441E - 411138N 0242439E. a) <u>FL 205</u> FL 165 Class of airspace: Class C : FL 195 and above Class E : FL 165 – FL 195 b) <u>FL 165</u> 1000 FT ABOVE SFC Class of airspace: Class D (cont.)	MAKEDONIA ACC	MAKEDONIA CONTROL / RADAR GR, EN H24	133.425 133.575 378.375 MHz 360.300 MHz	(see also ENR 2.1.4) Sector LGMDKVLU Sector LGMDKVLL MIL MIL
	KAVALA APP	KAVALA APPROACH GR, EN HO	124.650 257.800 MHz	(see LGKV AD 2.18) Coverage: FL 250 / 50 NM MIL RGA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / VHF channel	Purpose / Remarks
1	2	3	4	5
2.1.5 TERMINAL CONTROL AREAS (cont.)				
2.1.5.5 KAVALA TMA (cont.)				
KAVALA 2 (sector) 411138N 0242439E - 410214N 0242441E - 405740N 0242252E - 405353N 0241735E - 405724N 0235922E - 411000N 0240900E - 411138N 0242439E. a) <u>FL 205</u> FL 165 Class of airspace: Class C : FL 195 and above Class E : FL 165 – FL 195 b) <u>FL 165</u> 3000 FT ABOVE SFC Class of airspace: Class D	MAKEDONIA ACC	MAKEDONIA CONTROL / RADAR GR, EN H24	133.425 133.575 378.375 MHz 360.300 MHz	(see also ENR 2.1.4) Sector LGMDKVLU Sector LGMDKVLL MIL MIL
	KAVALA APP	KAVALA APPROACH GR, EN HO	124.650 257.800 MHz	(see LGKV AD 2.18) Coverage: FL 250 / 50 NM MIL RGA
2.1.5.6 KERKIRA TMA				
394300N 0201800E - 392700N 0202910E - 384700N 0195630E - 390500N 0190600E - 395800N 0193600E, then following the North and Northeast boundaries of ATHINAI - TIRANA FIRs to 394300N 0201800E. a) <u>FL 460</u> FL 245 Class of airspace: Class C b) <u>FL 245</u> 1000 FT ABOVE SFC Class of airspace: Class C : FL 195 and above Class D: 1000 FT ABOVE SFC – FL 195	ATHINAI ACC	ATHINAI CONTROL / RADAR GR, EN H24	131.330 134.325 125.985 133.725 370.525 MHz 281.375 MHz	(see also ENR 2.1.3) Sector LGGGKRKU Sector LGGGKRKL Sector LGGGKFNU Sector LGGGKFNL MIL MIL
	KERKIRA APP	KERKIRA APPROACH / RADAR GR, EN H24	122.355 118.080 278.250 MHz	(see LGKR AD 2.18) Coverage: FL 250 / 50 NM Coverage: FL 250 / 50 NM MIL

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / VHF channel	Purpose / Remarks
1	2	3	4	5
2.1.5 TERMINAL CONTROL AREAS (cont.)				
2.1.5.7 KOS TMA				
A circle, 17 NM radius centered on KOS/ IPPOKRATIS APP limited to the East by ATHINAI - ISTANBUL FIR boundaries. a) <u>FL 145</u> FL 095 Class of airspace: Class E	ATHINAI ACC	ATHINAI CONTROL / RADAR GR, EN H24	126.125 133.325 279.150 MHz 233.575 MHz	(see also ENR 2.1.3) Sector LGGGRDSU Sector LGGGRDSL MIL MIL
	KOS APP	KOS APPROACH GR, EN H24	119.950	(see LGKO AD 2.18) Coverage: FL 100 / 25 NM
2.1.5.8 LIMNOS TMA				
401900N 0245400E - 401900N 0250300E - 400800N 0252830E - 394500N 0252830E - 393000N 0245400E - 394200N 0243500E - 394900N 0243500E. a) <u>FL 245</u> FL 155 Class of airspace: Class C : FL 195 and above Class E: FL 155 – FL 195	MAKEDONIA ACC	MAKEDONIA CONTROL / RADAR GR, EN H24	133.425 133.575 127.475 133.650 378.375 MHz 360.300 MHz	(see also ENR 2.1.4) Sector LGMDKVLU Sector LGMDKVLL Sector LGMDLMOU Sector LGMDLMOL MIL MIL
	LIMNOS APP	LIMNOS APPROACH GR, EN HO	128.500 362.300 MHz	(see LGLM AD 2.18) Coverage: FL 150 / 40 NM MIL

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / VHF channel	Purpose / Remarks
1	2	3	4	5
2.1.5 TERMINAL CONTROL AREAS (cont.)				
2.1.5.9 MAKEDONIA TMA				
402801N 0222536E, then clockwise an arc of circle, radius 25 NM, centered on 403537N 0225653E to 402800N 0232810E - 401124N 0232011E, then clockwise an arc of circle radius 30 NM centered on 403537N 0225653E to 401159N 0223234E- 402801N 0222536E. a) <u>FL 460</u> FL 245 Class of airspace: Class C	MAKEDONIA ACC	MAKEDONIA CONTROL / RADAR GR, EN H24	133.880 132.375 378.375 MHz 360.300 MHz	(see also ENR 2.1.4) Sector LGMDTSLU Sector LGMDWL MIL MIL
b) <u>FL 245</u> 1000 FT ABOVE SFC Class of airspace: Class C : FL 195 and above Class D: 1000 FT ABOVE SFC – FL 195	MAKEDONIA APP	THESSALONIKI APPROACH / RADAR GR, EN H24	118.280 120.800 362.300 MHz	(see LGTS AD 2.18) Coverage: FL 250 / 50 NM Coverage: FL 150 / 40 NM MIL
2.1.5.10 MIKONOS TMA				
A circle 15 NM radius centered on MKN VOR/DME limited to the North by a straight line joining the points 373400N 0250500E and 373400N 0253700E. <u>FL 095</u> 1000 FT ABOVE SFC Class of airspace: Class D	MIKONOS APP	MIKONOS APPROACH GR, EN HO	118.750	(see LGMK AD 2.18) Coverage: FL 150 / 40 NM
2.1.5.11 MITILINI TMA				
392500N 0262600E (boundary of ATHINAI – ISTANBUL FIRs) to 392100N 0255700E, then following an arc of a circle radius 23 NM centered on LSV VOR/DME, to 385300N 0263800E (boundary of ATHINAI - ISTANBUL FIRs), limited to the East by ATHINAI – ISTANBUL FIR boundaries. a) <u>FL 245</u> FL 145 Class of airspace: Class C : FL 195 and above Class E: FL 145 - FL 195	MAKEDONIA ACC	MAKEDONIA CONTROL / RADAR GR, EN H24	127.475 133.650 378.375 MHz 360.300 MHz	(see also ENR 2.1.4) Sector LGMDLMOU Sector LGMDLMOL MIL MIL
b) <u>FL 145</u> 1000 FT ABOVE SFC Class of airspace: Class D	MITILINI APP	MITILINI APPROACH GR, EN HO	123.850	(see LGMT AD 2.18) Coverage: FL 150 / 40 NM

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / VHF channel	Purpose / Remarks
1	2	3	4	5
2.1.5 TERMINAL CONTROL AREAS (cont.)				
2.1.5.12 RODOS TMA				
362302N 0274354E - 362230N 0273845E - 360956N 0273621E - 354900N 0272300E - 353400N 0281000E - 361700N 0283100E and to the North joins the boundaries of ATHINAI - ISTANBUL FIRs (North limit of TMA) with an arc of circle radius 20 NM centered on 362510N 0280820E. a) <u>FL 460</u> FL 155 Class of airspace: Class C : FL 195 and above Class E : FL 155 – FL 195	ATHINAI ACC	ATHINAI CONTROL / RADAR GR, EN H24	126.125 133.325 127.975 123.725 279.150 MHz 233.575 MHz	(see also ENR 2.1.3) Sector LGGGRDSU Sector LGGGRDSL Sector LGGGSIT Sector LGGGKAV MIL MIL
b) <u>FL 155</u> 1000 FT ABOVE SFC Class of airspace: Class D	RODOS APP	RODOS RADAR GR, EN H24	127.250 118.250 278.250 MHz	(see LGRP AD 2.18) Coverage: FL 250 / 50 NM Coverage: FL 250 / 50 NM MIL
2.1.5.13 SAMOS TMA				
375300N 0270200E (boundary of ATHINAI - ISTANBUL FIRs) to 375300N 0263700E, then following an arc of a circle radius 18 NM centered on SAM VOR/DME to 372600N 0270700E (boundary of ATHINAI - ISTANBUL FIRs), limited to the East by ATHINAI – ISTANBUL FIR boundaries. a) <u>FL 145</u> FL 105 Class of airspace: Class E	ATHINAI ACC	ATHINAI CONTROL / RADAR GR, EN H24	126.125 133.325 279.150 MHz 233.575 MHz	(see also ENR 2.1.3) Sector LGGGRDSU Sector LGGGRDSL MIL MIL
b) <u>FL 105</u> 1000 FT ABOVE SFC Class of airspace: Class D	SAMOS APP	SAMOS APPROACH GR, EN HO	124.100 257.800 MHz	(see LGSM AD 2.18) Coverage: FL 100 / 25 NM MIL RGA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / VHF channel	Purpose / Remarks
1	2	3	4	5
2.1.5 TERMINAL CONTROL AREAS (cont.)				
2.1.5.14 SANTORINI TMA				
364500N 0245800E - 364900N 0252400E - 364400N 0254600E - 362400N 0255600E - 360900N 0254700E - 360000N 0251500E - 362500N 0250600E.	ATHINAI ACC	ATHINAI CONTROL / RADAR GR, EN H24	123.825 125.200 126.125 133.325	(see also ENR 2.1.3) Sector LGGGMILU Sector LGGGMILL Sector LGGGRDSU Sector LGGGRDSL
a) <u>FL 165</u> FL 155 Class of airspace: Class E			279.150 MHz 233.575 MHz	MIL MIL
b) <u>FL 155</u> 1000 FT ABOVE SFC Class of airspace: Class D	SANTORINI APP	SANTORINI APPROACH GR, EN HO	118.050 257.800 MHz	(see LGSR AD 2.18) Coverage: FL 150 / 40 NM MIL RGA
2.1.5.15 SKIATHOS TMA				
392500N 0232000E - 392500N 0240200E - 385800N 0240000E - 385500N 0231700E - 391100N 0232600E.	MAKEDONIA ACC	MAKEDONIA CONTROL / RADAR GR, EN H24	125.355 132.375 378.375 MHz 360.300 MHz	(see also ENR 2.1.4) Sector LGMDSKPU Sector LGMDWL MIL MIL
a) <u>FL 145</u> FL 115 Class of airspace: Class E				
b) <u>FL 115</u> 1000 FT ABOVE SFC Class of airspace: Class D	SKIATHOS APP	SKIATHOS APPROACH GR, EN HO	126.050 257.800 MHz	(see LGSK AD 2.18) Coverage: FL 150 / 40 NM MIL RGA
2.1.5.16 IOANNINA TMA				
400113N 0204031E – 394059N 0210659E – 392807N 0210615E – 391911N 0210326E – 391913N 0204436E – 392700N 0202910E – 394219N 0201829E.	ATHINAI ACC	ATHINAI CONTROL / RADAR GR, EN	134.325 132.375	(see also ENR 2.1.3) Sector LGGGKRKL Sector LGMDWL
a) <u>FL 195</u> FL 155 Class of airspace: Class E	MAKEDONIA ACC	MAKEDONIA CONTROL / RADAR GR, EN H24	370.525 MHz 281.375 MHz	MIL MIL
b) <u>FL 155</u> 1000 FT ABOVE SFC Class of airspace: Class D	IOANNINA APP	IOANNINA APPROACH GR, EN HO	118.600	Coverage: FL 150 / 40 NM

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

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

AIRAC AMDT 11/22 HELLENIC AVIATION SERVICE PROVIDER

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / VHF channel	Purpose / Remarks
1	2	3	4	5
2.1.6 MILITARY TERMINAL CONTROL AREAS (cont.)				
2.1.6.5 PREVEZA MTMA 383500N 0194800E - 392700N 0202910E - 391913N 0204436E - 391911N 0210326E - 391600N 0211600E- 384800N 0214600E- 382100N 0214500E. a) <u>FL 125</u> 1000 FT ABOVE SFC Class of airspace: Class E b) <u>FL 160</u> <u>FL 125</u> Class of airspace: Class E	AKTION APP	AKTION APPROACH GR, EN HJ	120.450 362.300MHz*	(see LGPZ AD 2.18) Coverage: FL 150 / 40 NM MIL * see relevant Note in LGPZ AD 2.18
	ATHINAI ACC	ATHINAI CONTROL RADAR GR, EN HJ	134.325 326.300MHz 370.525MHz	(see ENR 2.1-7) LGGGKRKL MIL

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / VHF channel	Purpose / Remarks
1	2	3	4	5
2.1.6 MILITARY TERMINAL CONTROL AREAS (cont.)				
2.1.6.6 SKIROS MTMA				
385400N 0245100E – 383700N 0244100E 383700N 0243100E – 383700N 0241800E 385800N 0240000E – 393000N 0240200E 393000N 0243000E – 390600N 0244400E NORTHWEST SECTOR 383700N 0243100E – 390600N 0244400E 393000N 0243000E – 393000N 0240200E 385800N 0240000E – 383700N 0241800E <u>UNL</u> 1000 FT ABOVE SFC	SKIROS APP	SKIROS APPROACH GR, EN HJ	123.200 362.300 MHz	(see LGSY AD 2.18) Coverage FL 250 / 50 NM MIL
SOUTHEAST SECTOR 385400N 0245100E – 383700N 0244100E 383700N 0243100E – 390600N 0244400E a) <u>UNL</u> 7500 FT	MAKEDONIA ACC	MAKEDONIA CONTROL / RADAR GR, EN H24	125.355 132.375 127.475 133.650 378.375 MHz 360.300 MHz	(see also ENR 2.1.4) Sector LGMDSKPU Sector LGMDWL Sector LGMDLMOU Sector LGMDLMOL MIL MIL
b) <u>7500 FT</u> 1000 FT ABOVE SFC Class of airspace: Class C: FL 195 – FL 660 Class E: 1000 FT ABOVE SFC – FL 195	SKIROS APP	SKIROS APPROACH GR, EN HJ	123.200 362.300 MHz	(see LGSY AD 2.18) Coverage FL 250 / 50 NM MIL

