CONTACT

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

GREECE

MINISTRY OF INFRASTRUCTURE AND TRANSPORT

HELLENIC AVIATION SERVICE PROVIDER

DIRECTORATE GENERAL OF AIR NAVIGATION SERVICE PROVIDER

AERONAUTICAL INFORMATION SERVICE DIVISION

AIRAC

AIP AMDT 01/23

Effective Date: 26 JAN 2023

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1. Amendment content

GEN

NIL

ENR

NIL

AD

AD 2 LGAL — Updated information in:

- 2.4 Fuel/oil types and fuelling facilities/capacity

AD 2 LGBL — Revision of

- AD 2-LGBL-IAC-1
- AD 2-LGBL-IAC-2
- AD 2-LGBL-SID-1
- AD 2-LGBL-SID-2
- AD 2-LGBL-STAR-1
- AD 2-LGBL-VFR

AD 2 LGKV — Revision of

- AD 2-LGKV-IAC-1
- AD 2-LGKV-IAC-2
- AD 2-LGKV-IAC-3
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- AD 2-LGKV-STAR-3
- AD 2-LGKV-STAR-4
- AD 2-LGKV-VFR

AD 2 LGMK — Updated information in:

- 2.8 Apron surface and strength
- 2.9 Aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands
- 2.14 Columns 3,7,8
- 2.15 Secondary power supply/switch-over time

Revision of

- AD 2-LGMK-APDC

AD 2 LGRP — Updated information in:

- 2.20.2.4 Standard taxi routes
- 2.20.7 School and training flights - technical test flights - use of runways

2. Hand corrections to the following pages:

See **GEN 0.5**

3. Record entry of amendment on section:

See **GEN 0.2**

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

AICs	**NIL**
SUPs	**NIL**
NOTAMs	**B1349/22, B1425/22**

5. New AICs & SUPs in this Amendment:

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

6. Insert / remove the pages as shown hereunder:

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05/22	05 MAY 22	16 JUN 22	L. TOURNAVITIS
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LGAL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGAL - ALEXANDROUPOLIS / DIMOKRITOS

LGAL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	405121N 0255722E Centre of RWY 07 / 25
2	Direction and distance from city	BRG 079°, 3.5 NM from city harbour
3	Elevation/Reference temperature	7.34 M (24.08 FT) / 31° C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4°10' E (4.17°E) (JAN 2010) / 4.00'E (0.0667° E)
6	AD Administration, address, telephone, telefax, telex, AFS	Hellenic Aviation Service Provider Alexandroupolis Dimokritos Airport GR 68100 ALEXANDROUPOLIS - GREECE TEL: +30 25510 89300 - 302 FAX: +30 25510 45255 AFTN: LGALYDYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGAL AD 2.3 OPERATIONAL HOURS

1	AD Administration	HO
2	Customs and immigration	24H PNR
3	Health and sanitation	HO
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	HO (TEL: +30 25510 89304)
6	MET Briefing Office	HO (MET)
7	ATS	HO
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

LGAL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Fuel: Jet A1 by GISSCO S.A. Oil: NIL
3	Fuelling facilities/capacity	GISSCO S.A.: All flights will be served with a 48 HR PN at: TEL: +30 6948685111, +30 6948685105 E-MAIL: SKG02@GISSCO.GR
4	De-icing facilities	NOT AVAILABLE
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Snow removal equipment not available

LGAL AD 2.5 PASSENGER FACILITIES

1	Hotels	Available at Alexandroupolis city.
2	Restaurants	Snack bar, cafeteria. Restaurant at AD vicinity and Alexandroupolis city.
3	Transportation	Buses, taxis.
4	Medical facilities	Motor ambulance. Hospital at Alexandroupolis city.
5	Bank and Post Office	ATM (cash machines) available.
6	Tourist Office	Available.
7	Remarks	NIL

LGAL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

LGAL AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

LGAL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	ALEXANDROUPOLIS DIMOKRITOS CTR A circle, 10 NM radius centered at 405121N 0255722E limited to the East by ATHINAI - INSTABUL FIR boundaries.
		ALEXANDROUPOLIS DIMOKRITOS ATZ A circle, 5 NM radius centered at 4051 21N 0255722E.
2	Vertical limits	CTR: SFC to 4000 FT ALT
		ATZ: SFC to 2000 FT ALT
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	CTR: ALEXANDROUPOLIS APPROACH Greek, English
		ATZ: ALEXANDROUPOLIS TOWER Greek, English
5	Transition altitude	4000 FT
6	Remarks	For ALEXANDROUPOLIS TMA see **ENR 2.1.5.1**

LGAL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	ALEXANDROUPOLIS APPROACH	123.800 122.100 257.800 MHz 121.500	HO HO HO HO	Primary freq. Coverage FL 150 / 40NM RGA MIL RGA Emergency
TWR	ALEXANDROUPOLIS TOWER	123.800 122.100 257.800 MHz 121.500	HO HO HO HO	Primary freq Coverage FL 40/ 25 NM RGA MIL RGA Emergency
G/A/G	ALEXANDROUPOLIS RADIO	5637 kHz 2989 kHz	HO: 0400 – 1700 HO: 1700 - 0400	Primary freq. Primary freq.
All ATS Communication Facilities under responsibility of HASP.				

LGAL 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
ALEXANDROUPOLIS VOR/DME (4° E)	ALX	113.80 MHz CH 85X	H24	405114.17N 0255724.24E	42 FT / 12.7 M	Coverage FL 500 / 150 NM
ALEXANDROUPOLIS L (4° E /2005)	ALP	351 kHz	H24	405121.00N 0255627.13E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of HASP. See also **GEN 2.5** and **ENR 4.1**						

LGBL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGBL – ALMIROS / NEA ANCHIALOS

LGBL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	391310N 0224740E Centre of RWY 08/26.
2	Direction and distance from (city)	BRG: NIL, 5.5 KM Northeast of Almiros city
3	Elevation/Reference temperature	25.23 M (82.75 FT)/ 31° C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4°53'E(4.88°) (JAN 2022) / 5'42''E (0.095°E)
6	AD Administration, address, telephone, telefax, telex, AFS	Hellenic Air Force (HAF) Hellenic Aviation Service Provider (HASP) Address :Almiros Nea Anchialos Airport GR 37400 VOLOS TEL: +30 24280 79980 (HASP) +30 24280 45555/45656 (HAF TWR) FAX: +30 24280 78111 (HASP) AFTN: LGBLYDYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	Civil aircraft PPR by HASP during night O/R. For private flights special permission is required (**GEN 1.2.5**).

LGBL AD 2.3 OPERATIONAL HOURS

1	AD Administration	HJ (HAF) HO for civil aircraft.
2	Customs and immigration	HJ (HAF) HO (HASP)
3	Health and sanitation	HJ (HAF) HO (HASP)
4	AIS Briefing Office	HJ (HAF) HO (HASP)
5	ATS Reporting Office (ARO)	HJ (HAF) HO (HASP)
6	MET Briefing Office	H24 (MET)
7	ATS	HJ (HAF)
8	Fueling	HO from April to October
9	Handling	HO all year
10	Security	HO from May to October
11	De-icing	NIL
12	Remarks	ATS operation outside AD Administration only in case of Emergency

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

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

LGBL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

LGBL AD 2.10 AERODROME OBSTACLES

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

LGBL AD 2.18 ATS COMMUNICATION FACILITIES

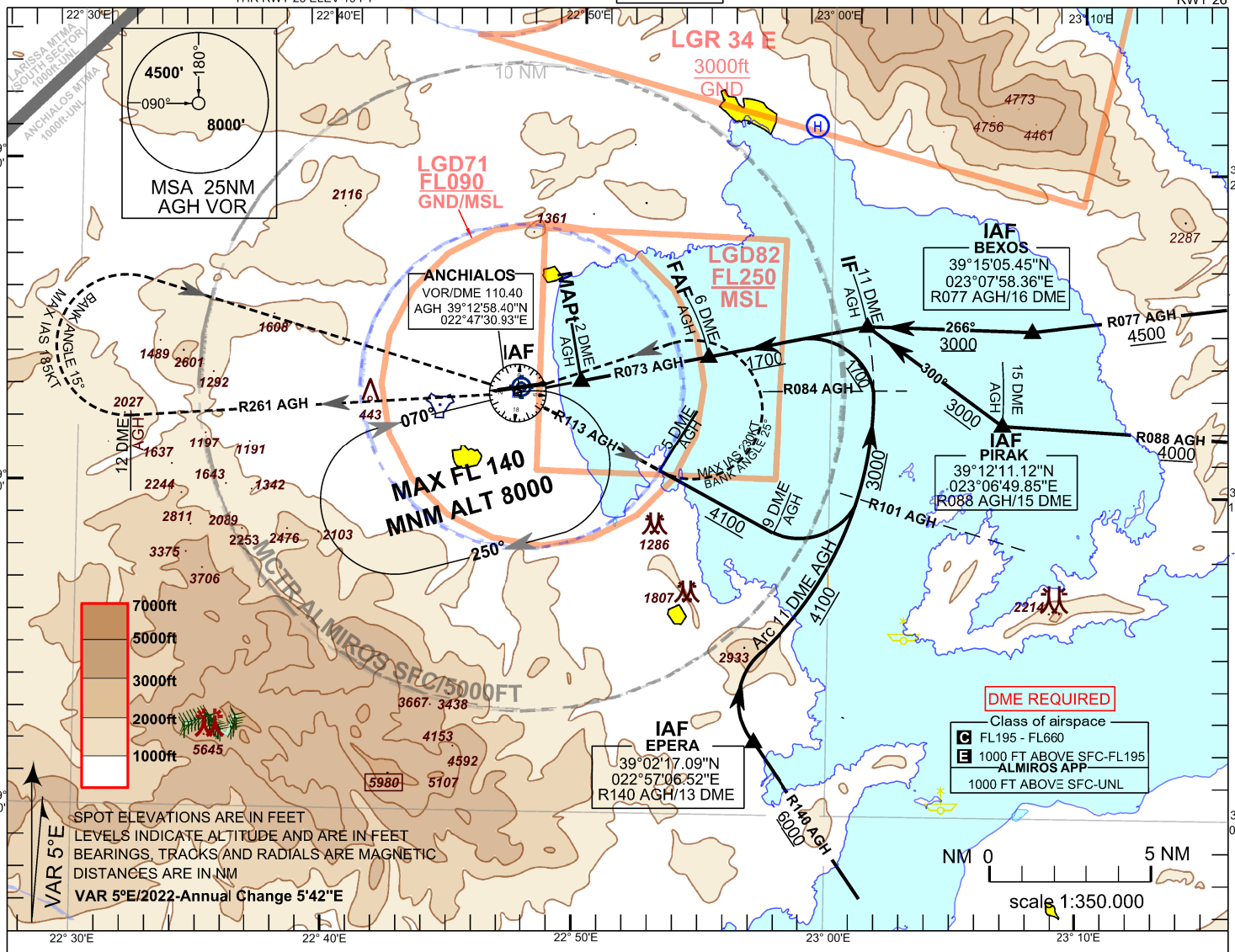
Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	ALMIROS APPROACH	120.350 362.300 MHz 122.100 121.500	HJ HJ HJ HJ	Primary freq. Coverage FL 250 / 50 NM MIL RGA Emergency
TWR	ALMIROS TOWER	122.100 257.800 MHz 121.500 243.000 MHz	HJ HJ HJ HJ	RGA, Primary freq Coverage FL 40/ 25 NM MIL RGA Emergency MIL Emergency
G/A/G	ALMIROS 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).				