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / VHF channel	Purpose / Remarks
1	2	3	4	5
2.1.6 MILITARY TERMINAL CONTROL AREAS (cont.)				
2.1.6.7 SOUDA MTMA				
360000N 0233730E – 354400N 0232800E 352200N 0234930E – 350000N 0242800E 350000N 0244800E – 360000N 0243900E a) <u>FL 155</u> 1000 FT ABOVE SFC	SOUDA APP	SOUDA APPROACH GR, EN HR*	118.125 362.300 MHz	(see LGSA AD 2.18) Coverage FL 250 / 50 NM MIL *every night from MON to THU from 2100 to 0400 *every weekend FRI from 1200 to MON 0400 *and on PH from 1200** or 2200** the day before to 0400 the day after ** <i>Note: The exact start time of the PH will be coordinated between ATHINAI ACC and SOUDA APP</i>
b) <u>UNL</u> 1000 FT ABOVE SFC	SOUDA APP	SOUDA APPROACH GR, EN HJ	118.125 362.300 MHz	Coverage FL 250 / 50 NM MIL every day from MON to THU from 0400 to 2100 FRI from 0400 to 1200
c) <u>UNL</u> FL 155 Class of airspace: Class C : FL 195 – FL 660 Class E: 1000 FT ABOVE SFC – FL 195	ATHINAI ACC	ATHINAI CONTROL / RADAR GR, EN HR*	124.625 123.825 125.200 281.375 MHz 279.150 MHz 233.575 MHz	(see also ENR 2.1.3) Sector LGGGPLH Sector LGGGMILU Sector LGGGMILL MIL MIL MIL *every night from MON to THU from 2100 to 0400 *every weekend FRI from 1200 to MON 0400 *and on PH from 1200** or 2200** the day before to 0400 the day after ** <i>Note: The exact start time of the PH will be coordinated between ATHINAI ACC and SOUDA APP</i>

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency / VHF channel	Purpose / Remarks
1	2	3	4	5
2.1.6 MILITARY TERMINAL CONTROL AREAS (cont.)				
2.1.6.8 TANAGRA MTMA				
381300N 0241600E – 381000N 0241100E 381000N 0225600E – 384800N 0214600E 385500N 0231700E – 385600N 0233300E 385800N 0240000E – 383700N 0241800E 383700N 0242300E. <u>UNL</u> 1000 FT ABOVE SFC Class of airspace: Class C – FL 195 – FL 660 Class E: 1000 FT ABOVE SFC – FL 195	TANAGRA APP	TANAGRA APPROACH GR, EN HJ	120.250 362.300 MHz	(see LGTG AD 2.18) Coverage FL 250 / 50 NM MIL

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit	Lateral Limits (NM)	IFR cruising levels		Remarks Controlling unit VHF channel
		Minimum altitude Airspace classification		Minimum FL Odd	Minimum FL Even	
1	2	3	4	5		6
G33 (RNAV 5)						
▲ KEA VOR/DME (KEA) 373326N 0241755E						
			10			
	<u>017°</u> 197° 27.7 NM	FL 245 6500 FT ALT Class C above FL 195 Class E at FL 195 and below				
▲ KARISTOS VOR/DME (KRO) 375939N 242942E	<u>014°</u> 194° 10.9 NM			090 ↓	080 ↑	
Δ NEVRA 381006N 0243337E	<u>014°</u> 194° 42.3 NM			090 ↓	080 ↑	
Δ AMISI 385048N 0244906E	<u>014°</u> 194° 15.8 NM			090 ↓	080 ↑	
Δ KOROS 390559N 0245457E	<u>014°</u> 194° 6.9 NM			090 ↓	080 ↑	
Δ LUPIS 391238N 0245732E	<u>014°</u> 194° 23.8 NM	FL 245 FL 075 Class C above FL 195 Class E at FL 195 and below		090 ↓	080 ↑	
Δ STINO 393527N 0250627E	<u>014°</u> 194° 20.6 NM			090 ↓	080 ↑	
▲ LIMNOS VOR/DME (LMO) 395510N 0250627E	<u>027°</u> 207° 64.9 NM			090 ↓	080 ↑	
▲ ALEXANDROUPOLIS VOR/DME (ALX) 405114N 0255724E	<u>041°</u> 221° 23.2 NM			090 ↓	080 ↑	
▲ DIGTI (FIR BDRY) 410731N 0261917E				090 ↓		
						International traffic on AWY G33, may use the segment of AWY F KOROS - SKP VOR/DME and vice-versa as a transitional routing after clearance by MAKEDONIA ACC. MAKEDONIA ACC: 133.575 / LGMDKVLL 133.650 / LGMDLMOL ATHINAI ACC: 125.200 / LGGGMILL For continuation, see AIP Turkey

RNP = required navigation performance specification; RNAV = area navigation specification.

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

Route designator (RNP /RNAV) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit	Lateral Limits (NM)	IFR cruising levels		Remarks Controlling unit VHF channel
		Minimum altitude Airspace classification		Minimum FL Odd	Minimum FL Even	
1	2	3	4	5		6

R19
(RNAV 5)

▲ KERKIRA VOR/DME (KRK) 392638N 0200422E	$\frac{114^\circ}{294^\circ}$	FL 245 FL 095	10			KERKIRA APP122.355 ATHINAI ACC: 134.325 / LGGGKRKL 125.200 / LGGGMILL 133.325 / LGGGRDSL 123.725 / LGGGKAV
Δ LATSO 391912N 0202255E	16.0 NM	Class C above FL 195			100 ↑	
Δ VARDI 384019N 0215704E	$\frac{114^\circ}{294^\circ}$	Class E at FL 195 and below			100 ↑	
Δ XANIS 383420N 0221109E	83.0 NM					
Δ GERM I 380956N 0230728E	$\frac{114^\circ}{294^\circ}$	FL 245 FL 115			120 ↑	
▲ ATHINAI VOR/DME (ATV) 375319N 0234816E	12.5 NM	Class C above FL 195			120 ↑	
▲ KEA VOR/DME (KEA) 373326N 0241755E	51.1 NM	Class E at FL 195 and below			120 ↑	
Δ VARIX 372150N 0250203E	$\frac{114^\circ}{294^\circ}$				120 ↑	
▲ RIPLI 371633N 0252146E	36.2 NM	FL 245 6500 FT ALT		090 ↓	080 ↑	
Δ PIDAX 371341N 0253041E	$\frac{128^\circ}{308^\circ}$	Class C above FL 195		090 ↓	080 ↑	
Δ AKINA 365849N 0261455E	$\frac{105^\circ}{285^\circ}$	Class E at FL 195 and below		090 ↓	080 ↑	
(cont.)	36.9 NM	FL 245 5500 FT ALT		070 ↓	080 ↑	
	16.6 NM	Class C above FL 195		070 ↓	080 ↑	
	7.7 NM	Class E at FL 195 and below		070 ↓	080 ↑	
	38.3NM			070 ↓	080 ↑	

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

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit	Lateral Limits (NM)	IFR cruising levels		Remarks Controlling unit VHF channel
		Minimum altitude Airspace classification		Minimum FL Odd	Minimum FL Even	
1	2	3	4	5		6
R20 (RNAV 5)						
▲ KEA VOR/DME (KEA) 373326N 0241755E	067° 248° 100.4 NM	FL 245 FL 075 Class C above FL 195 Class E at FL 195 and below	10			ATHINAI ACC: 125.200 / LGGGMILL 133.325 / LGGGRDSL
▲ SITRU (FIR BDRY) 380626N 0261758E				090 ↓ 080 ↑		For continuation, see AIP Turkey
RNP = required navigation performance specification; RNAV = area navigation specification. RNAV 5: An RNAV specification having a lateral navigation accuracy of 5 nautical miles for at least 95 per cent of the total flying time.						

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit	Lateral Limits (NM)	IFR cruising levels		Remarks Controlling unit VHF channel
		Minimum altitude Airspace classification		Minimum FL Odd	Minimum FL Even	
1	2	3	4	5		6
UG33 (RNAV 5)						
▲ KEA VOR/DME (KEA) 373326N 0241755E	017° 197°	FL 660 FL 245 Class C	10			International traffic on AWY G33, may use the segment of AWY W58 KOROS - SKP VOR/DME and vice-versa as a transitional routing after clearance by MAKEDONIA ACC. For continuation, see AIP Turkey MAKEDONIA ACC: 133.425 / LGMDKVLU 133.575 / LGMDKVLL 127.475 / LGMDLMOU 133.650 / LGMDLMOL 133.880 / LGMDTSLU 132.375 / LGMDWL
▲ KARISTOS VOR/DME (KRO) 375939N 242942E	27.7 NM			250 ↓	260 ↑	
Δ NEVRA 381006N 0243337E	10.9 NM			250 ↓	260 ↑	
Δ AMISI 385048N 0244906E	42.3 NM			250 ↓	260 ↑	
Δ KOROS 390559N 0245457E	15.8 NM			250 ↓	260 ↑	
Δ LUPIS 391238N 0245732E	6.9 NM			250 ↓	260 ↑	
Δ STINO 393527N 0250627E	23.8 NM			250 ↓	260 ↑	
▲ LIMNOS VOR/DME (LMO) 395510N 0251414E	20.6 NM			250 ↓	260 ↑	
ALEXANDROUPOLIS VOR/DME ▲ (ALX) 405114N 0255724E	64.9 NM			250 ↓	260 ↑	
▲ DIGTI (FIR BDRY) 410731N 0261917E	23.2 NM			250 ↓		
RNP = required navigation performance specification; RNAV = area navigation specification. RNAV 5: An RNAV specification having a lateral navigation accuracy of 5 nautical miles for at least 95 per cent of the total flying time.						

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (NM) (COP)	Upper limit Lower limit Airspace classification	Lateral Limits (NM)	IFR cruising levels		Remarks Controlling unit VHF channel
				Minimum FL Odd	Minimum FL Even	
1	2	3	4	5		6
UR20 (RNAV 5)						
▲ KEA VOR/DME (KEA) 373326N 0241755E	067° 248° 100.4 NM	FL 660 FL 245 Class C	10	250 ↓	260 ↑	ATHINAI ACC: 123.825 / LGGGMILU 125.200 / LGGGMILL 126.125 / LGGGRDSU 133.325 / LGGGRDSL
▲ SITRU (FIR BDRY) 380626N 0261758E						AWY affected by: - LGD68 (see ENR 5.1.3) For continuation, see AIP Turkey
RNP = required navigation performance specification; RNAV = area navigation specification. RNAV 5: An RNAV specification having a lateral navigation accuracy of 5 nautical miles for at least 95 per cent of the total flying time.						

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels		Remarks Controlling unit VHF Channel
					Minimum FL Odd	Minimum FL Even	
1	2	3		4	5	6	7
L52/UL52 (RNAV 5)							
▲ KORINTHOS NDB (KOR) 375549N 0225609E Δ KEA VOR/DME (KEA) 373326N 0241755E Δ RAPOS 370805N 0250808E Δ ASTIS 363355N 0261358E Δ NAXAS 362127N 0264456E Δ RUPUM 360610N 0272210E Δ LINRO 355756N 0274158E Δ TIRMO 353802N 0281558E Δ VAXOS 345935N0292004E	NIL	285°	68.4	FL 660 FL 115 Class C above FL195 Class E at FL 195 and below			ATHINAI ACC: 134.325 131.330 123.825 125.200 126.125 133.325 123.725
	NIL					120 ↑	
	KEA 119° 47.3NM 1399 FT	119°	47.3	FL 660 FL 075 Class C above FL 195 Class E at FL 195 and below	090 ↓		ATHINAI APP 132.975 125.525
	62.8		090 ↓				
	RDS 273° 90.3NM 1572 FT	27.9	090 ↓				
	RDS 267° 64.5NM 1572 FT	111°	33.7		090 ↓		
	18.0		090 ↓				
	RDS 242° 37.3NM 1572 FT	120°	34.0		090 ↓		
	64.9		090 ↓				
	RDS 214° 29.1NM 1572 FT		090 ↓				
	RDS 162° 43.2NM 1572 FT		090 ↓				
	RDS 137° 101.1NM 1572 FT		090 ↓				
							For continuation see AIP CYPRUS

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels		Remarks Controlling unit VHF Channel
					Minimum FL	Minimum FL	
					Odd	Even	
1	2	3		4	5	6	7
L607/UL607 (RNAV 5)							
▲ PINDO (FIR BDRY) 402851N 0205721E	TSL 266° 93.1NM 773 FT		41.3	FL 660 FL 165 Class C above FL 195	170 ↓		For continuation see AIP ALBANIA MAKEDONIA ACC: 133.880 125.355 132.375
Δ PIKOS 395742N 0213300E	TSL 241° 72.5NM 773 FT	135°	140.8	Class E at FL 195 and below	170 ↓		ATHINAI ACC: 123.825 125.200 127.975
Δ XORKI 381011N 0233033E	ATV 316° 21.8NM 2400 FT		21.9		170 ↓		
▲ ATHINAI VOR/DME (ATV) 375319N 0234816E	NIL			FL 660 6500 FT ALT Class C above FL 195 Class E at FL 195 and below	170 ↓		PIKOS – XORKI CDR1 H24. FL165-FL305: The non availability is published daily in EAUP/EUUP. ALTN route: PINDO M/UM603 TSL L/UL617 SKP B/UB1 ATV
▲ KEA VOR/DME (KEA) 373326N 0241755E	NIL						
Δ GENDO 365517N 0244741E (cont.)	MIL 048° 16.8NM 654 FT	144° 325°	44.8	FL 660 FL 095 Class C above FL 195 Class E at FL 195 and below	110 ↓	100 ↑	

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

RNP = required navigation performance specification; RNAV = area navigation specification.

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels		Remarks Controlling unit VHF Channel
					Minimum FL Odd	Minimum FL Even	
1	2	3	4	5	6	7	
L617/UL617 (RNAV 5)							
▲ MAKED (FIR BDRY) 410745N 0223100E	TSL 328° 45.7NM 773 FT	<u>148°</u> 328°	45.7	FL 660 FL 105 Class C above FL 195 Class E at FL 195 and below	110 ↓	120 ↑	For continuation see AIP NORTH MACEDONIA
▲ THESSALONIKI VOR/DME (TSL) 402725N 0225928E	NIL		22.0	FL 660 FL 075 Class C above FL 195 Class E at FL 195 and below	090 ↓	080 ↑	MAKEDONIA ACC: 133.880 125.355 132.375
Δ LEKPO 400646N 0230943E	TSL 154° 22.8NM 773 FT		13.0		090 ↓	080 ↑	MAKEDONIA APP: 120.800
Δ AMSIV 395437N 0231542E	TSL 154° 35.0NM 773 FT TSL	154° 335°	11.0		090 ↓	080 ↑	ATHINAI ACC: 123.825 125.200 127.975
Δ AGISA 394400N 0232054E	TSL 154° 46.3NM 773 FT		28.0		090 ↓	080 ↑	IRAKLION APP: 123.975
Δ BAMOS 391741N 0233340E	SKP 336° 7.3NM 1158 FT		7.3		090 ↓	080 ↑	SEGMENT BTN 30 NM SOUTH OF TSL VOR/DME AND 25 NM NORTH OF SKP VOR/DME:
▲ SKOPELOS VOR/DME (SKP) 391050N 0233657E	NIL	<u>157°</u> 338°	102.3	FL 660 FL 305 Class C			RESERVED LEVELS: FL80 – FL90 TIME: H24
▲ KEA VOR/DME (KEA) 373326N 0241755E	NIL				310 ↓	320 ↑	AWY affected by: - LGC101 (MIL-SIT) (see ENR 5.1.13)
Δ AKORO 371236N 0242336E	KEA 164° 21.2NM 1399 FT	<u>163°</u> 344°	21.2 6.9	FL 660 FL 075 Class C above FL 195	090 ↓	080 ↑	
Δ SOREV 370549N 0242528E	KEA 164° 28.2NM 1399 FT		21.4	Class E at FL 195 and below	090 ↓	080 ↑	
Δ MILOS VOR/DME (MIL) 364451N 0243110E	NIL						
(cont.)							

RNP = required navigation performance specification; RNAV = area navigation specification.

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels		Remarks Controlling unit VHF Channel
					Minimum FL	Minimum FL	
					Odd	Even	
1	2	3	4	5	6	7	
L995/UL995 (RNAV 5)							
▲ TIGRA (FIR BDRY) 400324N 0190000E	KRK 302° 61.6NM 33 FT	<u>122°</u> 303°	61.6	FL 660 FL 075 Class C above FL 195 Class E at FL 195 and below			For continuation see AIP ITALY
▲ KERKIRA VOR/DME (KRK) 392638N 0200422E	NIL		16.2	FL 660 FL 095 Class C above FL 195	090 ↓	080 ↑	ATHINAI ACC: 131.330 134.325 123.825 125.200 126.125 133.325 123.725
Δ LATSO 391912N 0202255E	KRK 113° 16.2NM 33 FT	295°	82.9	Class E at FL 195 and below		100 ↑	
▲ VARDI 384019N 0215704E	ARA 035° 39.3NM 73 FT		12.5	FL 660 FL 115		100 ↑	
Δ XANIS 383420N 0221109E	ARA 056° 43.3NM 73 FT		51.1	Class C above FL 195		120 ↑	
Δ GERMI 380956N 0230728E	ATV 293° 36.2NM 2400 FT		36.2	Class E at FL 195 and below		120 ↑	
▲ ATHINAI VOR/DME (ATV) 375319N 0234816E	NIL	<u>126°</u> 306°	30.7	FL 660 6500FT ALT Class C above FL 195 Class E at FL 195 and below			KERKIRA APP 122.355
▲ KEA VOR/DME (KEA) 373326N 0241755E	NIL		36.9		090 ↓	080 ↑	
Δ VARIX 372150N 0250203E	KEA 105° 36.9NM 1399 FT	<u>104°</u> 285°	16.6	FL 660 5500 FT ALT	070 ↓	080 ↑	
▲ RIPLI 371633N 0252146E	KEA 105° 53.5NM 1399 FT	<u>108°</u> 289°	7.7	Class C above FL 195	070 ↓	080 ↑	
Δ PIDAX 371341N 0253041E	KEA 105° 61.1NM 1399 FT			Class E at FL 195 and below	070 ↓	080 ↑	
Δ AKINA 365849N 0261455E	RDS 289° 96.3NM 1572 FT		38.3		070 ↓	080 ↑	
(cont.)							

RNP = required navigation performance specification; RNAV = area navigation specification.

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels		Remarks Controlling unit VHF Channel
					Minimum FL Odd	Minimum FL Even	
1	2	3	4	5	6	7	
N132/UN132 (RNAV 5)							
▲ BITLA (FIR BDRY) 405232N 0212129E Δ ROPOX 381012N 0234550E ▲ KEA VOR/DME (KEA) 373326N 0241755E Δ TUXEM 365513N 0250454E Δ MADEX 363911N 0252354E Δ KUPIS 361419N 0255355E Δ INKAB 355559N 0261530E Δ NIBOX 352038N 0265623E Δ LIAKI 350744N 0271105E Δ LAPSO 350306N 0271620E ▲ KUMBI (FIR BDRY) 334250N 0284500E	TSL 284° 78.6NM 773 FT	141°	196.5	FL 660 FL 165 Class C above FL 195	170	↓	For continuation see AIP NORTH MACEDONIA
	ATV 349° 16.9NM 2400 FT	141° 321°	44.6	Class E at FL 195 and below			MAKEDONIA ACC: 125.355 132.375
	NIL				170	↓	ATHINAI ACC: 123.825 125.200 127.975 123.725
	MIL 065° 28.9NM 654 FT		53.4		090	↓	BITLA- ROPOX CDR1 H24. The non availability is published daily in EAUP/EUUP. AWY affected by: LG-TSA01 (BITLA- ROPOX) (see ENR 5.2) LG-TSA02 (BITLA- ROPOX) (see ENR 5.2) LG-TSA03 (BITLA- ROPOX) (see ENR 5.2) LGC101 (MADEX-NIBOX) (see ENR 5.1.4)
	MIL 093° 42.7NM 654 FT		22.1		090	↓	
	MIL 111° 73.2NM 654 FT		34.6		090	↓	
	SIT 358° 51.8NM 2631 FT		25.3	FL 660 6500 FT ALT Class C above FL 195	090	↓	
	SIT 062° 40.4NM 2631 FT	131°	48.5	Class E at FL 195 and below	090	↓	
	SIT 082° 49.1NM 2631 FT		17.6		090	↓	
	SIT 087° 53.3NM 2631		6.3		090	↓	
	SIT 118° 150.8NM 2631 FT		108.6		090	↓	
							For continuation see AIP EGYPT

RNP = required navigation performance specification; RNAV = area navigation specification.

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

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)		
LGR60 ALONISSOS 390000N 0240100E - 393400N 0241000E - 392200N 0242700E - 391750N 0242347E - 391750N 0241000E - 390000N 0241000E - 390000N 0240100E	<u>1000 FT ALT</u> GND/MSL	National Marine Park of Alonissos-Northern Sporades.
LGR61 MOUNT ATHOS – AGIO OROS 403000N 0240000E - 402500N 0240600E - 402300N 0241300E - 401200N 0241700E - 401200N 0242600E - 400800N 0242700E - 400600N 0242300E - 400400N 0241700E - 401400N 0240700E - 401700N 0235800E.	<u>3000FT</u> AMSL	MOUNT ATHOS SACRED RETREAT.ARCHAEOLOGICAL MONUMENTS. NO AIRCRAFT SHALL ENTER THIS AREA EXCEPT AFTER SPECIAL PERMISSION GRANTED BY THE HOLY COMMUNITY OF MOUNT ATHOS.
LGR62 HELLINIKON A circle, 0.6 NM radius centered on 375323N 0234405E.	<u>1000 FT ALT</u> GND	Prohibited to helicopters, RPAS/UAS, Gliding Systems.
LGR63 ANAVYSSOS 374740N 0235740E - 374620N 0240400E - 374000N 0240300E - 374030N 0235700E - 374320N 0235320E - 374740N 0235740E.	<u>3500FT AMSL</u> SFC	Police Training Area. Activated by NOTAM.
LGR64 AMPHIPOLI A circle, 3 NM radius centered on 405022N 0235146E.	<u>2000 FT ALT</u> GND	H24 Prohibited to all GAT flights Protection of archeological monuments from vibration. Helicopters with granted authorization destined to this area are excluded.

ENR 5.4 AIR NAVIGATION OBSTACLES – AREA 1

(Height 100 M AGL or higher)

Designation	OBST Type	OBST Coordinates	ELEV / HGT		OBST LGT Type / Colour	Remarks
			(M) AMSL	(M) AGL		
HASP does not guarantee that the details are correct, or that list of obstructions is complete. <i>Note 1: Details of unserviceability of lights on obstacles, when notified to the Hellenic Aviation Service Provider, will be promulgated by NOTAM. (see also ENR 1.1.9.6)</i> <i>Note 2: Coordinates marked with † are NOT in WGS 84.</i>						
1	2	3	4	5	6	
ADERES TROIZINIAS	Wind Turbine	373015.08N 0231646.57E	700 / 125	Yes	Wind Turbine 01 Business Energy S.A.	
ADERES TROIZINIAS	Wind Turbine	373016.56N 0231701.01E	753 / 125	No	Wind Turbine 02 Business Energy S.A.	
AGIOS DIMITRIOS	Chimney (I-II)	402337.17N 0215534.44E	880 / 201	Yes	Public Power Corp. (DEI)	
AGIOS DIMITRIOS	Chimney (III-IV)	402338.96N 0215529.26E	880 / 201	Yes	Public Power Corp. (DEI)	
AGIOS DIMITRIOS	Chimney (V)	402341.00N 0215525.60E	882 / 203	Yes	Public Power Corp. (DEI)	
AGIOS DIMITRIOS	Cooling Tower (III)	402345.34N 0215530.89E	792 / 102	No	Public Power Corp. (DEI)	
AGIOS DIMITRIOS	Cooling Tower (IV)	402343.74N 0215535.53E	792 / 102	No	Public Power Corp. (DEI)	
AGIOS DIMITRIOS	Cooling Tower (V)	402346.94N 0215526.26E	810 / 121	No	Public Power Corp. (DEI)	
AGIOS DIMITRIOS	Boiler House (V)	402337.73N 0215523.68E	783 / 104	No	Public Power Corp. (DEI)	
AGIOS GEORGIOS	Wind Turbine	372921.90N 0235354.05E	190 / 140	Yes	Wind Turbine 1, TERNA	
AGIOS GEORGIOS	Wind Turbine	372922.08N 0235407.24E	239 / 140	Yes	Wind Turbine 2, TERNA	
AGIOS GEORGIOS	Wind Turbine	372915.50N 0235415.11E	233 / 140	Yes	Wind Turbine 3, TERNA	
AGIOS GEORGIOS	Wind Turbine	372907.71N 0235417.44E	253 / 140	Yes	Wind Turbine 4, TERNA	
AGIOS GEORGIOS	Wind Turbine	372909.08N 0235429.86E	234 / 140	Yes	Wind Turbine 5, TERNA	
AGIOS GEORGIOS	Wind Turbine	372901.72N 0235431.58E	253 / 140	Yes	Wind Turbine 6, TERNA	
AGIOS GEORGIOS	Wind Turbine	372902.77N 0235442.45E	259 / 140	Yes	Wind Turbine 7, TERNA	
AGIOS GEORGIOS	Wind Turbine	372856.51N 0235449.10E	251 / 140	Yes	Wind Turbine 8, TERNA	
AGIOS GEORGIOS	Wind Turbine	372853.11N 0235459.64E	300 / 140	Yes	Wind Turbine 9, TERNA	
AGIOS GEORGIOS	Wind Turbine	372848.48N 0235509.54E	324 / 140	Yes	Wind Turbine 10, TERNA	
AGIOS GEORGIOS	Wind Turbine	372842.71N 0235519.36E	376 / 140	Yes	Wind Turbine 11, TERNA	
AGIOS GEORGIOS	Wind Turbine	372846.74N 0235528.60E	345 / 140	Yes	Wind Turbine 12, TERNA	
AGIOS GEORGIOS	Wind Turbine	372831.68N 0235527.68E	347 / 140	Yes	Wind Turbine 13, TERNA	
AGIOS GEORGIOS	Wind Turbine	372824.90N 0235533.51E	365 / 140	Yes	Wind Turbine 14, TERNA	
AGIOS GEORGIOS	Wind Turbine	372816.82N 0235536.20E	362 / 140	Yes	Wind Turbine 15, TERNA	
AGIOS GEORGIOS	Wind Turbine	372809.39N 0235541.50E	415 / 140	Yes	Wind Turbine 16, TERNA	
AGIOS GEORGIOS	Wind Turbine	372814.75N 0235550.74E	335 / 140	Yes	Wind Turbine 17, TERNA	
AGIOS GEORGIOS	Wind Turbine	372816.19N 0235602.14E	281 / 140	Yes	Wind Turbine 18, TERNA	
AGIOS GEORGIOS	Wind Turbine	372804.99N 0235551.60E	346 / 140	Yes	Wind Turbine 19, TERNA	
AGIOS GEORGIOS	Wind Turbine	372758.76N 0235604.23E	301 / 140	Yes	Wind Turbine 20, TERNA	
AGIOS GEORGIOS	Wind Turbine	372749.52N 0235602.04E	252 / 140	Yes	Wind Turbine 21, TERNA	
AGIOS GEORGIOS	Wind Turbine	372746.02N 0235612.87E	262 / 140	Yes	Wind Turbine 22, TERNA	
AGIOS GEORGIOS	Wind Turbine	372750.21N 0235626.34E	214 / 140	Yes	Wind Turbine 23, TERNA	
AGRIOKERASIA ARKADIAS	Wind Turbine	372251.43N 0222213.01E	1214 / 100	No	Wind Turbine 1; Aioliika Parka Arkadias	

Designation	OBST Type	OBST Coordinates	ELEV / HGT		OBST LGT Type / Colour	Remarks
			(M) AMSL	(M) AGL		
HASP does not guarantee that the details are correct, or that list of obstructions is complete. Note 1: Details of unserviceability of lights on obstacles, when notified to the Hellenic Aviation Service Provider, will be promulgated by NOTAM. (see also ENR 1.1.9.6) Note 2: Coordinates marked with † are NOT in WGS 84.						
1	2	3	4	5	6	
AGRIOKERASIA ARKADIAS	Wind Turbine	372258.67N 0222213.50E	1223 / 100	Yes	Wind Turbine 2; Aiolika Parka Arkadias	
AGRIOKERASIA ARKADIAS	Wind Turbine	372304.86N 0222211.01E	1222 / 100	No	Wind Turbine 3; Aiolika Parka Arkadias	
AGRIOKERASIA ARKADIAS	Wind Turbine	372310.83N 0222205.72E	1235 / 100	Yes	Wind Turbine 4; Aiolika Parka Arkadias	
AGRIOKERASIA ARKADIAS	Wind Turbine	372315.78N 0222200.16E	1232 / 100	No	Wind Turbine 5; Aiolika Parka Arkadias	
ALIVERION	Chimney	382323.80N 0240306.42E	116 / 111	Yes	Two chimneys Public Power Corp. (DEI)	
AMINDAIO	Chimney	403717.00N 0214103.00E†	874 / 200	No	Public Power Corp. (DEI)	
AMINDAIO	Chimney (I-II)	403709.44N 0214058.27E	874 / 203	Yes	Public Power Corp. (DEI)	
AMINDAIO	Cooling Tower (I-II)	403712.03N 0214050.76E	785 / 108	No	Public Power Corp. (DEI)	
ANO SPLITHARIA ARKADIAS	Wind Turbine	372229.34N 0222058.93E	1107 / 100	No	Wind Turbine 1 ; Arkadika Meltemia	
ANO SPLITHARIA ARKADIAS	Wind Turbine	372235.54N 0222058.79E	1119 / 100	Yes	Wind Turbine 2; Arkadika Meltemia	
ANO SPLITHARIA ARKADIAS	Wind Turbine	372240.62N 0222057.70E	1138 / 100	No	Wind Turbine 3 ; Arkadika Meltemia	
ANO SPLITHARIA ARKADIAS	Wind Turbine	372244.47N 0222052.70E	1148 / 100	No	Wind Turbine 4 ; Arkadika Meltemia	
ANO SPLITHARIA ARKADIAS	Wind Turbine	372248.98N 0222047.72E	1152 / 100	Yes	Wind Turbine 5; Arkadika Meltemia	
ANO SPLITHARIA ARKADIAS	Wind Turbine	372255.33N 0222045.30E	1132 / 100	No	Wind Turbine 6 ; Arkadika Meltemia	
ANO SPLITHARIA ARKADIAS	Wind Turbine	372300.29N 0222042.06E	1124 / 100	No	Wind Turbine 7 ; Arkadika Meltemia	
ANO SPLITHARIA ARKADIAS	Wind Turbine	372304.60N 0222037.50E	1099 / 100	Yes	Wind Turbine 8; Arkadika Meltemia	
ANO SPLITHARIA ARKADIAS	Wind Turbine	372307.86N 0222031.24E	1083 / 100	No	Wind Turbine 9 ; Arkadika Meltemia	
ARACHNAIO II	Wind Turbine	373902.51N 0225540.53E	911 / 111	Yes	Wind Turbine 1 ; ROKAS	
ARACHNAIO II	Wind Turbine	373856.85N 0225549.78E	918 / 111	No	Wind Turbine 2 ; ROKAS	
ARACHNAIO II	Wind Turbine	373852.31N 0225558.06E	967 / 111	No	Wind Turbine 3 ; ROKAS	
ARACHNAIO II	Wind Turbine	373850.96N 0225608.21E	961 / 111	Yes	Wind Turbine 4 ; ROKAS	
ARACHNAIO II	Wind Turbine	373849.69N 0225617.21E	938 / 111	No	Wind Turbine 5 ; ROKAS	
ARACHNAIO II	Wind Turbine	373849.65N 0225626.43E	945 / 111	No	Wind Turbine 6 ; ROKAS	
ARACHNAIO II	Wind Turbine	373848.61N 0225636.19E	950 / 111	No	Wind Turbine 7 ; ROKAS	
ARACHNAIO II	Wind Turbine	373847.22N 0225646.99E	963 / 111	Yes	Wind Turbine 8 ; ROKAS	
ARACHNAIO II	Wind Turbine	373842.99N 0225723.94E	1172 / 111	Yes	Wind Turbine 9 ; ROKAS	
ARACHNAIO II	Wind Turbine	373841.83N 0225732.11E	1186 / 111	No	Wind Turbine 10 ; ROKAS	
ARACHNAIO II	Wind Turbine	373839.52N 0225740.07E	1202 / 111	No	Wind Turbine 11 ; ROKAS	
ARACHNAIO II	Wind Turbine	373835.33N 0225748.54E	1201 / 111	No	Wind Turbine 12 ; ROKAS	
ARACHNAIO II	Wind Turbine	373831.95N 0225753.96E	1238 / 111	Yes	Wind Turbine 13 ; ROKAS	