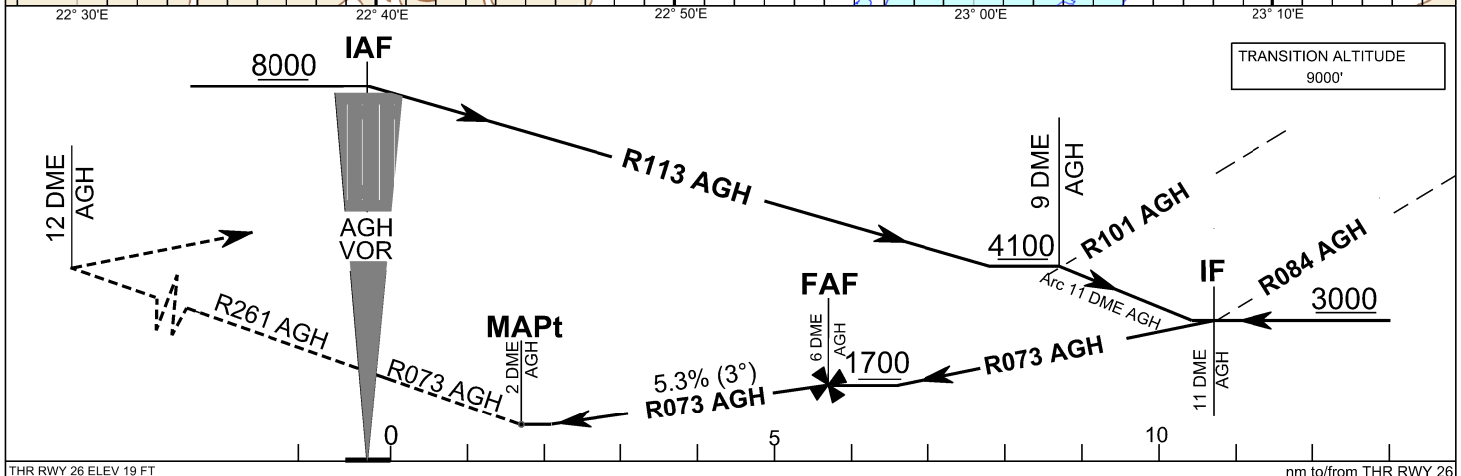
LGBL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (FT aMSL)	Remarks
1	2	3	4	5	6	7
ANCHIALOS VOR/DME (5°E / 2022) (5°E)	AGH	110.40 MHZ CH 41X	H24	391258.40N 0224730.93E	76 FT / 23.28 M	Coverage FL 250 / 40 NM
ANCHIALOS ILS/DME CAT I, RWY 26 ILS/LLZ (5°E / 2022) (5°E) GP DME	IANC	 110.90 MHz 330.80 MHz CH 46X	HJ (HO for civil aircraft)	 391301.43N 0224625.31E 391319.01N 0224822.31E 391319.61N 0224825.66E	 41 FT / 12.55 M	 Coverage FL 62.5/ 25 NM Coverage FL 23/ 10 NM GP Angle 2.5° RDH 48 FT Coverage. FL 100/ 25 NM
Radio Navigation and Landing Aids under responsibility of: HASP: AGH VOR/DME, HAF: IANC ILS/DME. See also **GEN 2.5** and **ENR 4.1**						

LGBL AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - ALMIROS/ NEA ANCHIALOS	14 JUL 22	AD 2-LGBL-ADC
Aircraft Parking/ Docking Chart – ICAO: -	NIL	NIL
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 08/26 / LGBL AOC	14 JUL 22	AD 2-LGBL-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 26	26 JAN 23	AD 2-LGBL-IAC-1
Instrument Approach Chart (IAC) – ICAO: - ILS RWY 26	26 JAN 23	AD 2-LGBL-IAC-2
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - VOR RWY 08	26 JAN 23	AD 2-LGBL-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - VOR RWY 26	26 JAN 23	AD 2-LGBL-SID-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR RWY 26	26 JAN 23	AD 2-LGBL-STAR-1
Terminal Area Chart - ICAO - VFR routes: - VFR routes ANCHIALOS MTMA	26 JAN 23	AD 2-LGBL-VFR





OCA/H	A	B	C	D
Straight-in Approach	430 (411)	430 (411)	430 (411)	450 (431)
Circling	600 (517)	680 (597)	1310 (1227)	N/A

Altitude/Height on Final Approach	5 DME	4 DME	3 DME
	1378(1359)	1056(1037)	734(715)

	KT	100	130	140	150	160	170	180	190
Rate of descent	ft/min	537	698	752	805	859	913	967	1020

NOTE
Minimum OCA/H for aircraft utilising a 2.5% missed approach climb gradient.

OCA/H	A	B	C	D
Straight-in Approach	1200 (1181)	1230 (1211)	1250 (1231)	1270 (1251)
Circling	1200 (1117)	1230 (1147)	1310 (1227)	N/A