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1	2	3	4	5	6	
ARACHNAIO II	Wind Turbine	373829.43N 0225832.02E	1173 / 111	No	Wind Turbine 14 ; ROKAS	
ARACHNAIO II	Wind Turbine	373832.93N 0225841.77E	1182 / 111	Yes	Wind Turbine 15; ROKAS	
ARACHNAIO II	Wind Turbine	373837.12N 0225855.74E	1062 / 111	No	Wind Turbine 16 ; ROKAS	
ARACHNAIO II	Wind Turbine	373838.98N 0225908.13E	981 / 111	No	Wind Turbine 17 ; ROKAS	
ARACHNAIO II	Wind Turbine	373840.67N 0225917.83E	983 / 111	Yes	Wind Turbine 18 ; ROKAS	
ARACHNAIO II	Wind Turbine	373842.02N 0225928.37E	943 / 111	No	Wind Turbine 19 ; ROKAS	
ASPROCHOMATA VIOTIAS	Wind Turbine	382703.82N 0224326.24E	1090/125	No	Wind Turbine 1 VOREAS S.A	
ASPROCHOMATA VIOTIAS	Wind Turbine	382659.72N 0224328.01E	1095/125	No	Wind Turbine 2 VOREAS S.A	
ASPROCHOMATA VIOTIAS	Wind Turbine	382655.62N 0224326.72E	1079/125	No	Wind Turbine 3 VOREAS S.A	
ASPROCHOMATA VIOTIAS	Wind Turbine	382721.17N 0224310.47E	917/125	No	Wind Turbine E1 VOREAS S.A	
ASPROCHOMATA VIOTIAS	Wind Turbine	382714.02N 0224312.74E	985/125	No	Wind Turbine E2 VOREAS S.A	
ASPROCHOMATA VIOTIAS	Wind Turbine	382708.82N 0224319.38E	1011/125	No	Wind Turbine E3 VOREAS S.A	
ASPROCHOMATA VIOTIAS	Wind Turbine	382648.24N 0224327.88E	1079/125	No	Wind Turbine E4 VOREAS S.A	
ASPROVOUNI ARKADIAS	Wind Turbine	372326.48N 0222120.00E	1106/ 100	No	Wind Turbine 10 ; Arkadika Meltemia	
ASPROVOUNI ARKADIAS	Wind Turbine	372232.38N 0222112.30E	1133/ 100	Yes	Wind Turbine 11; Arkadika Meltemia	
ASPROVOUNI ARKADIAS	Wind Turbine	372337.89N 0222111.20E	1136/ 100	No	Wind Turbine 12 ; Arkadika Meltemia	
ASPROVOUNI ARKADIAS	Wind Turbine	372344.00N 0222108.15E	1155/ 100	No	Wind Turbine 13 ; Arkadika Meltemia	
ASPROVOUNI ARKADIAS	Wind Turbine	372355.65N 0222106.02E	1157/ 100	No	Wind Turbine 14 ; Arkadika Meltemia	
ASPROVOUNI ARKADIAS	Wind Turbine	372359.25N 0222101.02E	1150/ 100	Yes	Wind Turbine 15; Arkadika Meltemia	
ATHERINOLAKOS	Chimney	350012.42N 0260823.00E	133 / 125	Yes	Public Power Corp. (DEI)	
AXIOS RIVERMOUTH	Radio Mast	403155.73N 0224130.52E	131 / 130	Yes	ERT	
BOYATI ATHINAI	Radio Mast	380901.03N 0235136.69E	611 / 220	Yes	ERT	
CHANIA SOUDA (DREPANO PSN)	Antenna Tower	352810.00N 0241427.00E†	212 / 127	Yes	ERT	
CHYLOS EVROU	Wind Turbine	405810.39N 0260534.46E	383 / 125	Yes	Wind Turbine 1; Energiaki Ferron	
CHYLOS EVROU	Wind Turbine	405803.69N 260543.45E	384 / 125	Yes	Wind Turbine 2; Energiaki Ferron	
CHYLOS EVROU	Wind Turbine	405752.24N 0260535.45E	365 / 125	Yes	Wind Turbine 3; Energiaki Ferron	
CHYLOS EVROU	Wind Turbine	405749.60N 0260551.01E	363 / 125	Yes	Wind Turbine 4; Energiaki Ferron	

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1	2	3	4	5	6	
CHYLOS EVROU	Wind Turbine	405803.28N 0260609.75E	356 / 125	Yes	Wind Turbine 5; Energiaki Ferron	
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405816.79N 0255715.78E	537 / 125	Yes	Wind Turbine 1; Aioliki Derveni	
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405813.86N 0255726.05E	536 / 125	Yes	Wind Turbine 2; Aioliki Derveni	
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405808.20N 0255734.12E	516 / 125	Yes	Wind Turbine 3; Aioliki Derveni	
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405800.98N 0255740.08E	521 / 125	Yes	Wind Turbine 4; Aioliki Derveni	
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405758.34N 0255752.17E	534 / 125	Yes	Wind Turbine 5; Aioliki Derveni	
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405757.35N 0255802.52E	565 / 125	Yes	Wind Turbine 6; Aioliki Derveni	
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405755.04N 0255812.76E	560 / 125	Yes	Wind Turbine 7; Aioliki Derveni	
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405750.26N 0255821.35E	559 / 125	Yes	Wind Turbine 8; Aioliki Derveni	
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405747.48N 0255831.79E	509 / 125	Yes	Wind Turbine 9; Aioliki Derveni	
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405750.54N 0255853.99E	536 / 125	Yes	Wind Turbine 10; Aioliki Derveni	
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405749.05N 0255905.24E	546 / 125	Yes	Wind Turbine 11; Aioliki Derveni	
DERVENI-MIKRO DERVENI-SLIVA	Wind Turbine	405743.65N 0255911.80E	534 / 125	Yes	Wind Turbine 12; Aioliki Derveni	
DHASSOKHORION	Antenna Tower	405327.00N 0244903.00E†	117 / 114	Yes	Public Properties Corp	
DHASSOKHORION	Antenna Tower	405320.00N 0244914.00E†	117 / 114	Yes	Public Properties Corp	
DHASSOKHORION	Antenna Tower	405320.00N 0245049.00E†	120 / 118	Yes	Public Properties Corp	
DHASSOKHORION	Antenna Tower	405250.00N 0244911.00E†	117 / 114	Yes	Public Properties Corp	
DHASSOKHORION	Antenna Tower	405244.00N 0244926.00E†	117 / 114	Yes	Public Properties Corp	
DHASSOKHORION	Antenna Tower	405111.00N 0244843.00E†	117 / 114	Yes	Public Properties Corp	
DHASSOKHORION	Antenna Tower	405253.00N 0244930.00E†	127 / 125	Yes	Public Properties Corp	
DIDYMOS LOFOS EVROU	Wind Turbine	410938.15N 0255405.67E	975 / 100	No	Wind Turbine 1; Energiaki Servouniou	
DIDYMOS LOFOS EVROU	Wind Turbine	410930.03N 0255409.80E	1001 / 100	Yes	Wind Turbine 2; Energiaki Servouniou	
DIDYMOS LOFOS EVROU	Wind Turbine	410923.27N 0255416.06E	992 / 100	No	Wind Turbine 3; Energiaki Servouniou	
DIDYMOS LOFOS EVROU	Wind Turbine	410919.41N 0255424.02E	1013 / 100	No	Wind Turbine 4; Energiaki Servouniou	
DIDYMOS LOFOS EVROU	Wind Turbine	410917.99N 0255432.82E	1028 / 100	Yes	Wind Turbine 5; Energiaki Servouniou	
DIDYMOS LOFOS EVROU	Wind Turbine	410918.80N 0255445.12E	1012 / 100	No	Wind Turbine 6; Energiaki Servouniou	
DIDYMOS LOFOS EVROU	Wind Turbine	410918.15N 0255455.11E	994 / 100	No	Wind Turbine 7; Energiaki Servouniou	

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DIDYMOS LOFOS EVROU	Wind Turbine	410917.30N 0255504.74E	990 / 100	Yes	Wind Turbine 8; Energiaki Servouniou	
DIDYMOS LOFOS EVROU	Wind Turbine	410957.14N 0255542.02E	1099 / 100	Yes	Wind Turbine 9; Energiaki Servouniou	
DIDYMOS LOFOS EVROU	Wind Turbine	410955.84N 0255557.84E	1127 / 100	No	Wind Turbine 10; Energiaki Servouniou	
DIDYMOS LOFOS EVROU	Wind Turbine	411007.48N 0255618.94E	1154 / 100	Yes	Wind Turbine 11; Energiaki Servouniou	
DIDYMOS LOFOS EVROU	Wind Turbine	411023.57N 0255626.68E	1064 / 100	No	Wind Turbine 12; Energiaki Servouniou	
DIDYMOS LOFOS EVROU	Wind Turbine	410949.79N 0255635.71E	1019 / 100	Yes	Wind Turbine 13; Energiaki Servouniou	
DRAPETSONA	Smoke stack	375638.20N 0233658.95E	135 / 130	Yes	National Bank of Greece	
DRAGOUNI (BASTOUNA)	Wind Turbine	372434.79N 0223159.40E	1206 / 125	Yes	Wind Turbine 01, Aioliki Dragouniou S.A.	
DRAGOUNI (BASTOUNA	Wind Turbine	372427.51N 0223200.91E	1211 / 125	Yes	Wind Turbine 02, Aioliki Dragouniou S.A.	
DRAGOUNI (BASTOUNA	Wind Turbine	372420.20N 0223200.09E	1189 / 125	Yes	Wind Turbine 03, Aioliki Dragouniou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402645.38N 0220219.87E	1803 / 145	Yes	Wind Turbine 01 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402645.08N 0220232.44E	1846 / 145	Yes	Wind Turbine 02 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402642.43N 0220244.53E	1886 / 145	Yes	Wind Turbine 03 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402644.71N 0220256.91E	1853 / 145	Yes	Wind Turbine 04 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402657.55N 0220256.45E	1831 / 145	Yes	Wind Turbine 05 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402658.12N 0220312.86E	1798 / 145	Yes	Wind Turbine 06 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402647.09N 0220316.79E	1809 /145	Yes	Wind Turbine 07 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402647.31N 0220329.77E	1795 / 145	Yes	Wind Turbine 08 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402644.64N 0220342.37E	1776 / 145	Yes	Wind Turbine 09 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402659.13N 0220357.70E	1743 / 145	Yes	Wind Turbine 10 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402656.79N 0220409.81E	1760 / 145	Yes	Wind Turbine 11 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402658.74N 0220422.80E	1729 / 145	Yes	Wind Turbine 12 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402630.31N 0220458.93E	1809 / 145	Yes	Wind Turbine 13 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402640.02N 0220205.47E	1772 / 145	Yes	Wind Turbine 14 Energeiaki Peloponnissou S.A.	