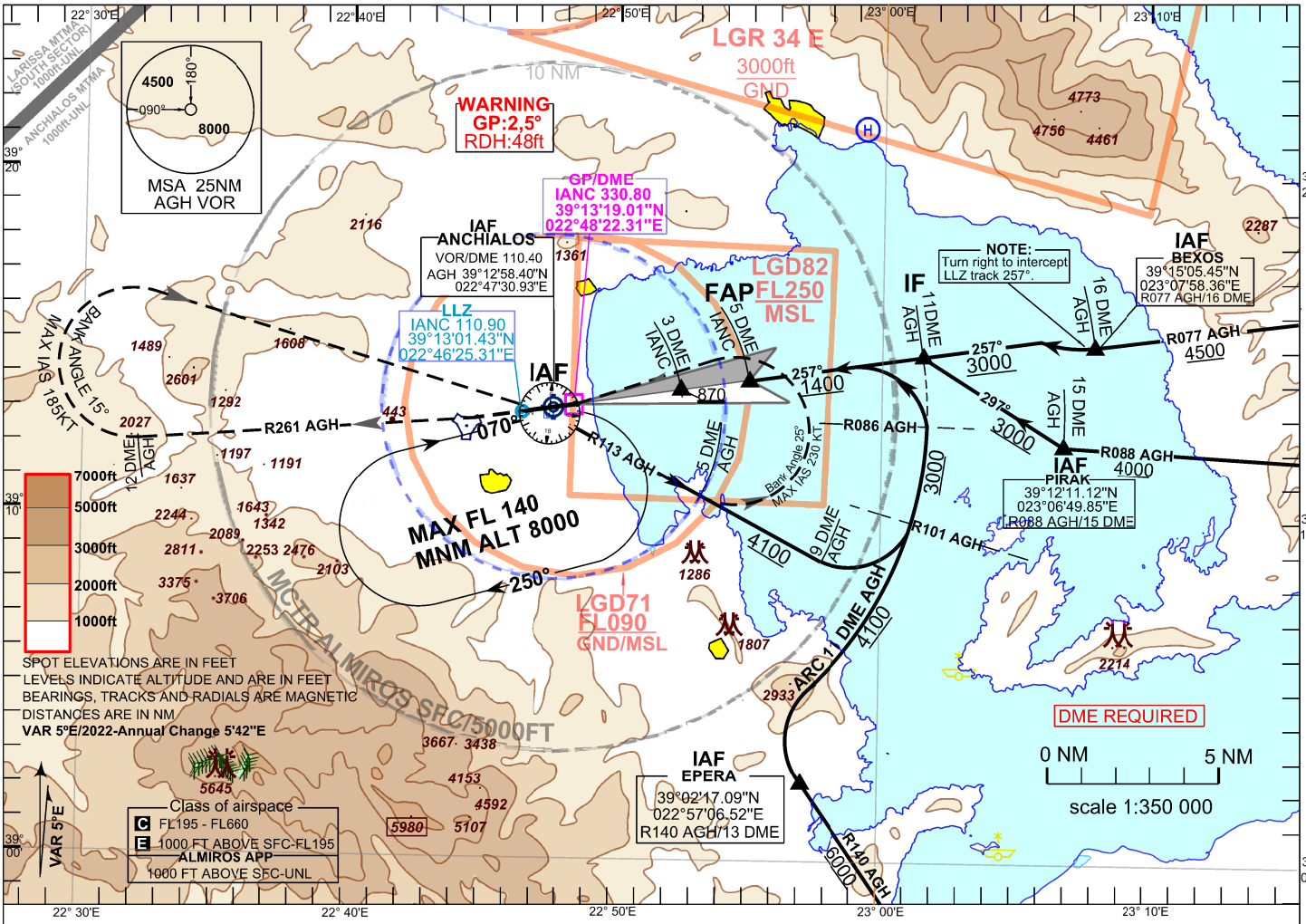
MISSED APPROACH

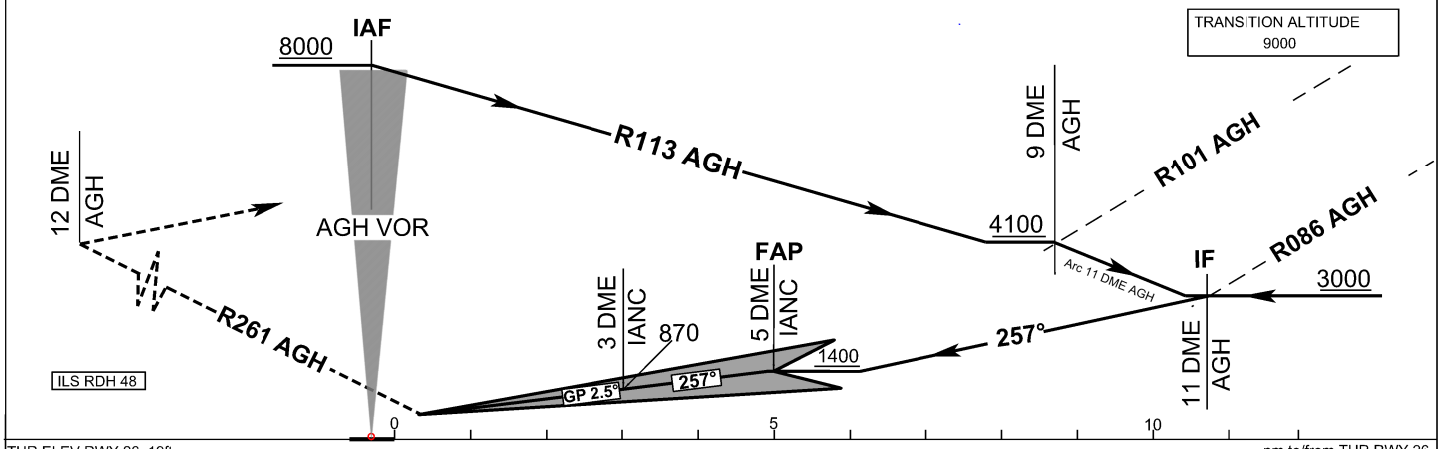
Climb on R073 AGH to AGH VOR, intercept and follow R261 AGH. At R261 AGH/12 DME.fix turn right to AGH VOR and join the holding pattern 8000 ft (or above if instructed by ATC).

For acft unable utilising climb gradient 4.0%, after passing AGH VOR intercept R113 AGH. At R113 AGH/5 DME. Fix turn left to AGH VOR and join the holding pattern at 8000 ft (or above if instructed by ATC).

Climb gradient 4.0% (243 ft/NM) until passing 4100 ft. (See NOTE)

Change: Magnetic variation.





OCA/H		A	B	C	D
Straight-in Approach	Cat I	310 (291)	320 (301)	330 (311)	340 (321)
	GP INOP	430 (411)	430 (411)	430 (411)	450 (431)
Circling		600 (517)	680 (597)	1310 (1227)	N/A

GP INOP	MAPt at 1 DME/I-ANC Descent Gradient 4.4% (2.5°) (267 ft/NM)

Altitude/Height on Final Approach	4 DME/I-ANC	3 DME/I-ANC	2 DME/I-ANC
	1133(1114)	866(847)	599(580)

	KT	100	130	140	150	160	170	180	190
Rate of descent	ft/min	445	578	623	668	712	757	801	846

NOTE: Minimum OCA/H for aircraft utilising a 2.5% missed approach climb gradient.

OCA/H		A	B	C	D
Straight-in Approach	Cat I	890(871)	990(971)	1000(981)	1020(1001)
	GP INOP	1200(1181)	1230(1211)	1250(1231)	1270(1251)
Circling		1200(1117)	1230(1147)	1310(1227)	N/A

MISSED APPROACH

Climb straight ahead to AGH VOR, intercept and follow R261 AGH. At R261 AGH/12 DME Fix turn right to AGH VOR and join holding pattern 8000ft (or above if instructed by ATC).

For acft unable utilising climb gradient 4.0%, after passing AGH VOR intercept R113 AGH. At R113 AGH/5 DME. Fix turn left to AGH VOR and join the holding pattern at 8000ft (or above if instructed by ATC).

Climb gradient 4.0% (243 ft/NM) until passing 4100ft. (See NOTE)

Change: Magnetic variation.

STANDARD DEPARTURE CHART (SID) - ICAO

TRANSITION ALTITUDE 9000ft

ALMIROS APP 120.350
ALMIROS TWR 122.100

ALMIROS/N. ANCHIALOS AIRPORT
AGH VOR RWY 08
VAXUS 1A, LUSES 1A, GARTA 1A, TGG 2C, EVIKO 1A

22° 20'E 22° 30'E 22° 40'E 22° 50'E 23° 00'E 23° 10'E 23° 20'E 23° 30'E
39° 30' 39° 20' 39° 10' 39° 00' 38° 50'

LARISSA MTMA
C:FL195 - FL660
E:1000FT ABOVE SFC-FL195

VAXUS
022°35'36.23E
39°27'22.29N
R322/17 DME AGH

W58 FL090

LGR 34 W
GND - 2000 ft

STV
LGSV

STEFANOVIKION ATZ

LGR 34 E
GND - 3000 ft

4500 180° 090° 8000
MSA 25NM
AGH VOR

SKIATHOS TMA
E:FL115-FL145
D:1000FT ABOVE SFC-FL115

ANCHIALOS MTMA

IOANNINA
VOR/DME 108.60
YNN 39°42'00.12"N
020°49'16.74"E

LUSES
39°18'53.01N
022°24'25.20E
R283/19 DME AGH

LARISSA MTMA (SOUTH SECTOR) 1000ft-UNL

V651 FL100
NOT TO SCALE

VAXUS 1A 8000 R322 AGH

ANCHIALOS
VOR/DME 110.40
AGH 39°12'58.40"N
022°47'30.93"E

LUSES 1A 8000 R283 AGH

LGD82 FL250 MSL

LGD71 FL90 GND/MSL

600

077°

LGBL

11DME AGH

GARTA 1A
VAXUS 1A
LUSES 1A
R077 AGH

3600

R081 AGH

R088 AGH

EVIKO 1A

46

MAX IAS 210 KT BANK ANGLE 19°

GARTA 1A LUSES 1A VAXUS 1A

SKIATHOS
L 326
SKC 39°10' 27.09"N
023°30' 03.17"E

SKC LGSK W58 9000

SKP

GARTA
39°59'00"N
020°58'00"E
R256 AGH/86 DME

NOT TO SCALE
FL100
20 DME AGH

GARTA 1A 8000 R256 AGH

EVIKO
39°11'20"N
023°26'15"E
R088/30 DME AGH

Arc 13 DME AGH

TGG 2C 4100 R119 AGH

R131 AGH

R140 AGH

23 DME AGH

TGG 2C 8000

SKOPELOS
VOR/DME 113.40
SKP 39°10' 50.31"N
023°36' 57.35"E

SKIATHOS ATZ 2000

MCTR ALMIROS SFC/5000FT

ANCHIALOS MTMA 1000ft-UNL

TANAGRA MTMA 1000ft-UNL

SKIATHOS TMA 1000ft-FL145

TANAGRA MTMA
C: FL195-FL660
E:1000FT ABOVE SFC-FL195

TANAGRA
VOR/DME 111.80
TGG 38°20'16.99"N
023°33'29.95"E

NOT TO SCALE

Class of airspace
C FL195 - FL660
E 1000 FT ABOVE SFC-FL195
ALMIROS APP
1000 FT ABOVE SFC-UNL

ELEVATIONS, ALTITUDES ARE IN FEET
BEARINGS TRACKS AND RADIALS ARE MAGNETIC
DISTANCES IN NAUTICAL MILES
VAR 5° E/2022-Annual Change 5'42"E

VAR 5°E

Change: Magnetic variation.

7000ft
5000ft
3000ft
2000ft
1000ft

NM 0 5
scale 1:350.000

2116 1361 2287 5327 4773 4756 4461 1489 1608 2601 1292 3657 2027 1197 1191 1637 1643 1342 2244 2811 2089 2253 2476 2103 3375 3706 1286 1807 2930 2215 5645 3667 3438 4153 4592 5980 5107 3839 2415 3182 3251 1407

ALMIROS / N. ANCHIALOS AIRPORT
AGH VOR/DME - RWY 08

SIDs : VAXUS 1A, LUSES 1A, GARTA 1A, TGG 2C, EVIKO 1A.

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

VAXUS 1A:
For these SID a minimum PDG (Procedure Design Gradient) of 5,2% (316 ft/nm) is required up to 8000ft for ATC purposes.
"Climb straight ahead on track 077^0. At 600ft turn right intercept and follow R077 AGH.
At 3600ft turn right (IAS Max 210 KT, Bank Angle 15^0) to AGH VOR at 8000ft or above.
At AGH VOR turn right, intercept and follow R322 AGH to VAXUS at FL 090 or above, to join AWY W58."

LUSES 1A:
For these SID a minimum PDG (Procedure Design Gradient) of 5,2% (316 ft/nm) is required up to 8000 ft for ATC purposes.
"Climb straight ahead on track 077^0. At 600ft turn right intercept and follow R077 AGH.
At 3600ft turn right (IAS Max 210 KT, Bank Angle 15^0) to AGH VOR at 8000ft or above.
At AGH VOR turn right, intercept and follow R283 AGH to LUSES at FL 100 or above to join AWY V651."

GARTA 1A:
For these SID a minimum PDG (Procedure Design Gradient) of 5,2% (316 ft/NM) is required up to 8000ft for ATC purposes.
"Climb straight ahead on track 077^0. At 600ft turn right intercept and follow R077 AGH.
At 3600ft turn right (IAS Max 210 KT, Bank Angle 15^0) to AGH VOR at 8000ft or above.
At AGH VOR turn left, intercept and follow R256 AGH to GARTA.
Arrange to pass R256 AGH / 20 DME. Fix at FL 100 or above."

TGG 2C:
For this SID a minimum PDG (Procedure Design Gradient) of 4,5% (273 ft/NM) is required up to 4100ft for obstacles and then up to 8000ft for ATC purposes.
"Climb straight ahead on track 077^0. At 600ft turn right intercept and follow R081 AGH.
At R081 AGH/11DME Fix turn right, intercept and follow Arc 13 DME AGH.
Crossing R131 AGH turn left, intercept and follow R140 AGH to R140 AGH / 23 DME. Fix at 8000ft or above.
Arrange to cross R119 AGH at 4100ft or above."
Note: *The length of Arc 13 DME AGH defined by points R081 AGH / 13 DME and R140 / 13 DME is 12 NM.*

EVIKO 1A:
For these SID a minimum PDG (Procedure Design Gradient) of 4,9% (298 ft/NM) is required up to 9000ft for ATC purposes.
"Climb straight ahead on track 077^0. At 600ft turn right intercept and follow R088 AGH to EVIKO at FL090 or above to join AWY W58."

STANDARD DEPARTURE CHART (SID) - ICAO

ALMIROS/N. ANCHIALOS AIRPORT
AGH VOR RWY 26
VAXUS 1B, LUSES 1B, GARTA 1B, TGG 2F, EVIKO 1B

TRANSITION ALTITUDE 9000ft

ALMIROS APP 120.350
ALMIROS TWR 122.100

22° 10'E 22° 20'E 22° 30'E 22° 40'E 22° 50'E 23° 00'E 23° 10'E 23° 20'E 23° 30'E 23° 40'E
39° 40' 39° 30' 39° 20' 39° 10' 39° 00' 38° 50'

LARISSA ATZ
LGLR
LSA
LARISSA MCTR
LARISSA MTMA (SOUTH SECTOR) 1000ft-UNL
ANCHIALOS MTMA 1000ft-UNL
LGR 34 W 2000ft GND
LGR 34 E 3000ft GND
STEFANOVIKION ATZ
STV
LGSV
3455
5327
4773
4756
4461
2287
2115
1367
1608
1489
2601
1292
3657
2027
443
1197
1637
1643
1191
2244
1342
2811
2089
2263
2476
2103
3375
3706
1286
1807
2215
2933
3667
3438
4153
4592
5645
5980
5107
3839
2415
3251
1407

7000ft
5000ft
3000ft
2000ft
1000ft

MSA 25NM
AGH VOR
4500
090°
180°
8000

LARISSA MTMA
C :FL195 - FL660
E :1000FT ABOVE SFC-FL195

IOANNINA
VOR/DME 108.60
YNN 39°42'00.12"N
020°49'16.74"E

LUSES
39°18'53.01N
022°24'25.20E
R283/19 DME AGH

VAXUS
022°35'36.23E
39°27'22.29N
R322/17 DME AGH

W58 FL090
V651 FL100
NOT TO SCALE
22
VAXUS 1B R322 AGH 8000
277°
28
LUSES 1B R283 AGH 8000
20
R261 AGH
257°
301°
328°
ANL
MAX IAS 185KT BANK ANGLE 15°
MAX IAS 230KT BANK ANGLE 25°
12 DME AGH
20 DME AGH
27
GARTA 1B R256 AGH 8000
NOT TO SCALE
FL100

ANCHIALOS
VOR/DME 110.40
AGH 39°12'58.40"N
022°47'30.93"E

LGD82 FL250 MSL
LGD71 FL090 GND/MSL

GARTA
39°59'00"N
020°58'00"E
R256 AGH/86 DME

R088 AGH EVIKO 1B 8000
EVIKO
39°11'20"N
023°26'15"E
R088/30 DME AGH

SKIATHOS
L 326
SKC 39°10' 27.09"N
023°30' 03.17"E

W58 9000
LGSK
SKIATHOS ATZ 2000'

SKOPELOS
VOR/DME 113.40
SKP 39°10' 50.31"N
023°36' 57.35"E

R140 AGH 8000
TGG 2F
23 DME AGH
8000
NOT TO SCALE

TANAGRA
VOR/DME 111.80
TGG 38°20'16.99"N
023°33'29.95"E

MCTR ALMIROS SFC/5000FT

SKIATHOS TMA
E :FL115-FL145
D :1000FT ABOVE SFC-FL115

ANCHIALOS MTMA
SKIATHOS TMA 1000ft-FL145
TANAGRA MTMA 1000ft-UNL

TANAGRA MTMA
C
E :FL195-FL660
:1000FT ABOVE SFC-FL195

ANCHIALOS MTMA 1000ft-UNL
TANAGRA MTMA 1000ft-UNL

Class of airspace
C FL195 - FL660
E 1000 FT ABOVE SFC-FL195
ALMIROS APP
1000 FT ABOVE SFC-UNL

ELEVATIONS, ALTITUDES ARE IN FEET
BEARINGS TRACKS AND RADIALS ARE MAGNETIC
DISTANCES IN NAUTICAL MILES
VAR 5° E/2022-Annual Change 5'42"E

VAR 5°E

NM 0 5
scale 1:350 000

Change: Magnetic variation.

ALMIROS / N. ANCHIALOS AIRPORT
AGH VOR/DME - RWY 26

SIDs : VAXUS 1B, LUSES 1B, GARTA 1B, TGG 2F, EVIKO 1B.

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

VAXUS 1B:
For this SID a minimum PDG (Procedure Design Gradient) of 5,6% (340 ft/nm) is required up to 4100ft for obstacles and then up to FL 090 for ATC purposes.
"Climb straight ahead on track 257^0, intercept and follow R261 AGH. At R261 AGH / 12 DME Fix turn right (IAS Max 185 KT Bank Angle 15^0) to AGH VOR.
At 8000ft or above turn left (IAS Max 230 KT Bank Angle 25^0) to track 277^0, intercept and follow R322 AGH to VAXUS at FL 090 or above to join AWY W58."

LUSES 1B:
For this SID a minimum PDG (Procedure Design Gradient) of 5,6% (340 ft/NM) is required up to 4100ft for obstacles and then up to FL 100 for ATC purposes.
"Climb straight ahead on track 257^0, intercept and follow R261 AGH. At R261 AGH / 12 DME Fix turn right (IAS Max 185 KT, Bank Angle 15^0) to AGH VOR.
At 8000ft or above turn right (IAS Max 230 KT, Bank Angle 25^0) to track 328^0, intercept and follow R283 AGH to LUSES at FL 100 or above to join AWY V651."

GARTA 1B:
For this SID a minimum PDG (Procedure Design Gradient) of 5,6% (340 ft/nm) is required up to 4100ft for obstacles and then up to FL 100 for ATC purposes.
"Climb straight ahead on track 257^0, intercept and follow R261 AGH. At R261 AGH / 12 DME Fix turn right (IAS Max 185 KT, Bank Angle 15^0) to AGH VOR.
At 8000ft or above turn right (IAS Max 230 KT, Bank Angle 25^0) to track 301^0, intercept and follow R256 AGH to GARTA.
Arrange to pass R256 AGH / 20 DME. Fix at FL 100 or above."

TGG 2F:
For this SID a minimum PDG (Procedure Design Gradient) of 5,6% (340 ft/NM) is required up to 4100ft for obstacles and then up to 8000ft for ATC purposes.
"Climb straight ahead on track 257^0, intercept and follow R261 AGH. At R261 AGH / 12 DME Fix turn right (IAS Max 185 KT, Bank Angle 15^0) to AGH VOR.
At 8000ft or above turn right (IAS Max 230 KT, Bank Angle 25^0), intercept and follow R140 AGH to R140 AGH / 23 DME. Fix."

EVIKO 1B:
For this SID a minimum PDG (Procedure Design Gradient) of 5,6% (340 ft/NM) is required up to 4100ft for obstacles and then up to 9000ft for ATC purposes.
"Climb straight ahead on track 257^0, intercept and follow R261 AGH. At R261 AGH / 12 DME Fix turn right (IAS Max 185 KT, Bank Angle 15^0) to AGH VOR.
Intercept and follow R089 AGH to EVIKO at FL 090 or above to join AWY W58."