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ERESSOU IPSOMA FOURKA	Wind Turbine	402657.70N 0220436.67E	1696 / 145	Yes	Wind Turbine 15 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402634.39N 0220509.89E	1807 / 145	Yes	Wind Turbine 16 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402613.25N 0220641.02E	1659 / 145	Yes	Wind Turbine 17 Energeiaki Peloponnissou S.A.	
ERESSOU IPSOMA FOURKA	Wind Turbine	402623.86N 0220639.28E	1650 / 145	Yes	Wind Turbine 18 Energeiaki Peloponnissou S.A.	
FLAMBOURO RODOPI	Wind Turbine	411238.93N 0253743.02E	854 / 150	Yes	Wind Turbine 01, Livadia Aiolos S.A.	
FLAMBOURO RODOPI	Wind Turbine	411242.25N 0253801.40E	872 / 150	Yes	Wind Turbine 02, Livadia Aiolos S.A..	
FLAMBOURO RODOPI	Wind Turbine	411250.08N 0253812.86E	892 / 150	Yes	Wind Turbine 03, Livadia Aiolos S.A.	
FLAMBOURO RODOPI	Wind Turbine	411300.21N 0253830.12E	923 / 150	Yes	Wind Turbine 04, Livadia Aiolos S.A.	
FLAMBOURO RODOPI	Wind Turbine	411243.68N 0253838.51E	942 / 150	Yes	Wind Turbine 05, Livadia Aiolos S.A.	
FLAMBOURO RODOPI	Wind Turbine	411256.26N 0253855.63E	914 / 150	Yes	Wind Turbine 06, Livadia Aiolos S.A.	
FLAMBOURO RODOPI	Wind Turbine	411258.05N 0253910.78E	931 / 150	Yes	Wind Turbine 07, Livadia Aiolos S.A.	
FLAMBOURO RODOPI	Wind Turbine	411304.43N 0253922.10E	944 / 150	Yes	Wind Turbine 08, Livadia Aiolos S.A.	
GAVROVO	Wind Turbine	390733.48N 0212100.26E	1722 / 130	Yes	WT 01 Gavrovo S.A.	
GAVROVO	Wind Turbine	390739.81N 0212052.84E	1752 / 130	No	WT 02 Gavrovo S.A.	
GAVROVO	Wind Turbine	390746.96N 0212047.93E	1764 / 130	No	WT 03 Gavrovo S.A.	
GAVROVO	Wind Turbine	390751.32N 0212036.80E	1778 / 150	Yes	WT 04 Gavrovo S.A.	
GAVROVO	Wind Turbine	390800.38N 0212029.89E	1826 / 150	No	WT 05 Gavrovo S.A.	
GAVROVO	Wind Turbine	390809.95N 0212022.10E	1856 / 150	Yes	WT 06 Gavrovo S.A.	
GAVROVO	Wind Turbine	390819.78N 0212014.56E	1872 / 150	No	WT 07 Gavrovo S.A.	
GAVROVO	Wind Turbine	390826.19N 0212005.29E	1901 / 150	No	WT 08 Gavrovo S.A.	
GAVROVO	Wind Turbine	390835.99N 0212000.60E	1901 / 150	Yes	WT 09 Gavrovo S.A.	
GAVROVO	Wind Turbine	390854.84N 0211943.57E	1870 / 150	Yes	WT 10 Gavrovo S.A.	
GKOURI - MELES	Wind Turbine	381158.77N 0232223.86E	1120 / 125	Yes	Wind Turbine 1, Aioliiki Pastra	
GKOURI - MELES	Wind Turbine	381155.65N 0232233.13E	1120 / 125	Yes	Wind Turbine 2, Aioliiki Pastra	
GKOURI - MELES	Wind Turbine	381154.93N 0232243.13E	1141 / 125	Yes	Wind Turbine 3, Aioliiki Pastra	
GKOURI - MELES	Wind Turbine	381148.59N 0232306.41E	1112 / 125	Yes	Wind Turbine 5, Aioliiki Pastra	
GKOURI - MELES	Wind Turbine	381200.99N 0232311.22E	1134 / 125	Yes	Wind Turbine 6, Aioliiki Pastra	
GKOURI - MELES	Wind Turbine	381155.18N 0232435.99E	1083 / 125	Yes	Wind Turbine 10, Aioliiki Pastra	
GKOURI - MELES	Wind Turbine	381156.51N 0232445.45E	1069 / 125	Yes	Wind Turbine 11, Aioliiki Pastra	
GKOURI - MELES	Wind Turbine	381158.89N 0232504.20E	1036 / 125	Yes	Wind Turbine 13, Aioliiki Pastra	
GKOURI - MELES	Wind Turbine	381203.45N 0232513.33E	1036 / 125	Yes	Wind Turbine 14, Aioliiki Pastra	

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GKOURI - MELES	Wind Turbine	381212.54N 0232520.62E	1066 / 125	Yes	Wind Turbine 15, Aioliki Pastra	
GKOURI - MELES	Wind Turbine	381211.27N 0232529.96E	1060 / 125	Yes	Wind Turbine 16, Aioliki Pastra	
GORITSA VIOTIAS	Wind Turbine	381808.53N 0225622.45E	948 / 150	No	Wind Turbine 01 Goritsa Aiolos	
GORITSA VIOTIAS	Wind Turbine	381810.22N 0225633.00E	950 / 125	No	Wind Turbine 02 Goritsa Aiolos	
GORITSA VIOTIAS	Wind Turbine	381812.65N 0225642.36E	959 / 125	Yes	Wind Turbine 03 Goritsa Aiolos	
GORITSA VIOTIAS	Wind Turbine	381817.77N 0225650.23E	994 / 125	No	Wind Turbine 04 Goritsa Aiolos	
GORITSA VIOTIAS	Wind Turbine	381822.09N 0225657.90E	1020 / 125	No	Wind Turbine 05 Goritsa Aiolos	
GORITSA VIOTIAS	Wind Turbine	381826.06N 0225705.79E	1044 / 125	No	Wind Turbine 06 Goritsa Aiolos	
GORITSA VIOTIAS	Wind Turbine	381830.30N 0225715.16E	1087 / 150	Yes	Wind Turbine 07 Goritsa Aiolos	
GORITSA VIOTIAS	Wind Turbine	381810.43N 0225748.02E	1093 / 150	Yes	Wind Turbine 08 Goritsa Aiolos	
GORITSA VIOTIAS	Wind Turbine	381804.21N 0225740.73E	1051 / 125	No	Wind Turbine 09 Goritsa Aiolos	
GORITSA VIOTIAS	Wind Turbine	381758.98N 0225732.18E	1029 / 125	No	Wind Turbine 10 Goritsa Aiolos	
GORITSA VIOTIAS	Wind Turbine	381753.37N 0225722.89E	1035 / 150	Yes	Wind Turbine 11 Goritsa Aiolos	
GORITSA VIOTIAS	Wind Turbine	381748.96N 0225711.80E	990 / 150	No	Wind Turbine 12 Goritsa Aiolos	
GORITSA VIOTIAS	Wind Turbine	381743.71N 0225701.63E	968 / 150	Yes	Wind Turbine 13 Goritsa Aiolos	
IMEROVIGLI KEFALLONIAS	Wind Turbine	381836.48N 0203111.94E	912/125	Yes	Wind Turbine 1 AIOLIKI HELLAS S.A	
IMEROVIGLI KEFALLONIAS	Wind Turbine	381832.99N 0203101.48E	925/125	No	Wind Turbine 2 AIOLIKI HELLAS S.A	
IMEROVIGLI KEFALLONIAS	Wind Turbine	381825.15N 0203057.37E	965/125	Yes	Wind Turbine 3 AIOLIKI HELLAS S.A	
IMEROVIGLI KEFALLONIAS	Wind Turbine	381820.32N 0203048.71E	962/125	No	Wind Turbine 4 AIOLIKI HELLAS S.A	
IMEROVIGLI KEFALLONIAS	Wind Turbine	381758.86N 0203024.80E	981/125	Yes	Wind Turbine 5 AIOLIKI HELLAS S.A	
IMEROVIGLI KEFALLONIAS	Wind Turbine	381750.70N 0203018.86E	1020/125	No	Wind Turbine 6 AIOLIKI HELLAS S.A	
IMEROVIGLI KEFALLONIAS	Wind Turbine	381743.72N 0203014.17E	1040/125	No	Wind Turbine 7 AIOLIKI HELLAS S.A	
IMEROVIGLI KEFALLONIAS	Wind Turbine	381733.21N 0203007.52E	1056/125	Yes	Wind Turbine 8 AIOLIKI HELLAS S.A	
IMEROVIGLI KEFALLONIAS	Wind Turbine	381719.51N 0202957.35E	1074/125	No	Wind Turbine 9 AIOLIKI HELLAS S.A	

Designation	OBST Type	OBST Coordinates	ELEV / HGT		OBST LGT Type / Colour	Remarks
			(M) AMSL	(M) AGL		
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1	2	3	4	5	6	
IMEROVIGLI KEFALLONIAS	Wind Turbine	381715.09N 0202947.20E	1089/125	Yes	Wind Turbine 10 AIOLIKI HELLAS S.A	
KALDERIMI VIOTIAS	Wind Turbine	381732.94N 0225606.99E	867 / 125	Yes	Wind Turbine 01 VENTO KEFALLONIA	
KALDERIMI VIOTIAS	Wind Turbine	381731.06N 0225557.88E	923 / 125	Yes	Wind Turbine 02 VENTO KEFALLONIA	
KALDERIMI VIOTIAS	Wind Turbine	381725.57N 0225549.99E	1056 / 150	Yes	Wind Turbine 03 VENTO KEFALLONIA	
KALDERIMI VIOTIAS	Wind Turbine	381719.38N 0225532.74E	1246 / 150	Yes	Wind Turbine 04 VENTO KEFALLONIA	
KALIVA VIOTIAS	Wind Turbine	382010.76N 0225224.02E	1397 / 125	No	Wind Turbine 1; Aioliki Energiaki Peloponissou S.A	
KALIVA VIOTIAS	Wind Turbine	382006.01N 0225229.66E	1377 / 125	No	Wind Turbine 2; Aioliki Energiaki Peloponissou S.A	
KALIVA VIOTIAS	Wind Turbine	382001.92N 0225235.32E	1349 / 125	No	Wind Turbine 3; Aioliki Energiaki Peloponissou S.A	
KALIVA VIOTIAS	Wind Turbine	382000.63N 0225209.15E	1398 / 125	No	Wind Turbine 4; Aioliki Energiaki Peloponissou S.A	
KAPSALA VIOTIAS	Wind Turbine	382345.54N 0224016.52E	742 / 125	No	Wind Turbine 01 WIND STORAGE	
KAPSALA VIOTIAS	Wind Turbine	382343.70N 0224031.84E	768 / 125	Yes	Wind Turbine 02 WIND STORAGE	
KAPSALA VIOTIAS	Wind Turbine	382337.70N 0224037.40E	759 / 125	No	Wind Turbine 03 WIND STORAGE	
KAPSALA VIOTIAS	Wind Turbine	382333.57N 0224045.28E	751 / 125	No	Wind Turbine 04 WIND STORAGE	
KAPSALA VIOTIAS	Wind Turbine	382328.06N 0224051.59E	753 / 125	No	Wind Turbine 05 WIND STORAGE	
KAPSALA VIOTIAS	Wind Turbine	382320.82N 0224053.78E	753 / 125	Yes	Wind Turbine 06 WIND STORAGE	
KAPSALA VIOTIAS	Wind Turbine	382314.65N 0224059.25E	750 / 125	No	Wind Turbine 07 WIND STORAGE	
KARDIA (KOZANI)	Chimney (I)	402441.09N 0214708.08E	876/ 202	Yes	Public Power Corp. (DEI)	
KARDIA (KOZANI)	Chimney (II)	402438.84N 0214709.30E	876/ 202	Yes	Public Power Corp. (DEI)	
KARDIA (KOZANI)	Chimney (III)	402436.58N 0214710.52E	876/ 202	Yes	Public Power Corp. (DEI)	
KARDIA (KOZANI)	Chimney (IV)	402434.32N 0214711.75E	876/ 202	Yes	Public Power Corp. (DEI)	
KATO SOULI	Antenna Tower 1	380842.67N 0240111.02E	260 / 256	Yes	Hellenic Navy	
KATO SOULI	Antenna Tower 2	380858.43N 0240123.67E	131 / 129	Yes	Hellenic Navy	
KERATSINION	Chimney	375714.21N 0233637.48E	158/ 149	Yes	Public Power Corp. (DEI)	
KERKIRA ISLAND	Radio Mast 1	393627.05N 0195402.27E	NIL / 149	Yes	ERT	
KERKIRA ISLAND	Radio Mast 2	393625.08N 0195403.99E	NIL / 149	Yes	ERT	
KOMOTINI	Radio Mast	410554.00N 0252425.00E	172.8/113	Yes	ERT	
KOMOTINI	Cooling Tower	410352.74N 0252928.68E	142 / 115	Yes	Public Power Corp. (DEI)	
KORYFI SERRON	Wind Turbine	411818.14N 0232250.67E	866 / 125	Yes	Wind Turbine 01 AIOLIKI SIDIROKASTROU	

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1	2	3	4	5	6	
KORYFI SERRON	Wind Turbine	411818.24N 0232300.35E	891 / 125	No	Wind Turbine 02 AIOLIKI SIDIROKASTROU	
KORYFI SERRON	Wind Turbine	411822.37N 0232308.33E	926 / 125	No	Wind Turbine 03 AIOLIKI SIDIROKASTROU	
KORYFI SERRON	Wind Turbine	411827.53N 0232315.17E	938 / 125	No	Wind Turbine 04 AIOLIKI SIDIROKASTROU	
KORYFI SERRON	Wind Turbine	411832.93N 0232321.74E	948 / 125	Yes	Wind Turbine 05 AIOLIKI SIDIROKASTROU	
KOUKKOS VIOTIAS	Wind Turbine	382452.93N 0224030.98E	725 / 125	Yes	Wind Turbine 01 WIND STORAGE	
KOUKKOS VIOTIAS	Wind Turbine	382448.33N 0224038.29E	715 / 125	Yes	Wind Turbine 02 WIND STORAGE	
KOUKKOS VIOTIAS	Wind Turbine	382441.90N 0224043.11E	709 / 125	Yes	Wind Turbine 03 WIND STORAGE	
KOUROMANTRI NAFPAKTIAS	Wind Turbine	382342.79N 0214153.60E	781 / 125	Yes	Wind Turbine 1 VOLTERRA	
KOUROMANTRI NAFPAKTIAS	Wind Turbine	382338.98N 0214145.62E	783 / 125	Yes	Wind Turbine 2 VOLTERRA	
KOUROMANTRI NAFPAKTIAS	Wind Turbine	382332.84N 0214140.39E	772 / 125	Yes	Wind Turbine 3 VOLTERRA	
KOUROMANTRI NAFPAKTIAS	Wind Turbine	382327.60N 0214133.82E	768 / 125	Yes	Wind Turbine 4 VOLTERRA	
KREKEZA VIOTIAS	Wind Turbine	380944.20N 0233431.12E	909/125	Yes	Wind Turbine 1 TERNA	
KREKEZA VIOTIAS	Wind Turbine	380943.25N 0233440.29E	889/125	Yes	Wind Turbine 2 TERNA	
KREKEZA VIOTIAS	Wind Turbine	380937.49N 0233449.26E	937/125	Yes	Wind Turbine 3 TERNA	
KREKEZA VIOTIAS	Wind Turbine	380932.48N 0233455.82E	953/125	Yes	Wind Turbine 4 TERNA	
KREKEZA VIOTIAS	Wind Turbine	380928.14N 0233504.59E	996/125	Yes	Wind Turbine 5 TERNA	
KREKEZA VIOTIAS	Wind Turbine	380928.62N 0233513.80E	1001/125	Yes	Wind Turbine 6 TERNA	
KREKEZA VIOTIAS	Wind Turbine	380930.19N 0233523.42E	977/125	Yes	Wind Turbine 7 TERNA	
KREKEZA VIOTIAS	Wind Turbine	380933.51N 0233532.27E	964/125	Yes	Wind Turbine 8 TERNA	
KREKEZA VIOTIAS	Wind Turbine	380936.86N 0233540.64E	949/125	Yes	Wind Turbine 9 TERNA	
KREKEZA VIOTIAS	Wind Turbine	380940.10N 0233549.46E	935/125	Yes	Wind Turbine 10 TERNA	
KREKEZA VIOTIAS	Wind Turbine	380944.31N 0233557.67E	929/125	Yes	Wind Turbine 11 TERNA	
KREKEZA VIOTIAS	Wind Turbine	380946.39N 0233606.98E	923/125	Yes	Wind Turbine 12 TERNA	
LARYMNA	Chimney	383350.72N 0231735.41E	164 / 157	Yes	LARCO	
LAVRION	Chimney (I)	374445.31N 0240359.00E	154 / 150	Yes	Public Power Corp. (DEI)	
LAVRION	Chimney (II)	374444.89N 0240402.40E	154 / 150	Yes	Public Power Corp. (DEI)	
LAVRION	Guyed mast	374604.00N 0240344.00E	198 / 100	Yes	The Centre for Renewable Energy Sources and Saving (CRES)	
LEFKES	Wind Turbine	370253.95N 0225007.56E	1010 / 125	Yes	Wind Turbine 1; AIOLIKI MPELECHERI	
LEFKES	Wind Turbine	370248.01N 0225013.08E	987 / 125	No	Wind Turbine 2; AIOLIKI MPELECHERI	