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

ARP 39°13'10"N - 22°47'40"E

TRANSITION ALTITUDE 9000ft

ALMIROS APP 120.350
ALMIROS TWR 122.100

ALMIROS/ NEA ANCHIALOS
AGH VOR RWY 26

TGG2J, TGG2H, EVIKO1H, EVIKO1C, PELIP1C, PELIP1H, GARTA1H, LUSES1H

ELEVATIONS, ALTITUDES ARE IN FEET
BEARINGS TRACKS AND RADIALS ARE MAGNETIC
DISTANCES IN NAUTICAL MILES
VAR 5°E/2022-Annual Change 5'42"E

7000ft
5000ft
3000ft
2000ft
1000ft

VAR 5°E

MSA 25NM
AGH VOR
4500
8000
090°
180°

NM 0 5
scale 1:350 000

LARISSA MTMA
C :FL195 - FL660
E :1000FT ABOVE SFC-FL195

LARISSA MTMA (SOUTH SECTOR) 1000ft-UNL
ANCHIALOS MTMA 1000ft-UNL
ANCHIALOS MTMA
SKIATHOS MTMA
E :FL115-FL145
D :1000FT ABOVE SFC-FL115

LARISSA ATZ
LARISSA MCTR
STEFANOVIKION ATZ
MCTR ALMIROS SFC/5000FT
SKIATHOS ATZ 2000'
SKIATHOS TMA 1000ft-FL145
TANAGRA MTMA 1000ft-UNL

LGD63
LGD 65
LGLR
TERPSITHEA
LSA
LGR 34 W
2000ft
GND
LGR 34 E
3000ft
GND
STV
LGSV
LGD82
FL250
MSL
LGD71
FL090
GND/MSL
LGBL
ARP
LGSK
SKC

VAXUS
39°27'22.29N
022°35'36.23E
R322/17 DME AGH

YNN
IOANNINA
VOR/DME 108.60
YNN 39°42'00.12"N
020°49'16.74"E

LUSES
39°18'53.01N
022°24'25.20E
R283/19 DME AGH

ANCHIALOS
VOR/DME 110.40
AGH 39°12'58.40"N
022°47'30.93"E

BEXOS
39°15'05.45"N
023°07'58.36"E
R077 AGH/16 DME

PIRAK
39°12'11.12"N
023°06'49.85"E
R088 AGH/15 DME

EPERA
39°02'17.09"N
022°57'06.52"E
R140 AGH/13 DME

PELIP
39°16'44"N
023°23'53"E
R077/28.5 DME AGH

BAMOS
39°17'41"N
023°33'40"E

EVIKO
39°11'20"N
023°26'15"E
R088/30 DME AGH

SKP
SKOPELOS
VOR/DME 113.40
SKP 39°10' 50.31"N
023°36' 57.35"E

GARTA
39°59'00"N
020°58'00"E
R256 AGH/86 DME

TANAGRA
VOR/DME 111.80
TGG 38°20'16.99"N
023°33'29.95"E

TANAGRA MTMA
C E :FL195-FL660
:1000FT ABOVE SFC-FL195

W58 9000
VAXUS 1H R322 AGH 8000
LUSES 1H R283 AGH 8000
V651 FL110
GARTA 1H FL100
GARTA 1H R256 AGH 8000
20 DME AGH
AGH IAF
ANL 070°
MAX FL140
MNM ALT 8000
250°
TGG 2H 8000
13 DME AGH
IAF
R140 AGH TGG 2J 6000 (SEE NOTE)
TGG 2H 8000 (SEE NOTE)
23 DME AGH
IAF
PELIP 1H 8000
R077 AGH
PELIP 1H 8000 (SEE NOTE)
PELIP 1C 4500 (SEE NOTE)
R077 AGH 9000
EVIKO 1H 8000
R088 AGH
EVIKO 1H 8000 (SEE NOTE)
EVIKO 1C 4000 (SEE NOTE)
W58 9000

NOT TO SCALE

Class of airspace
C FL195 - FL660
E 1000 FT ABOVE SFC-FL195
ALMIROS APP
1000 FT ABOVE SFC-UNL

NOTE:
STARs:
PELIP 1H, EVIKO 1H, TGG 2H terminates at AGH VOR (IAF) (HOLDING) (Minimum Altitude 8000 ft).
TGG 2J terminates at EPERA (IAF) (R140 AGH/13 DME.Fix) (NO HOLDING) (Minimum Altitude 6000 ft)
EVIKO 1C terminates at PIRAK (IAF) (R088 AGH/ 15 DME.Fix) (NO HOLDING) (Minimum Altitude 4000 ft)
PELIP 1C terminates at BEXOS (IAF) (R077 AGH/ 16 DME.Fix) (NO HOLDING) (Minimum Altitude 4500 ft)

Change: Magnetic variation.

TRANSITION ALTITUDE 9000ft

ARP 39°13'10"N-22°47'40"E

ALMIROS APP 120.350
ALMIROS TWR 122.100
ATHINAI FIC 130.925

ELEVATIONS, ALTITUDES ARE IN FEET
BEARINGS TRACKS AND RADIALS ARE MAGNETIC
DISTANCES IN NAUTICAL MILES
VAR 5°E/2022-Annual Change 5'42"E

MIN ALT 3000
ORBIT AREA FOR MIL ACFT ONLY
ROUTES FOR MIL ACFT ONLY
ROUTES FOR MIL AND GAT ACFT

LARISSA MTMA
C:FL195 - FL660
E:1000FT ABOVE SFC-FL195

SKIATHOS TMA
E:FL115-FL145
D:1000FT ABOVE SFC-FL115

TANAGRA MTMA
UNL/1000FT ABOVE SFC
Class of airspace:
C FL195-FL660
E 1000FT ABOVE SFC-FL195

Class of airspace
C FL195 - FL660
E 1000 FT ABOVE SFC-FL195
ALMIROS APP
1000 FT ABOVE SFC-UNL

7000ft
5000ft
3000ft
2000ft
1000ft

VAR 5°E

NM 0 5 10
SCALE 1:500 000

AGIA
TERPSITHEA
LSA 362kHz
LGLR
LARISSA
CHALKI
LGR/34 W 2000ft GND
LGR 34 E 3000ft GND
STEFANO
LGSV
ZAGORA
VOLOS
FARSALA
PETROTO
ANCHIALOS VOR/DME 110.40
AGH 39°12'58.40"N 022°47'30.93"E
ANL
N. ANGHIALOS ARP
LGD82 FL250 MSL
IP-08
IP-26
TRIKERI
ARGA
SKIATHOS
LGSK
SKOPELOS VOR/DME 113.40
SKP 39°10'50.31"N 023°36'57.35"E
SKIATHOS L 326 SKC 39°10'27.09"N 023°30'03.17"E
PTELEOS
EVOIA
SKYROS
PELASGIA
OREI
LAMIA
KARPENISI
MALESINA
ORCHOMENOS
OMIRO

LARISSA ATZ
LARISSA MCTR
STEFANOVIKION ATZ
LARISSA MTMA (SOUTH SECTOR) 1000ft-UNL
ANCHIALOS MTMA 1000ft-UNL
TANAGRA MTMA 1000ft-UNL
ANCHIALOS MTMA
LGD71 FL090 GND/MSL
MCTR ALMIROS SFC/5000FT
TO ARAXOS
MIN.ALT 3500
MIN.ALT 5000
MIN ALT 3000

VFR ROUTES ANCHIALOS MTMA

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

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

3. Positions reports must be given to the appropriate ATC unit when over compulsory reporting points depicted on the chart overleaf.

4. A continuous watch must be maintained on the appropriate frequency with ALMIROS Approach or Tower when flying the VFR routes depicted on the chart overleaf.

5. Cancellation of IFR flight plan within ANCHIALOS MTMA is subject to ATC approval. Aircraft cancelling their flight plan should also follow the VFR routes and altitudes as above.

6. VFR routes FARSALA – PETROTO – PTELEOS – OREI and STEFANO – VOLOS – ARGA – OREI are used when LGD 82 is activated.

7. All aircraft flying VFR within ANCHIALOS MTMA should use NEA ANCHIALOS QNH.

8. It is reminded that, on VFR routes, the responsibility to avoid collision with other aircraft, provide terrain clearance and avoid Restricted Airspace rests with the pilot.

9. In case of communication failure aircraft approaching from South will hold over ALMIROS city (2,5NM SW of RWY 08/26) and from North will hold over NEA ANCHIALOS city (3,5NM NNE of RWY 08/26) at 1000FT or lower. Landing clearance will be provided by ALMIROS TOWER with ALTIS LAMP.

10. Aircraft (including helicopters) should not enter or affect LGR 34 before establishing contact with STEFANOVIKION TOWER (132.725 or 285.150 MHz or 343.550 MHz or 121.500) and receiving the relevant clearance.

COORDINATES (WGS-84) OF REPOTING POINTS:

AGIA: 394321N 224540E
ARAXOS ARP: 380904N 212532E
ARGA: 391343N 231305E
CHALKI: 393408N 223230E
EVOIA: 390130N 231736E
FARSALA: 391749N 222233E
IP 26 : 390928N 225428E
IP 08 : 391700N 224329E
KARPENISI: 385507N 214747E
LAMIA: 385406N 222557E
MALESINA: 383732N 231415E
OMIRO: 384500N 234019E
ORCHOMENOS: 382931N 225856E
OREI: 385658N 230524E
PELASGIA: 385700N 225030E
PETROTO: 391133N 222323E
PTELEOS: 390330N 225713E
SKIATHOS ARP: 391039N 233013E
SKYROS ARP: 385803N 242915E
STEFANO: 392812N 224346E
TRIKERI: 390930N 230630E
VOLOS: 392152N 225530E
ZAGORA: 392656N 230635E

LGKV AD 2.24 CHARTS RELATED TO AERODROME

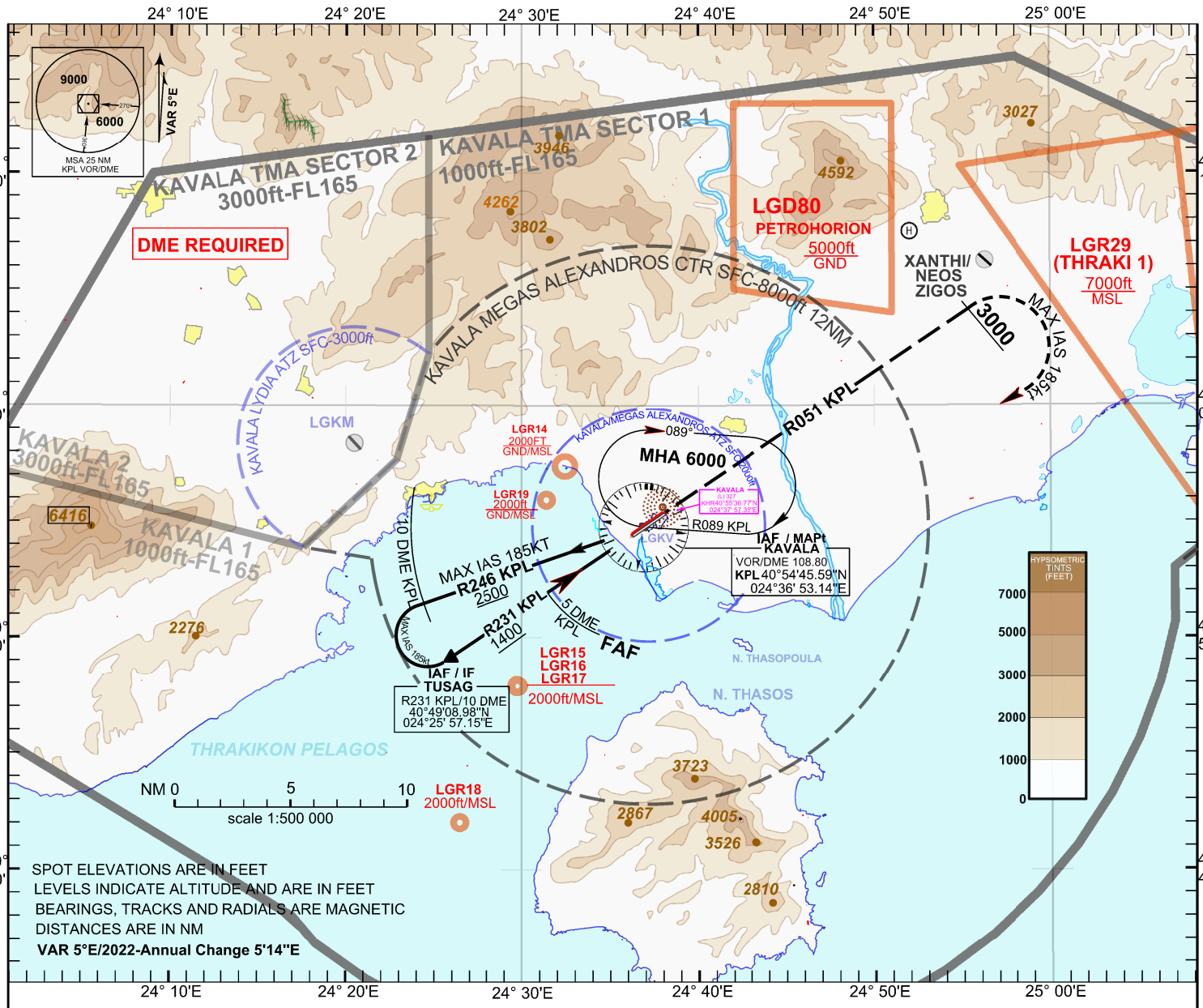
Chart name	Date	Page
Aerodrome Chart – ICAO: - KAVALA / MEGAS ALEXANDROS Airport	29 DEC 22	AD 2-LGKV-ADC
Aircraft Parking/ Docking Chart – ICAO: - KAVALA / MEGAS ALEXANDROS	09 SEP 21	AD2-LGKV-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 05/23 / LGKV AOC	10 JUN 04	AD 2-LGKV-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR/DME RWY 05	26 JAN 23	AD 2-LGKV-IAC-1
Instrument Approach Chart (IAC) – ICAO: (L) z RWY 05	26 JAN 23	AD 2-LGKV-IAC-2
Instrument Approach Chart (IAC) – ICAO: - (L) y RWY 05	26 JAN 23	AD 2-LGKV-IAC-3
Instrument Approach Chart (IAC) – ICAO: - VOR/DME RWY 23	26 JAN 23	AD 2-LGKV-IAC-4
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: VOR/DME RWY 05	26 JAN 23	AD 2-LGKV-SID-1
Standard Departure Chart –Instrument (SID)- ICAO: VOR/DME RWY 05	26 JAN 23	AD 2-LGKV-SID-2
Standard Departure Chart –Instrument (SID)- ICAO: (L) RWY 05	26 JAN 23	AD 2-LGKV-SID-3
Standard Departure Chart –Instrument (SID)- ICAO: VOR/DME RWY 23	26 JAN 23	AD 2-LGKV-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: VOR/DME RWY 23	26 JAN 23	AD 2-LGKV-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: (L) RWY 23	26 JAN 23	AD 2-LGKV-SID-6
Standard Arrival Chart - Instrument (STAR) – ICAO: VOR/DME RWY 05	26 JAN 23	AD 2-LGKV-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: RWY 05 (NO HOLD)	26 JAN 23	AD 2-LGKV-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: RWY 23	26 JAN 23	AD 2-LGKV-STAR-3
Standard Arrival Chart - Instrument (STAR) – RWY 23 (NO HOLD)	26 JAN 23	AD 2-LGKV-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: RWY 05/23	26 JAN 23	AD 2-LGKV-STAR-5
Terminal Area Chart - ICAO - VFR routes: - VFR routes KAVALA TMA	26 JAN 23	AD 2-LGKV-VFR

INSTRUMENT APPROACH CHART -ICAO

AERODROME ELEV 18ft
HEIGHTS RELATED TO
THR RWY 05 ELEV 11ft

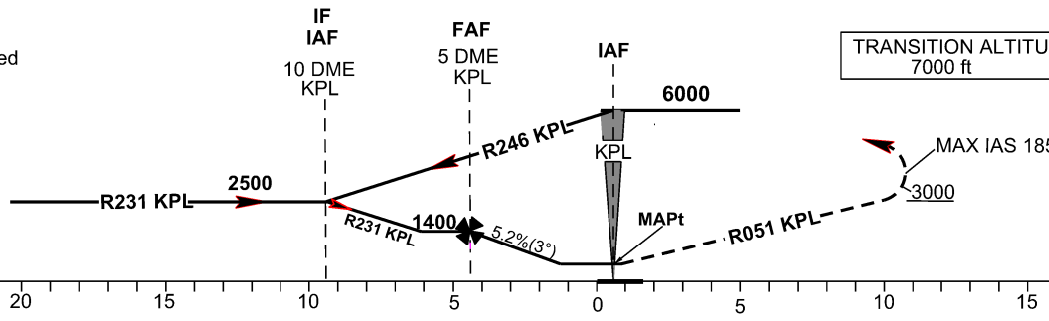
APP 124.650
TWR 118.400
ATIS 128.155

KAVALA/MEGAS ALEXANDROS VOR/DME RWY 05



SPOT ELEVATIONS ARE IN FEET
LEVELS INDICATE ALTITUDE AND ARE IN FEET
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES ARE IN NM
VAR 5°E/2022-Annual Change 5'14"E

MISSED APPROACH
Climb on R051 KPL. At 3000 ft turn right (MAX IAS 185kt) proceed to KPL/VOR at 6000ft and hold.



TRANSITION ALTITUDE
7000 ft

OCA/H	A	B	C	D
Straight-in Approach	500 (489)			
Circling SOUTH of RWY	600 (582)	600 (582)	610 (592)	710 (692)

NOTE:Coordinates of sign. points
FAF:40°51'57.41"N 024°31'24.93"E
TUSAG IAF, IF: 40°49'08.98"N 024°25'57.15"E

Altitude / Height on Final Approach

5DME	4DME	3DME
1400(1389)	1084(1073)	768(757)

	KT	120	130	140	150	160	170	180
RATE OF DESCENT	FT/MIN	632	685	737	790	843	895	948

Changes: KAVALA TMA, KAVALA CTR, KAVALA LYDIA ATZ, ATIS FREQ.