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1	2	3	4	5	6	
LEFKES	Wind Turbine	370242.14N 0225018.51E	966 / 125	No	Wind Turbine 3; AIOLIKI MPELECHERI	
LEFKES	Wind Turbine	370229.21N 225022.68E	978 / 125	Yes	Wind Turbine 4; AIOLIKI MPELECHERI	
LEFKES	Wind Turbine	370227.57N 0225038.88E	1017 / 125	No	Wind Turbine 5; AIOLIKI MPELECHERI	
LEFKES	Wind Turbine	370219.59N 0225048.30E	1011 / 125	Yes	Wind Turbine 6; AIOLIKI MPELECHERI	
LEFKES	Wind Turbine	370213.23N 0225052.89E	1001 / 125	No	Wind Turbine 7; AIOLIKI MPELECHERI	
LEFKES	Wind Turbine	370155.96N 0225102.40E	1048 / 125	Yes	Wind Turbine 8; AIOLIKI MPELECHERI	
LEFKES KERASIA KOZANIS	Wind Turbine	402609.34N 0220246.97E	1760 / 150	Yes	Wind Turbine 01 Energeiaki Neapoleos	
LEFKES KERASIA KOZANIS	Wind Turbine	402608.79N 0220300.27E	1746 / 150	Yes	Wind Turbine 02 Energeiaki Neapoleos	
LEFKES KERASIA KOZANIS	Wind Turbine	402610.05N 0220314.16E	1754 / 150	Yes	Wind Turbine 03 Energeiaki Neapoleos	
LEFKES KERASIA KOZANIS	Wind Turbine	402610.68N 0220326.92E	1765 / 150	Yes	Wind Turbine 04 Energeiaki Neapoleos	
LOGGARAKIA	Wind Turbine	372915.79N 0231658.81E	704 / 125	Yes	Wind Turbine 1; AIOLIKI ILIOKASTROU	
LOGGARAKIA	Wind Turbine	372855.89N 0231657.38E	702 / 125	Yes	Wind Turbine 2; AIOLIKI ILIOKASTROU	
LOGGARAKIA	Wind Turbine	372858.76N 0231705.90E	736 / 125	Yes	Wind Turbine 3; AIOLIKI ILIOKASTROU	
LOGGARAKIA	Wind Turbine	372852.19N 0231713.86E	704 / 125	Yes	Wind Turbine 4; AIOLIKI ILIOKASTROU	
LOGGARAKIA	Wind Turbine	372847.86N 0231721.60E	726 / 125	Yes	Wind Turbine 5; AIOLIKI ILIOKASTROU	
LOGGARAKIA	Wind Turbine	372845.31N 231730.13E	744 / 125	Yes	Wind Turbine 6; AIOLIKI ILIOKASTROU	
LOGGARAKIA	Wind Turbine	372841.53N 0231738.47E	720 / 125	Yes	Wind Turbine 7; AIOLIKI ILIOKASTROU	
LOGGARAKIA	Wind Turbine	372835.70N 0231745.12E	686 / 125	Yes	Wind Turbine 8; AIOLIKI ILIOKASTROU	
LOUPOUNARIA LAKONIAS	Wind Turbine	370034.28N 0224837.20E	1040 / 150	Yes	Wind Turbine 1, Anemopetra S.A.	
LOUPOUNARIA LAKONIAS	Wind Turbine	370028.64N 0224848.01E	996 / 150	Yes	Wind Turbine 2, Anemopetra S.A.	
LOUZES NAFFAKTOU	Wind Turbine	382705.74N 0214655.65E	1437 / 107	Yes	Wind Turbine 1; TERNA	
LOUZES NAFFAKTOU	Wind Turbine	382702.86N 0214703.04E	1390 / 107	No	Wind Turbine 2; TERNA	
LOUZES NAFFAKTOU	Wind Turbine	382658.93N 0214709.27E	1368 / 107	No	Wind Turbine 3; TERNA	
LOUZES NAFFAKTOU	Wind Turbine	382654.93N 0214716.40E	1378 / 107	Yes	Wind Turbine 4; TERNA	
LOUZES NAFFAKTOU	Wind Turbine	382649.36N 0214721.56E	1379 / 107	No	Wind Turbine 5; TERNA	
LOUZES NAFFAKTOU	Wind Turbine	382643.91N 0214725.62E	1372 / 107	No	Wind Turbine 6; TERNA	

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1	2	3	4	5	6	
LOUZES NAFPAKTOU	Wind Turbine	382637.43N 0214728.82E	1350 / 107	Yes	Wind Turbine 7; TERNA	
LOUZES NAFPAKTOU	Wind Turbine	382632.29N 0214730.92E	1327 / 107	No	Wind Turbine 8; TERNA	
LOUZES NAFPAKTOU	Wind Turbine	382612.55N 0214734.07E	1157 / 107	Yes	Wind Turbine 9; TERNA	
LOUZES NAFPAKTOU	Wind Turbine	382607.61N 0214738.63E	1124 / 107	No	Wind Turbine 10; TERNA	
LOUZES NAFPAKTOU	Wind Turbine	382605.35N 0214801.80E	1108 / 107	Yes	Wind Turbine 11; TERNA	
LOUZES NAFPAKTOU	Wind Turbine	382600.72N 0214805.39E	1079 / 107	No	Wind Turbine 12; TERNA	
MALAVRIA ARGOLIDAS	Wind Turbine	372926.10N 0231018.30E	755 /125	Yes	Wind Turbine 1; AIOLIKI DIDIMON S.A.	
MALAVRIA ARGOLIDAS	Wind Turbine	372927.26N 0231007.99E	807 / 125	No	Wind Turbine 2; AIOLIKI DIDIMON S.A.	
MALAVRIA ARGOLIDAS	Wind Turbine	372930.46N 0231001.03E	843 / 125	No	Wind Turbine 3; AIOLIKI DIDIMON S.A	
MALAVRIA ARGOLIDAS	Wind Turbine	372933.95N 0230949.55E	905 / 125	Yes	Wind Turbine 4; AIOLIKI DIDIMON S.A.	
MALAVRIA ARGOLIDAS	Wind Turbine	372935.36N 0230938.21E	881 / 125	Yes	Wind Turbine 5; AIOLIKI DIDIMON S.A.	
MALAVRIA ARGOLIDAS	Wind Turbine	372905.18N 0230923.97E	881 / 125	Yes	Wind Turbine 6; AIOLIKI DIDIMON S.A.	
MALAVRIA ARGOLIDAS	Wind Turbine	372843.60N 0230758.38E	839 / 125	Yes	Wind Turbine 7; AIOLIKI DIDIMON S.A.	
MALAVRIA ARGOLIDAS	Wind Turbine	372843.72N 0230749.14E	839 / 125	No	Wind Turbine 8; AIOLIKI DIDIMON S.A.	
MALAVRIA ARGOLIDAS	Wind Turbine	372844.69N 0230739.28E	840 / 125	No	Wind Turbine 9; AIOLIKI DIDIMON S.A.	
MALAVRIA ARGOLIDAS	Wind Turbine	372847.34N 0230729.60E	835 / 125	Yes	Wind Turbine 10; AIOLIKI DIDIMON S.A.	
MALAVRIA ARGOLIDAS	Wind Turbine	372849.10N 0230717.16E	819 / 125	No	Wind Turbine 11; AIOLIKI DIDIMON S.A.	
MALAVRIA ARGOLIDAS	Wind Turbine	372849.81N 0230703.59E	843 / 125	Yes	Wind Turbine 12; AIOLIKI DIDIMON S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381332.69N 0230429.26E	718 / 110	No	Wind Turbine 1; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381329.62N 0230437.89E	719 / 110	Yes	Wind Turbine 2; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381324.41N 0230444.21E	697 / 110	No	Wind Turbine 3; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381319.37N 0230450.53E	679 / 110	No	Wind Turbine 4; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381314.52N 0230457.04E	666 / 110	No	Wind Turbine 5; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381311.80N 0230505.88E	644 / 110	Yes	Wind Turbine 6; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381309.96N 0230516.18E	639 / 110	No	Wind Turbine 7; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381430.17N 0230644.94E	642 / 110	No	Wind Turbine 8; ENERGIAKI MARISTI S.A.	

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MARISTI- MAVROVOUNI	Wind Turbine	381439.05N 0230648.74E	652 / 110	Yes	Wind Turbine 9; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381445.86N 230656.27E	665 / 110	No	Wind Turbine 10; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381446.77N 0230705.97E	679 / 110	No	Wind Turbine 11; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381448.49N 0230714.88E	682 / 110	No	Wind Turbine 12; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381449.76N 0230723.99E	676 / 110	Yes	Wind Turbine 13; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381450.99N 0230733.03E	684 / 110	No	Wind Turbine 14; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381451.78N 0230742.81E	694 / 110	No	Wind Turbine 15; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381451.66N 0230752.03E	694 / 110	No	Wind Turbine 16; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381450.23N 0230801.06E	702 / 110	Yes	Wind Turbine 17; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381448.64N 0230810.09E	699 / 110	No	Wind Turbine 18; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381446.24N 0230818.83E	698 / 110	Yes	Wind Turbine 19; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381442.99N 0230827.34E	670 / 110	No	Wind Turbine 20; ENERGIAKI MARISTI S.A.	
MARISTI- MAVROVOUNI	Wind Turbine	381445.92N 230836.94E	629 / 110	No	Wind Turbine 21; ENERGIAKI MARISTI S.A.	
MAVROPAIDI XANTHIS	Wind Turbine	411121.60N 0245834.03E	1045 / 135	Yes	Wind Turbine 1 PAVLIDIS SA	
MAVROPAIDI XANTHIS	Wind Turbine	411112.64N 0245840.56E	1054 / 135	Yes	Wind Turbine 2 PAVLIDIS SA	
MAVROPAIDI XANTHIS	Wind Turbine	411107.47N 0245850.84E	1053 / 135	Yes	Wind Turbine 3 PAVLIDIS SA	
MAVROVOUNI- MAVROPLAGIA- PANORAMA	Wind Turbine	381230.75N 0232543.48E	1002 / 125	Yes	Wind Turbine 24; AIOLIKI PANORAMATOS S.A..	
MAVROVOUNI- MAVROPLAGIA- PANORAMA	Wind Turbine	381230.71N 0232602.16E	1014 / 125	Yes	Wind Turbine 26; AIOLIKI PANORAMATOS S.A.	
MAVROVOUNI- MAVROPLAGIA- PANORAMA	Wind Turbine	381232.45N 0232620.32E	1006 / 125	Yes	Wind Turbine 28; AIOLIKI PANORAMATOS S.A..	
MAVROVOUNI- MAVROPLAGIA- PANORAMA	Wind Turbine	381236.84N 0232638.67E	999 / 125	Yes	Wind Turbine 30; AIOLIKI PANORAMATOS S.A.	
MAVROVOUNI- MAVROPLAGIA- PANORAMA	Wind Turbine	381232.00N 0232650.24E	1011 / 125	Yes	Wind Turbine 25; ILIAKI PANORAMATOS S.A.	
MAVROPLAGIA - KASTRO	Wind Turbine	381410.56N 0232428.24E	729 / 125	Yes	Wind Turbine 2; ILIAKI PANORAMATOS S.A.	

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1	2	3	4	5	6	
MAVROPLAGIA - KASTRO	Wind Turbine	381400.89N 0232442.09E	795 / 125	Yes	Wind Turbine 3; ILIAKI PANORAMATOS S.A.	
MAVROPLAGIA - KASTRO	Wind Turbine	381333.69N 0232426.59E	897 / 130	Yes	Wind Turbine 4; ILIAKI PANORAMATOS S.A.	
MAVROPLAGIA - KASTRO	Wind Turbine	381331.97N 0232445.32E	966 / 130	Yes	Wind Turbine 5; ILIAKI PANORAMATOS S.A.	
MAVROPLAGIA - KASTRO	Wind Turbine	381328.35N 0232500.77E	963 / 130	Yes	Wind Turbine 6; ILIAKI PANORAMATOS S.A.	
MAVROPLAGIA - KASTRO	Wind Turbine	381308.51N 0232426.68E	919 / 130	Yes	Wind Turbine 8; ILIAKI PANORAMATOS S.A..	
MAVROPLAGIA - KASTRO	Wind Turbine	381304.38N 0232443.65E	952 / 130	Yes	Wind Turbine 9; ILIAKI PANORAMATOS S.A.	
MAVROPLAGIA - KASTRO	Wind Turbine	381300.44N 0232459.35E	969 / 130	Yes	Wind Turbine 10; ILIAKI PANORAMATOS S.A.	
MEGALI PETRA - KOYDOYNI	Wind Turbine	411104.29N 0245718.97E	963 / 135	Yes	Wind Turbine 1 PAVLIDIS SA	
MEGALI PETRA - KOYDOYNI	Wind Turbine	411056.68N 0245726.69E	973 / 135	Yes	Wind Turbine 2 PAVLIDIS SA	
MEGALI PETRA - KOYDOYNI	Wind Turbine	411048.60N 0245801.17E	999 / 135	Yes	Wind Turbine 3 PAVLIDIS SA	
MEGALO VOUNO – ANEMOMYLOS	Wind Turbine	382802.42N 0231323.21E	656 / 130	Yes	Wind Turbine 01 PROTERGIA	
MEGALO VOUNO – ANEMOMYLOS	Wind Turbine	382804.79N 0231333.13E	678 / 130	Yes	Wind Turbine 02 PROTERGIA	
MEGALO VOUNO – ANEMOMYLOS	Wind Turbine	382805.63N 0231343.62E	682 / 130	Yes	Wind Turbine 03 PROTERGIA	
MEGALO VOUNO – ANEMOMYLOS	Wind Turbine	382808.74N 0231354.13E	646 / 130	Yes	Wind Turbine 04 PROTERGIA	
MEGALO VOUNO – ANEMOMYLOS	Wind Turbine	382809.04N 0231406.17E	624 / 130	Yes	Wind Turbine 05 PROTERGIA	
MEGALO VOUNO – ANEMOMYLOS	Wind Turbine	382806.69N 0231419.99E	634 / 130	Yes	Wind Turbine 06 PROTERGIA	
MEGALOPOLIS - A	Chimney (I-II)	372504.69N 0220628.75E	496 / 110	Yes	Public Power Corp. (DEI)	
MEGALOPOLIS - A	Chimney (III)	372502.24N 0220628.45E	565 / 179	Yes	Public Power Corp. (DEI)	
MEGALOPOLIS -A	Cooling Tower (III)	372459.00N 0220629.66E	486 / 100	No	Public Power Corp. (DEI)	
MEGALOPOLIS -A	Boiler House	372502.89N 0220632.25E	487 / 101	No	Public Power Corp. (DEI)	
MEGALOPOLIS - B	Chimney (IV)	372455.42N 0220357.64E	568/200	Yes	Public Power Corp. (DEI)	
MEGALOPOLIS - B	Cooling Tower IV	372456.89N 0220353.42E	473/105	No	Public Power Corp. (DEI)	
MEGARA	Radio mast	375815.72N 0232510.37E	207 / 180	Yes	ERT	
MELITI	Boiler House	404841.08N 0213602.53E	833 / 115	No	Public Power Corp. (DEI)	
MELITI	Cooling Tower	404844.06N 0213609.82E	853 / 135	Yes	Public Power Corp. (DEI)	
MIKRI TOUMBA	Wind Turbine	411759.13N 0232224.28E	797 / 125	Yes	Wind Turbine 1; PAVLIDIS MARMARA	
MIKRI TOUMBA	Wind Turbine	411753.42N 0232230.31	780 / 125	Yes	Wind Turbine 2; PAVLIDIS MARMARA	