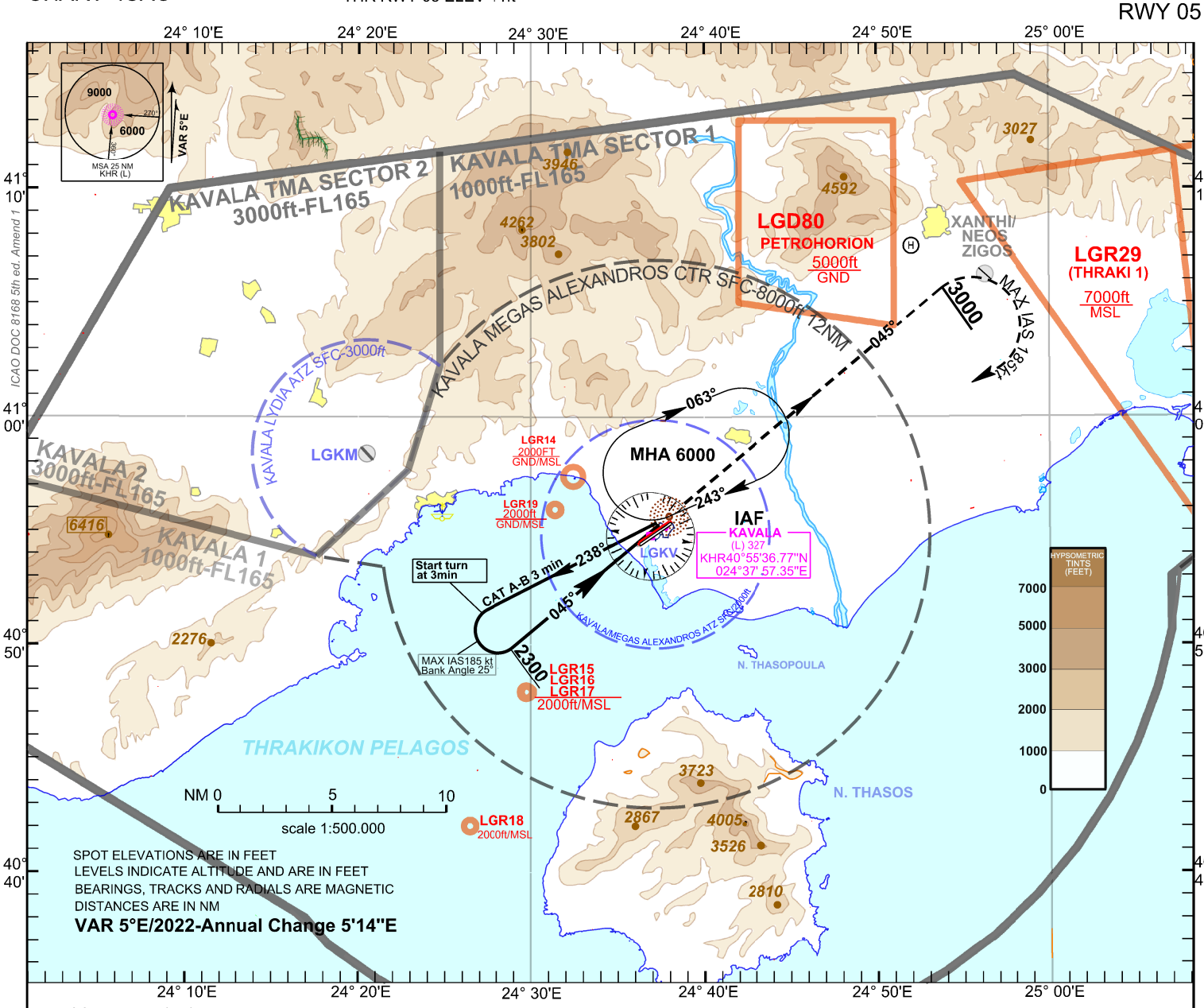
ICAO DOC 8168 5th ed. Amend 1

INSTRUMENT APPROACH CHART -ICAO

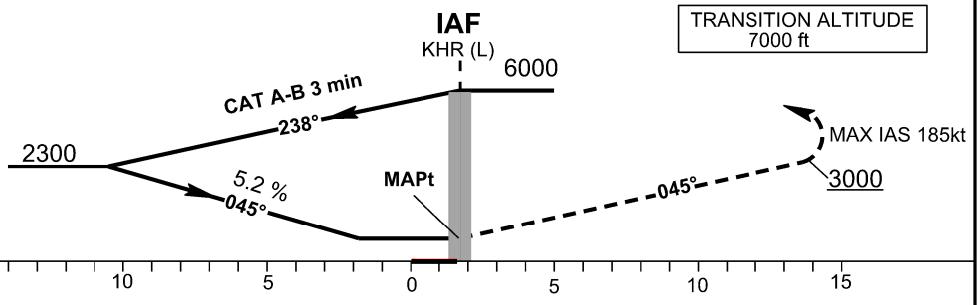
AERODROME ELEV 18 ft
HEIGHTS RELATED TO
THR RWY 05 ELEV 11ft

APP 124.650 TWR 118.400
ATIS 128.155

KAVALA/MEGAS ALEXANDROS (L) z RWY 05



MISSED APPROACH
Climb on bearing 045°.
At 3000 ft turn right climbing
(MAX IAS 185kt), proceed to
KHR (L) at 6000ft and hold.



TRANSITION ALTITUDE
7000 ft

OCA/H	A	B	C	D
Straight-in Approach	800 (789)	800 (789)	N/A	N/A
Circling SOUTH of RWY	800 (782)	800 (782)	800 (782)	800 (782)

Changes: KAVALA TMA, KAVALA CTR, KAVALA LYDIA ATZ, ATIS FREQ.

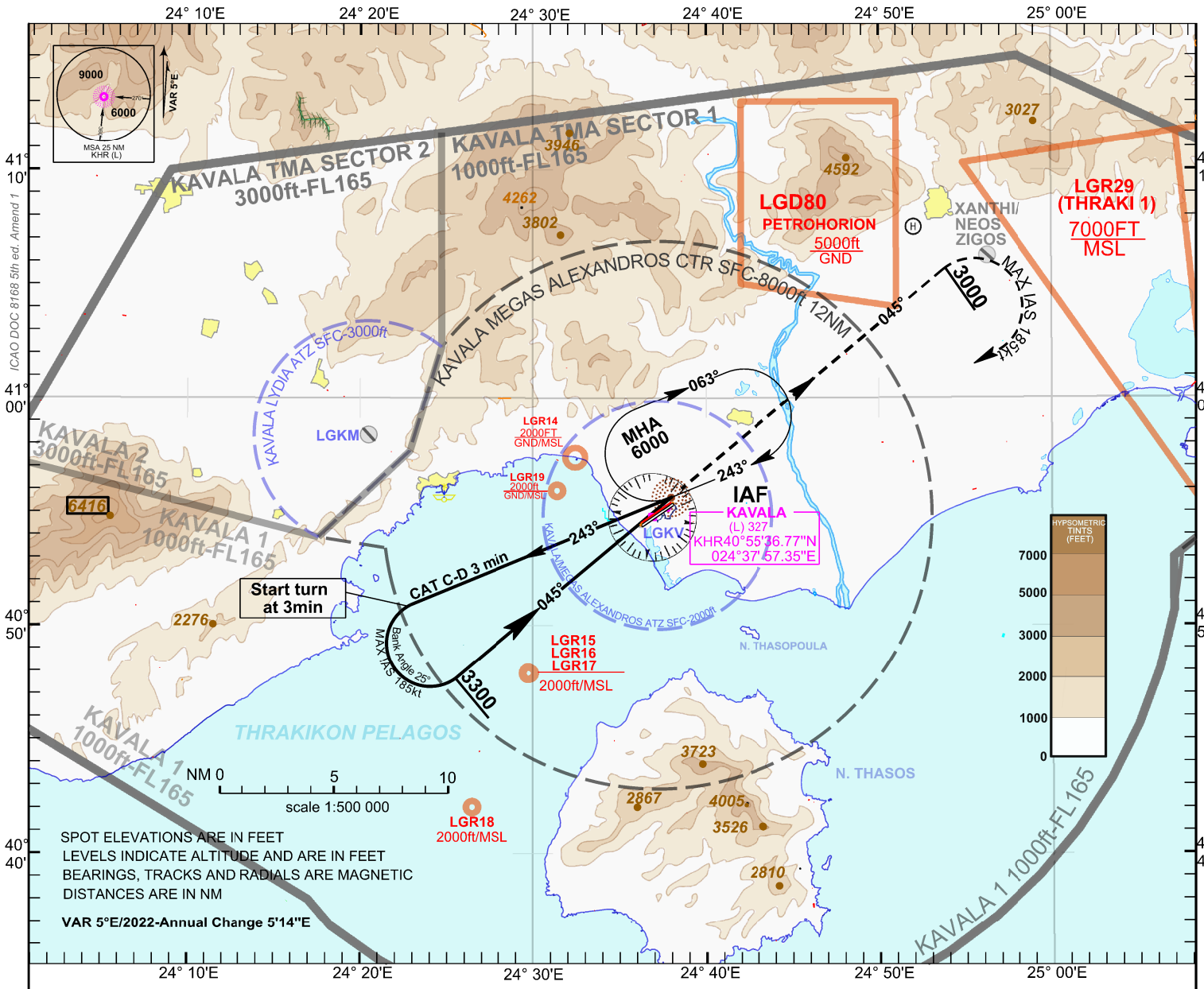
ICAO DOC 8168 5th ed. Amend 1

INSTRUMENT APPROACH CHART -ICAO

AERODROME ELEV 18ft
HEIGHTS RELATED TO
THR RWY 05 ELEV 11ft

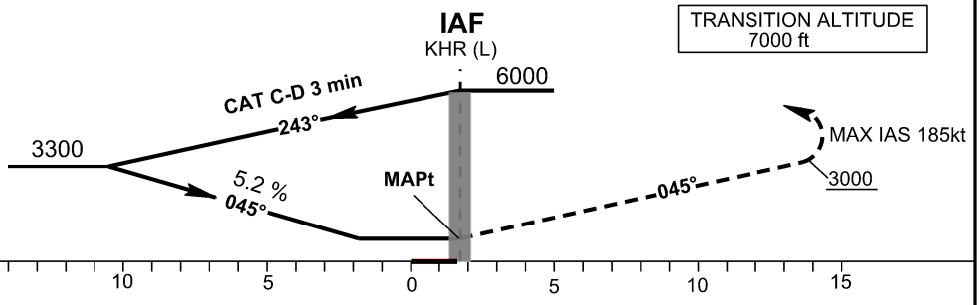
APP 124.650 TWR 118.400
ATIS 128.155

KAVALA/MEGAS ALEXANDROS (L) y RWY 05



MISSED APPROACH

Climb on bearing 045°.
At 3000 ft turn right climbing
(MAX IAS 185kt), proceed to
KHR (L) at 6000ft and hold.



OCA/H	A	B	C	D
Straight-in Approach	N/A	N/A	800 (789)	800 (789)
Circling SOUTH of RWY	800 (782)	800 (782)	800 (782)	800 (782)

Changes: KAVALA TMA, KAVALA CTR, KAVALA LYDIA ATZ, ATIS FREQ.