Designation	OBST Type	OBST Coordinates	ELEV / HGT		OBST LGT Type / Colour	Remarks
			(M) AMSL	(M) AGL		
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1	2	3	4	5	6	
MOUGGOULIOS	Wind Turbine	381007.08N 0233654.72E	1027 / 125	Yes	Wind Turbine 1; TERNA ILIAKI PELOPONNISOU S.A.	
MOUGGOULIOS	Wind Turbine	381010.19N 0233704.61E	1014 / 125	Yes	Wind Turbine 2; TERNA ILIAKI PELOPONNISOU S.A.	
MOUGGOULIOS	Wind Turbine	381014.54N 0233713.75E	1035 / 125	Yes	Wind Turbine 3; TERNA ILIAKI PELOPONNISOU S.A.	
MOUGGOULIOS	Wind Turbine	381015.29N 0233724.14E	1068 / 125	Yes	Wind Turbine 4; TERNA ILIAKI PELOPONNISOU S.A.	
MOUGGOULIOS	Wind Turbine	381018.69N 0233733.62E	1076 / 125	Yes	Wind Turbine 5; TERNA ILIAKI PELOPONNISOU S.A.	
MPELECHERI	Wind Turbine	365718.24N 0225131.41E	1017 / 125	Yes	Wind Turbine 1; AIOLIKI MPELECHERI	
MPELECHERI	Wind Turbine	365659.04N 0225142.45E	1084 / 125	No	Wind Turbine 2; AIOLIKI MPELECHERI	
MPELECHERI	Wind Turbine	365653.67N 0225149.14E	1086 / 125	Yes	Wind Turbine 3; AIOLIKI MPELECHERI	
MPELECHERI	Wind Turbine	365649.34N 0225156.54E	1085 / 125	No	Wind Turbine 4; AIOLIKI MPELECHERI	
MPELECHERI	Wind Turbine	365645.03N 0225203.97E	1085 / 125	No	Wind Turbine 5; AIOLIKI MPELECHERI	
MPELECHERI	Wind Turbine	365639.93N 0225210.87E	1056 / 125	No	Wind Turbine 6; AIOLIKI MPELECHERI	
MPELECHERI	Wind Turbine	365635.53N 0225218.26E	1024 / 125	Yes	Wind Turbine 7; AIOLIKI MPELECHERI	
MYTOULA – KEFALI EVROU	Wind Turbine	410536.56N 0255417.75E	941 / 100	Yes	Wind Turbine 1; TERNA	
MYTOULA – KEFALI EVROU	Wind Turbine	410533.75N 0255426.09E	941 / 100	No	Wind Turbine 2; TERNA	
MYTOULA – KEFALI EVROU	Wind Turbine	410537.51N 0255439.34E	935 / 100	No	Wind Turbine 3; TERNA	
MYTOULA – KEFALI EVROU	Wind Turbine	410535.20N 0255449.28E	938 / 100	Yes	Wind Turbine 4; TERNA	
MYTOULA – KEFALI EVROU	Wind Turbine	410529.67N 0255501.91E	938 / 100	No	Wind Turbine 5; TERNA	
MYTOULA – KEFALI EVROU	Wind Turbine	410537.35N 0255514.60E	970 / 100	No	Wind Turbine 6; TERNA	
MYTOULA – KEFALI EVROU	Wind Turbine	410541.54N 0255525.73E	1024 / 100	Yes	Wind Turbine 7; TERNA	
MYTOULA – KEFALI EVROU	Wind Turbine	410539.65N 0255531.11E	1006 / 100	No	Wind Turbine 8; TERNA	
MYTOULA – KEFALI EVROU	Wind Turbine	410536.90N 0255539.67E	992 / 100	No	Wind Turbine 9; TERNA	
MYTOULA – KEFALI EVROU	Wind Turbine	410535.33N 0255545.68E	989 / 100	Yes	Wind Turbine 10; TERNA	
MYTOULA – KEFALI EVROU	Wind Turbine	410533.69N 0255553.51E	979 / 100	No	Wind Turbine 11; TERNA	
MYTOULA – KEFALI EVROU	Wind Turbine	410533.17N 0255621.45E	999 / 100	No	Wind Turbine 12; TERNA	

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1	2	3	4	5	6	
MYTOULA – KEFALI EVROU	Wind Turbine	410534.10N 0255630.29E	1009 / 100	Yes	Wind Turbine 13; TERNA	
MYTOULA – KEFALI EVROU	Wind Turbine	410554.51N 0255649.16E	1049 / 100	No	Wind Turbine 14; TERNA	
MYTOULA – KEFALI EVROU	Wind Turbine	410601.90N 0255659.33E	1054 / 100	Yes	Wind Turbine 15; TERNA	
MYTOULA – KEFALI EVROU	Wind Turbine	410615.47N 0255715.24E	1046 / 100	Yes	Wind Turbine 16; TERNA	
PANAGIA SOUMELA	Wind Turbine	402546.51N 0220638.39E	1682 / 110	Yes	Wind Turbine 1; ENEL	
PANAGIA SOUMELA	Wind Turbine	402532.87N 0220637.85E	1701 / 110	No	Wind Turbine 2; ENEL	
PANAGIA SOUMELA	Wind Turbine	402522.41N 0220630.63E	1723 / 110	Yes	Wind Turbine 3; ENEL	
PANAGIA SOUMELA	Wind Turbine	402513.60N 0220629.44E	1726 / 110	No	Wind Turbine 4; ENEL	
PANAGIA SOUMELA	Wind Turbine	402501.10N 0220628.04E	1699 / 110	Yes	Wind Turbine 5; ENEL	
PANAGIA SOUMELA	Wind Turbine	402453.23N 0220624.85E	1665 / 110	No	Wind Turbine 6; ENEL	
PANAGIA SOUMELA	Wind Turbine	402444.01N 0220616.67E	1667 / 110	Yes	Wind Turbine 7; ENEL	
PARNITHA	Telecommunication Tower	381021.00N 0234342.00E†	1452 / 108	Yes	OTE S.A. – ERT.	
PERDIKOVOUNI VIOTIAS	Wind Turbine	382037.14N 0225628.23E	1176 / 125	No	Wind Turbine 1; Aioliki Energiaki Peloponissou S.A.	
PERDIKOVOUNI VIOTIAS	Wind Turbine	382033.79N 0225647.05E	1153 / 125	No	Wind Turbine 2; Aioliki Energiaki Peloponissou S.A.	
PERDIKOVOUNI VIOTIAS	Wind Turbine	381919.94N 0225452.15E	977 / 125	No	Wind Turbine 3; Aioliki Energiaki Peloponissou S.A.	
PERDIKOVOUNI VIOTIAS	Wind Turbine	381913.47N 0225510.25E	1003 / 125	No	Wind Turbine 4; Aioliki Energiaki Peloponissou S.A.	
PERDIKOVOUNI VIOTIAS	Wind Turbine	381911.78N 0225520.12E	1019 / 125	No	Wind Turbine 5; Aioliki Energiaki Peloponissou S.A.	
PERDIKOVOUNI VIOTIAS	Wind Turbine	381901.15N 0225549.19E	1041 / 125	No	Wind Turbine 6; Aioliki Energiaki Peloponissou S.A.	
PERDIKOVOUNI VIOTIAS	Wind Turbine	381859.28N 0225601.94E	1033 / 125	No	Wind Turbine 7; Aioliki Energiaki Peloponissou S.A.	
PERDIKOVOUNI VIOTIAS	Wind Turbine	381854.88N 0225613.95E	1041 / 125	No	Wind Turbine 8; Aioliki Energiaki Peloponissou S.A.	
PLAGIA PSILOMA	Wind Turbine	380945.34N 0233257.80E	960 / 125	Yes	Wind Turbine 1; TERNA Aioliki Viotias S.A.	
PLAGIA PSILOMA	Wind Turbine	380930.55N 0233341.53E	910 / 125	Yes	Wind Turbine 2; TERNA Aioliki Viotias S.A.	
PLAGIA PSILOMA	Wind Turbine	380931.18N 0233352.75E	889 / 125	Yes	Wind Turbine 3; TERNA Aioliki Viotias S.A.	
PLAGIA PSILOMA	Wind Turbine	380933.38N 0233400.66E	861 / 125	Yes	Wind Turbine 4; TERNA Aioliki Viotias S.A.	
PLAGIA PSILOMA	Wind Turbine	380929.06N 0233409.36E	847 / 125	Yes	Wind Turbine 5; TERNA Aioliki Viotias S.A.	
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373228.14N 0223542.39E	1264/125	No	Wind Turbine 1-AIOLIKI KARYSTOU	

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1	2	3	4	5	6	
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373219.76N 0223542.26E	1280/125	No	Wind Turbine 2-AIOLIKI KARYSTOU	
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373213.95N 0223547.13E	1293/125	Yes	Wind Turbine 3-AIOLIKI KARYSTOU	
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373205.64N 0223547.17E	1269/125	No	Wind Turbine 4-AIOLIKI KARYSTOU	
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373200.67N 0223552.23E	1286/125	Yes	Wind Turbine 5-AIOLIKI KARYSTOU	
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373155.60N 0223559.62E	1246/125	No	Wind Turbine 6-AIOLIKI KARYSTOU	
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373150.76N 0223606.96E	1222/125	No	Wind Turbine 7-AIOLIKI KARYSTOU	
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373144.86N 0223612.65E	1177/125	Yes	Wind Turbine 8-AIOLIKI KARYSTOU	
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373137.62N 0223615.19E	1134/125	No	Wind Turbine 9-AIOLIKI KARYSTOU	
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373132.77N 0223622.37E	1147/125	No	Wind Turbine 10-AIOLIKI KARYSTOU	
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373242.70N 0223458.84E	1228/125	Yes	Wind Turbine E1-AIOLIKI KARYSTOU	
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373240.24N 0223509.72E	1203/125	No	Wind Turbine E2-AIOLIKI KARYSTOU	
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373234.91N 0223522.90E	1226/125	Yes	Wind Turbine E3-AIOLIKI KARYSTOU	
PROFITIS ILIAS ARGOLIDAS	Wind Turbine	373124.70N 0223640.28E	1087/125	No	Wind Turbine E4-AIOLIKI KARYSTOU	
PSILI RACHI – LAMPOUSSA TROIZINIAS	Wind Turbine	372756.15N 0232250.41E	787 / 119	Yes	Wind Turbine 01 EL.TECH.ANEMOS S.A.	
PSILI RACHI – LAMPOUSSA TROIZINIAS	Wind Turbine	372802.01N 0232258.03E	792 / 119	Yes	Wind Turbine 02 EL.TECH.ANEMOS S.A.	
PSILI RACHI – LAMPOUSSA TROIZINIAS	Wind Turbine	372804.43N 0232307.30E	779 / 119	Yes	Wind Turbine 03 EL.TECH.ANEMOS S.A.	
PSILI RACHI – LAMPOUSSA TROIZINIAS	Wind Turbine	372808.12N 0232314.24E	793 / 119	Yes	Wind Turbine 04 EL.TECH.ANEMOS S.A.	
PSILI RACHI – LAMPOUSSA TROIZINIAS	Wind Turbine	372809.44N 0232322.21E	780 / 119	Yes	Wind Turbine 05 EL.TECH.ANEMOS S.A.	
PSILI RACHI – LAMPOUSSA TROIZINIAS	Wind Turbine	372814.26N 0232328.09E	795 / 119	Yes	Wind Turbine 06 EL.TECH.ANEMOS S.A.	
PSILI RACHI – LAMPOUSSA TROIZINIAS	Wind Turbine	372815.56N 0232336.49E	800 / 119	Yes	Wind Turbine 07 EL.TECH.ANEMOS S.A.	
PTOLEMAIS	Chimney (I-II)	402847.92N 0214339.82E	730 / 105	Yes	Public Power Corp. (DEI)	
PTOLEMAIS	Chimney (III)	402850.20N 0214337.33E	730 / 105	Yes	Public Power Corp. (DEI)	
PTOLEMAIS	Chimney (IV)	402851.07N 0214336.35E	775 / 150	Yes	Public Power Corp. (DEI)	

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1	2	3	4	5	6	
PTOLEMAIS	Cooling Tower (IV)	402853.40N 0214327.71E	741 / 105	No	Public Power Corp. (DEI)	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382833.09N 0231741.57E	809 / 126	Yes	Wind Turbine P1, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382834.39N 0231751.50E	786 / 126	Yes	Wind Turbine P2, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382834.12N 0231801.61E	775 / 126	Yes	Wind Turbine P4, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382833.99N 0231811.73E	776 / 126	Yes	Wind Turbine P5, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382838.10N 0231821.63E	801 / 126	Yes	Wind Turbine P6, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382837.35N 0231831.63E	794 / 126	Yes	Wind Turbine P7, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382835.40N 0231841.35E	807 / 126	Yes	Wind Turbine P8, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382833.51N 0231851.23E	821 / 126	Yes	Wind Turbine P9, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382827.98N 0231859.16E	819 / 126	Yes	Wind Turbine P10, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382822.73N 0231822.44E	804 / 126	Yes	Wind Turbine P11, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382842.82N 0231846.02E	811 / 126	Yes	Wind Turbine P12, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382843.56N 0231855.96E	813 / 110	Yes	Wind Turbine A1, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382844.20N 0231905.36E	819 / 110	Yes	Wind Turbine A2, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382844.21N 0231917.87E	835 / 110	Yes	Wind Turbine A3, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382845.59N 0231926.73E	804 / 110	Yes	Wind Turbine A4, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382846.61N 0231935.68E	774 / 110	Yes	Wind Turbine A5, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382847.41N 0231944.63E	751 / 110	Yes	Wind Turbine A6, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382850.35N 0231953.47E	785 / 110	Yes	Wind Turbine A7, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382854.23N 0232001.98E	773 / 110	Yes	Wind Turbine A8, ENERGIAKI PTOON	
PTOON - PYRGOS - ANEMOMYLOS	Wind Turbine	382900.52N 0232007.87E	763 / 110	Yes	Wind Turbine A9, ENERGIAKI PTOON	
RACHOULA - PASCHALIES	Wind Turbine	381423.79N 0233036.53E	745 / 125	Yes	Wind Turbine 1-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381405.72N 0233043.00E	749 / 125	Yes	Wind Turbine 2-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381420.38N 0232952.75E	769 / 125	Yes	Wind Turbine 3-AIOLIKI RACHOULAS	

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RACHOULA-PASCHALIES	Wind Turbine	381414.01N 0233005.85E	818 / 125	Yes	Wind Turbine 4-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381410.67N 0233019.43E	794 / 125	Yes	Wind Turbine 5-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381352.62N 0233034.52E	765 / 125	Yes	Wind Turbine 7-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381416.72N 0232900.12E	723 / 125	Yes	Wind Turbine 8-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381410.26N 0232921.31E	752 / 125	Yes	Wind Turbine 10-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381400.55N 0232943.01E	804 / 125	Yes	Wind Turbine 12-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381350.22N 0233008.99E	785 / 125	Yes	Wind Turbine 14-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381353.79N 0232917.24E	770 / 125	Yes	Wind Turbine 15-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381347.66N 0232930.01E	774 / 125	Yes	Wind Turbine 16-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381358.14N 0233026.27E	767 / 125	Yes	Wind Turbine 6-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381412.74N 0232910.43E	736 / 125	Yes	Wind Turbine 9-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381406.93N 0232931.81E	791 / 125	Yes	Wind Turbine 11-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381357.98N 0232953.84E	789 / 125	Yes	Wind Turbine 13-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381428.55N 0233004.99E	781 / 150	Yes	Wind Turbine 17-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381350.00N 0233049.19E	734 / 150	Yes	Wind Turbine 18-AIOLIKI RACHOULAS	
RACHOULA-PASCHALIES	Wind Turbine	381345.37N 0233021.78E	753 / 150	Yes	Wind Turbine 19-AIOLIKI RACHOULAS	
RIGANOLAKKA NAFAKTIAS	Wind Turbine	382236.44N 0214319.06E	582/ 125	Yes	Wind Turbine 1 VOLTERRA	
RIGANOLAKKA NAFAKTIAS	Wind Turbine	382245.08N 0214314.59E	634 / 125	Yes	Wind Turbine 2 VOLTERRA	
RIGANOLAKKA NAFAKTIAS	Wind Turbine	382309.95N 0214310.59E	626 / 125	Yes	Wind Turbine 3 VOLTERRA	
RIGANOLAKKA NAFAKTIAS	Wind Turbine	382318.46N 0214224.54E	729 / 125	Yes	Wind Turbine 4 VOLTERRA	
RIO ANTIRIO	Bridge pylon	381848.45N 0214637.55E	143 / 143	Yes	Bridge pylon M1, GEFYRA S.A.	
RIO ANTIRIO	Bridge pylon	381905.12N 0214628.41E	165 / 165	Yes	Bridge pylon M2, GEFYRA S.A.	
RIO ANTIRIO	Bridge pylon	381921.80N 0214619.28E	165 / 165	Yes	Bridge pylon M3, GEFYRA S.A.	
RIO ANTIRIO	Bridge pylon	381938.48N 0214610.14E	143 / 143	Yes	Bridge pylon M4, GEFYRA S.A.	

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1	2	3	4	5	6	
RIVER MEGDHOVAS	Aerial cable	385300.00N 0213530.00E†	0 / 200	Yes	Public Power Corp. (DEI)	
RODOS / SORONI	Chimney (D3-5)	362244.22N 0280106.54E	109 / 105	Yes	Public Power Corp. (DEI)	
RODOS / PROFITIS ILIAS	Radio Mast	361619.00N 275557.00E	868 / 101	Yes	ERT (Greek radio – TV)	
SKOPIA NAFPAKTOU	Wind Turbine	382748.88N 0214919.06E	1155 / 125	Yes	Wind Turbine 1 TERNA	
SKOPIA NAFPAKTOU	Wind Turbine	382740.71N 0214929.45E	1187 / 125	Yes	Wind Turbine 2 TERNA	
SKOPIA NAFPAKTOU	Wind Turbine	382734.08N 0214936.84E	1198 / 125	Yes	Wind Turbine 3 TERNA	
SKOPIA NAFPAKTOU	Wind Turbine	382725.45N 0214950.20E	1213 / 125	Yes	Wind Turbine 4 TERNA	
SKOPIA NAFPAKTOU	Wind Turbine	382716.52N 0215001.88E	1214 / 125	Yes	Wind Turbine 5 TERNA	
SKOPIA NAFPAKTOU	Wind Turbine	382710.55N 0215055.07E	1136 / 125	Yes	Wind Turbine 6 TERNA	
SKOPIA NAFPAKTOU	Wind Turbine	382701.54N 0215056.44E	1135 / 125	Yes	Wind Turbine 7 TERNA	
SKOPIA NAFPAKTOU	Wind Turbine	382655.34N 0215101.01E	1110 / 125	Yes	Wind Turbine 8 TERNA	
SKOPIES VIOTIAS	Wind Turbine	382656.23N 0224355.75E	955/125	No	Wind Turbine 1 KTISTOR AIOLIKI SA	
SKOPIES VIOTIAS	Wind Turbine	382650.06N 0224358.09E	988/125	Yes	Wind Turbine 2 KTISTOR AIOLIKI SA	
SKOPIES VIOTIAS	Wind Turbine	382640.43N 0224359.12E	1015/125	No	Wind Turbine 3 KTISTOR AIOLIKI SA	
SKOPIES VIOTIAS	Wind Turbine	382625.26N 0224354.44E	1035/125	Yes	Wind Turbine 4 KTISTOR AIOLIKI SA	
SKOPIES VIOTIAS	Wind Turbine	382629.56E 0224434.66E	1117/125	No	Wind Turbine 5 KTISTOR AIOLIKI SA	
SKOPIES VIOTIAS	Wind Turbine	382635.54N 0224427.05E	1132/125	Yes	Wind Turbine 6 KTISTOR AIOLIKI SA	
SPARTA KAKOREMA VIOTIAS	Wind Turbine	381710.68N 0225643.74E	840 / 150	Yes	Wind Turbine 01 ANEMOPETRA S.A.	
SPARTA KAKOREMA VIOTIAS	Wind Turbine	381709.69N 0225655.86E	802 / 150	Yes	Wind Turbine 02 ANEMOPETRA S.A.	
STAVROTI VIGLA	Wind Turbine	355506.11N 0274415.69E	251 / 125	Yes	Wind Turbine 1 EUROWIND	
STAVROTI VIGLA	Wind Turbine	355506.87N 0274422.92E	273 / 125	Yes	Wind Turbine 2 EUROWIND	
STAVROTI VIGLA	Wind Turbine	355509.13N 0274429.44E	273 / 125	Yes	Wind Turbine 3 EUROWIND	
STAVROTI VIGLA	Wind Turbine	355509.88N 0274436.88E	300 / 125	Yes	Wind Turbine 4 EUROWIND	
STAVROTI VIGLA	Wind Turbine	355510.62N 0274443.83E	303 / 125	Yes	Wind Turbine 5 EUROWIND	
STAVROTI VIGLA	Wind Turbine	355508.07N 0274457.17E	308 / 125	Yes	Wind Turbine 6 EUROWIND	
STAVROTI VIGLA	Wind Turbine	355503.42N 0274512.65E	282 / 125	Yes	Wind Turbine 7 EUROWIND	
STAVROTI VIGLA	Wind Turbine	355534.46N 0274415.17E	257 / 125	Yes	Wind Turbine 8 EUROWIND	
STAVROTI VIGLA	Wind Turbine	355537.48N 0274422.88E	261 / 125	Yes	Wind Turbine 9 EUROWIND	
STENOLAKKOS	Wind Turbine	411957.19N 0232519.55E	1163 / 140	Yes	Wind Turbine 1 AIOLIKI ANDROU TSIROVLIDI S.A.	
STENOLAKKOS	Wind Turbine	412003.16N 0232529.77E	1172 / 140	Yes	Wind Turbine 2 AIOLIKI ANDROU TSIROVLIDI S.A.	
STENOLAKKOS	Wind Turbine	412004.84N 0232542.10E	1210 / 140	Yes	Wind Turbine 3 AIOLIKI ANDROU TSIROVLIDI S.A.	

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1	2	3	4	5	6	
STENOLAKKOS	Wind Turbine	412008.47N 0232553.68E	1209 / 140	Yes	Wind Turbine 4 AIOLIKI ANDROU TSIROVLIDI S.A.	
STENOLAKKOS	Wind Turbine	412012.20N 0232607.55E	1249 / 140	Yes	Wind Turbine 5 AIOLIKI ANDROU TSIROVLIDI S.A.	
STENOLAKKOS	Wind Turbine	412018.63N 0232616.05E	1270 / 140	Yes	Wind Turbine 6 AIOLIKI ANDROU TSIROVLIDI S.A.	
STENOLAKKOS	Wind Turbine	412023.45N 0232626.30E	1297 / 140	Yes	Wind Turbine 7 AIOLIKI ANDROU TSIROVLIDI S.A.	
THESSALONIKI	Smoke stack	404200.00N 0225705.00E†	240 / 125	Yes	TITAN	
TRIGONOMETRIKO KILKIS	Wind Turbine	410517.85N 0223418.05E	339 / 140	Yes	Wind Turbine 01 TAFF PRIME DEVELOP	
TRIGONOMETRIKO KILKIS	Wind Turbine	410514.50N 0223406.81	324 / 140	Yes	Wind Turbine 02 TAFF PRIME DEVELOP	
TRIKORFA EFPALIOU	Wind Turbine	382735.39N 0220344.82E	1606 / 130	Yes	Wind Turbine 1 AIOLIKI TRIKORFON S.A.	
TRIKORFA EFPALIOU	Wind Turbine	382733.17N 0220357.55E	1625 / 130	Yes	Wind Turbine 2 AIOLIKI TRIKORFON S.A.	
TRIKORFA EFPALIOU	Wind Turbine	382729.02N 0220417.71E	1648 / 130	Yes	Wind Turbine 3 AIOLIKI TRIKORFON S.A.	
TRIKORFA EFPALIOU	Wind Turbine	382727.51N 0220428.52E	1670 / 130	Yes	Wind Turbine 4 AIOLIKI TRIKORFON S.A.	
TRIKORFA EFPALIOU	Wind Turbine	382725.51N 0220440.78E	1635 / 130	Yes	Wind Turbine 5 AIOLIKI TRIKORFON S.A.	
TRIKORFA EFPALIOU	Wind Turbine	382721.69N 0220450.87E	1576 / 130	Yes	Wind Turbine 6 AIOLIKI TRIKORFON S.A.	
TRIKORFA EFPALIOU	Wind Turbine	382714.90N 0220502.56E	1535 / 130	Yes	Wind Turbine 7 AIOLIKI TRIKORFON S.A.	
TRIKORFO FOKIDAS	Wind Turbine	382602.34N 0220239.47E	1269/125	No	Wind Turbine 1 AIOLIKI KARYSTOU S.A	
TRIKORFO FOKIDAS	Wind Turbine	382555.00N 0220237.19E	1297/125	Yes	Wind Turbine 2 AIOLIKI KARYSTOU S.A	
TRIKORFO FOKIDAS	Wind Turbine	382545.82N 0220237.07E	1257/125	No	Wind Turbine 3 AIOLIKI KARYSTOU S.A	
TRIKORFO FOKIDAS	Wind Turbine	382539.12N 0220232.09E	1239/125	No	Wind Turbine 4 AIOLIKI KARYSTOU S.A	
TRIKORFO FOKIDAS	Wind Turbine	382533.27N 0220225.82E	1175/125	Yes	Wind Turbine 5 AIOLIKI KARYSTOU S.A	
TRIKORFO FOKIDAS	Wind Turbine	382526.46N 0220222.13E	1157/125	No	Wind Turbine 6 AIOLIKI KARYSTOU S.A	
TRIKORFO FOKIDAS	Wind Turbine	382518.99N 0220221.67E	1142/125	No	Wind Turbine 7 AIOLIKI KARYSTOU S.A	
TRIKORFO FOKIDAS	Wind Turbine	382511.57N 0220223.77E	1145/125	Yes	Wind Turbine 8 AIOLIKI KARYSTOU S.A	
TRIKORFO FOKIDAS	Wind Turbine	382504.16N 0220223.22E	1101/125	No	Wind Turbine 9 AIOLIKI KARYSTOU S.A	
TRIKORFO FOKIDAS	Wind Turbine	382456.85N 0220222.43E	1045/125	No	Wind Turbine 10 AIOLIKI KARYSTOU S.A	

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XIROVOUNI EVROU	Wind Turbine	405742.92N 0255647.60E	544 / 125	Yes	Wind Turbine 1 Energiaki Xirovouniou S.A.	
XIROVOUNI EVROU	Wind Turbine	405738.31N 0255656.45E	520 / 125	Yes	Wind Turbine 2 Energiaki Xirovouniou S.A.	
XIROVOUNI EVROU	Wind Turbine	405735.36N 0255709.15E	511 / 125	Yes	Wind Turbine 3 Energiaki Xirovouniou S.A.	
YPSOMA PAPATHANASSIOU	Wind Turbine	403624.52N 0210635.96E	1771 / 150	No	Wind Turbine 01 Enallaktiki Energia	
YPSOMA PAPATHANASSIOU	Wind Turbine	403635.31N 0210636.84E	1804 / 150	Yes	Wind Turbine 02 Enallaktiki Energia	
YPSOMA PAPATHANASSIOU	Wind Turbine	403645.92N 0210639.43E	1772 / 150	No	Wind Turbine 03 Enallaktiki Energia	
YPSOMA PAPATHANASSIOU	Wind Turbine	403640.01N 0210659.74E	1764 / 150	Yes	Wind Turbine 04 Enallaktiki Energia	
ZAKINTHOS ISLAND	Radio mast 1	374510.34N 0205140.87E	130 / 125	Yes	ERT	
ZAKINTHOS ISLAND	Radio mast 2	374509.15N 0205143.79E	130 / 125	Yes	ERT	
ZODOCHOS PIGI	Wind Turbine	402603.86N 0220456.97E	1732 / 110	No	Wind Turbine 1; ENEL	
ZODOCHOS PIGI	Wind Turbine	402556.59N 0220459.33E	1736 / 110	Yes	Wind Turbine 2; ENEL	
ZODOCHOS PIGI	Wind Turbine	402549.91N 0220506.62E	1701 / 110	No	Wind Turbine 3; ENEL	
ZODOCHOS PIGI	Wind Turbine	402543.51N 0220517.03E	1698 / 110	No	Wind Turbine 4; ENEL	
ZODOCHOS PIGI	Wind Turbine	402533.90N 0220534.65E	1717 / 110	Yes	Wind Turbine 5; ENEL	
ZODOCHOS PIGI	Wind Turbine	402521.63N 0220530.67E	1701 / 110	No	Wind Turbine 6; ENEL	
ZODOCHOS PIGI	Wind Turbine	402514.12N 0220523.59E	1709 / 110	Yes	Wind Turbine 7; ENEL	
ZODOCHOS PIGI	Wind Turbine	402502.25N 0220523.88E	1683 / 110	No	Wind Turbine 8; ENEL	
ZODOCHOS PIGI	Wind Turbine	402450.47N 0220518.08E	1699 / 110	Yes	Wind Turbine 9; ENEL	
ZODOCHOS PIGI	Wind Turbine	402436.33N 0220512.11E	1694 / 110	No	Wind Turbine 10; ENEL	
ZODOCHOS PIGI	Wind Turbine	402425.87N 0220500.41E	1681 / 110	Yes	Wind Turbine 11; ENEL	
ZODOCHOS PIGI	Wind Turbine	402416.23N 0220455.30E	1685 / 110	No	Wind Turbine 12; ENEL	