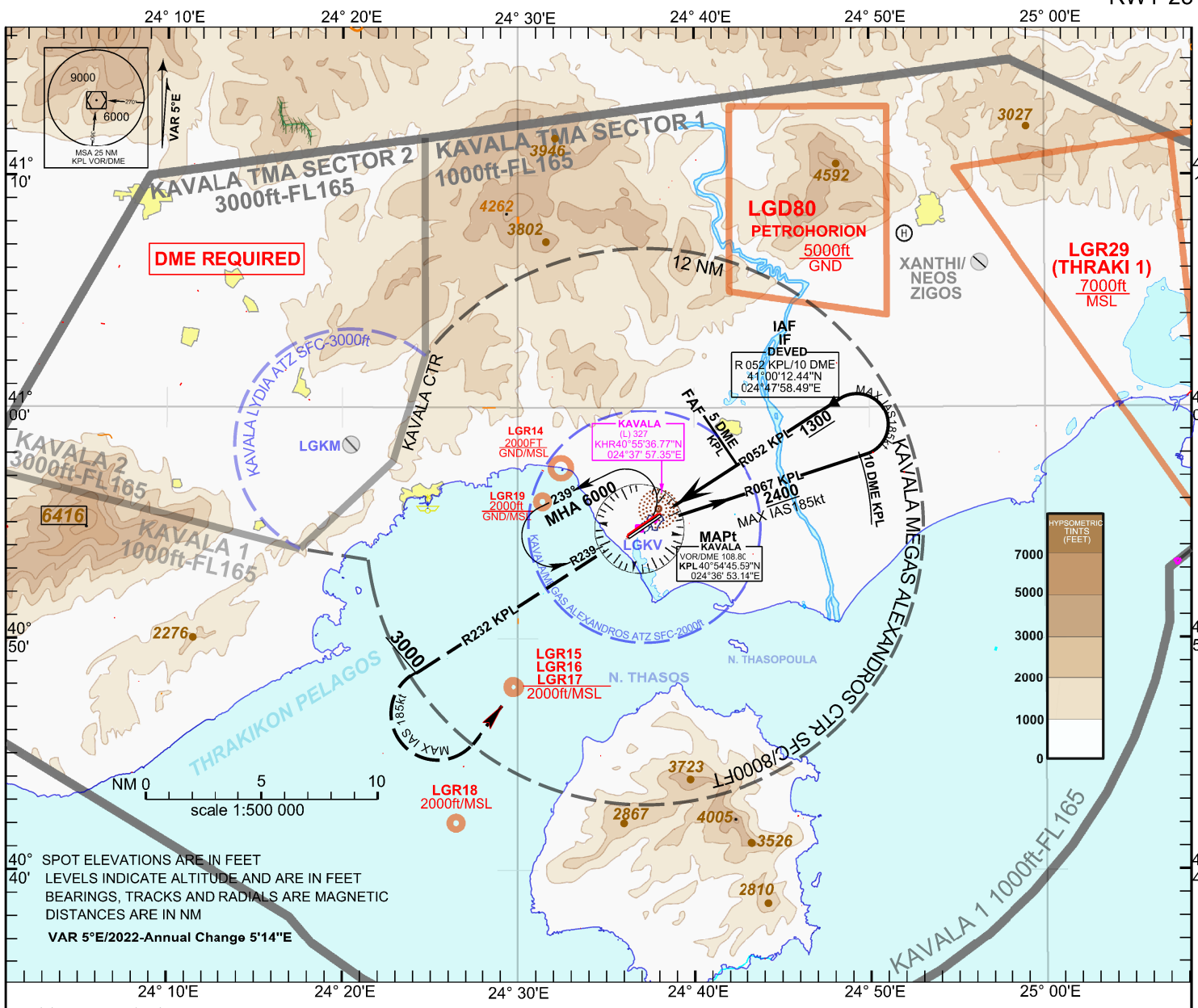
ICAO DOC 8168 5th ed. Amend 1

INSTRUMENT APPROACH CHART -ICAO

AERODROME ELEV 18 ft
HEIGHTS RELATED TO AD ELEV

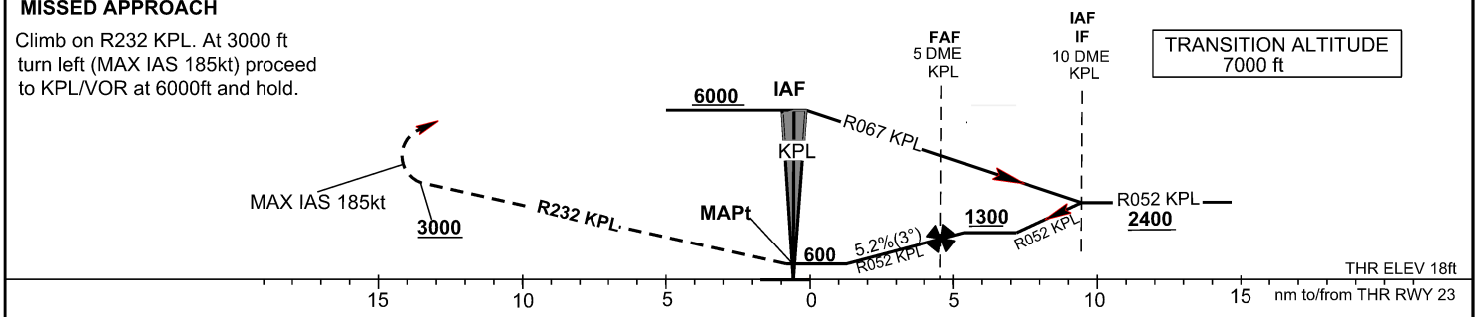
APP 124.650 TWR 118.400
ATIS 128.155

KAVALA/MEGAS ALEXANDROS VOR/DME RWY 23



MISSED APPROACH

Climb on R232 KPL. At 3000 ft turn left (MAX IAS 185kt) proceed to KPL/VOR at 6000ft and hold.



TRANSITION ALTITUDE
7000 ft

OCA/H	A	B	C	D
Straight-in Approach	600 (582)			
Circling SOUTH of RWY	600 (582)	600 (582)	610 (592)	710 (692)

NOTE
Coordinates of sign. points
FAF:40°57'29.14"N 024°42'25.60"E
DEVED IAF - IF: 41°00'12.44"N 024°47'58.49"E

Altitude / Height on Final Approach

5DME	4DME	3DME
1300(1282)	984(966)	668(650)

RATE OF DESCENT	KT	120	130	140	150	160	170	180
	FT/MIN	632	685	737	790	843	895	948

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000 ft

TWR 118.400 APP 124.650
ACC 133.575 ATIS 128.155

KAVALA/MEGAS ALEXANDROS
VOR/DME RWY 05
ASKOS 1B, AMALA 1B, SOSUS 1B

ICAO DOC 8168 5th ed. Amend 1

SOFIA FIR
ATHINAI FIR
SOFIA FIR
ATHINAI FIR

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET.
DISTANCES ARE IN NAUTICAL MILES.
LATITUDE AND LONGTITUDE IN WGS-84.
VAR 5°E/2022-Annual Change 5'14"E

7312

EVIVI
41°24'10"N
023°27'20"E

ATFIR
41°24'06"N
023°46'29"E

RODIP
41°25'15"N
024°42'04"E

VAR 5°E

9000
6000
MSA 25 NM
KPL VOR/DME

XERIS

KAVALA TMA SECTOR 2
3000ft-FL165

KAVALA TMA SECTOR 1
1000ft-FL165

3946
4262
3802
4592
3027

LGD80
PETROHORION
5000ft
GND

XANTHI/
NEOS
ZIGOS

IAS MAX 210KT
Bank Angle15°

LGR29
(THRAKI 1)
7000ft
MSL

LGR29
(THRAKI 2)
8000ft
MSL

KAVALA MEGAS ALEXANDROS CTR SFC/8000FT
12 NM

KAVALA LYDIA ATZ SFC-3000ft

LGKM

LGR14
2000ft
GND/MSL

LGR19
2000ft
GND/MSL

KAVALA
(L) 327
KHR40°55'36.77"N
024°37' 57.35"E

LGKV

ASKOS 1B
AMALA 1B
SOSUS 1B
R050 KPL

13 DME KPL

ARC 16 DME KPL

KAVALA
VOR/DME 108.80
KPL 40°54'45.59"N
024°36' 53.14"E

KAVALA MEGAS ALEXANDROS ATZ SFC-2000ft

KAVALA 2
3000ft-FL165

KAVALA 1
1000ft-FL165

6416

LGR 64
AMPHIPOLI
2000ft
GND

2276

LGR15
LGR16
LGR17
2000FT
MSL

N. THASOPOULA

N. THASOS

R104 KPL

R142 KPL

R211 KPL

IAS MAX
230 KT

IAS MAX
230 KT

IAS MAX
230 KT

SOSUS 1B
R111 KPL
FL080

G12/M603
FL080

not to scale

SOSUS
40°44'39"N
025°04'24"E
R111KPL/23 DME

ALEXANDROUPOLIS
VOR/DME 113.80
ALX 40°51'14.17"N
025°57' 24.24"E

ALEXANDROUPOLIS APP
D 1000ft ABOVE SFC-FL155

3723
2867
4005
3526
2810

LGR18
2000FT/MSL

ASKOS 1B
R219 KPL
FL080

ASKOS 1B
ARC 16 DME KPL

ASKOS 1B
AMALA 1B
7000

AMALA 1B
R149 KPL
FL080

PEREN
40°35'48"N
023°58'04"E

G12/M603
FL080

ASKOS
40°38'17"N
024°16'13"E
R219KPL/23 DME

AMALA
40°34'07"N
024°49'58"E
R149KPL/23 DME

N. PANAGIA

KAVALA 1 1000ft-FL165

THRAKIKON PELAGOS

HYPSOMETRIC TINTS
(FEET)
7000
5000
3000
2000
1000
MSL

5286

N. SAMOTHRAKI

TMA ALEXANDROUPOLIS

VISTONIS L.

VOLVI L.

LIMNES
GND
3000FT
VFR
Training
Flights

MAKEDONIA APP
FL245/1000FT ABOVE SFC
C FL 195 and ABOVE
D 1000ft ABOVE SFC-FL195

3823

SERAI

3583

Class of airspace

C	FL 195 and above	MAKEDONIA ACC
E	FL 195 / 165	
D	FL 165 / 1000 ft	KAVALA TMA sector 1
D	FL 165 / 3000 ft	KAVALA TMA sector 2

KAVALA APP

NM 0 5 10
scale 1:500 000

H59
FL080

not to scale

LIMNOS
VOR/DME 109.20
LMO 39°55'10.34"N
025°14'13.88"E

SITHONIA
MSL-UNL

LGR 61
MSL-3000FT

Changes: KAVALA TMA, KAVALA CTR, KAVALA LYDIA ATZ, ATIS FREQ, LGR 64

KAVALA/MEGAS ALEXANDROS AIRPORT

KPL VOR/DME SIDs RWY 05

SIDs: ASKOS 1B, AMALA1B, SOSUS 1B

GENERAL :

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

	DESCRIPTION	MAX IAS /BANK ANGLE	MINIMUM CLIMB GRADIENT (PDG).	ALTITUDES
ASKOS 1B	Climb on R 050 KPL. At R 050/13DME Fix turn right, join Arc 16DME KPL. Crossing R 211 KPL turn left, intercept and follow R 219 KPL to ASKOS to join AWY G12/M603.	210 KT until turn at R 050/13 DME Fix completed / 15° Bank Angle. 230 KT until turn at R 211 KPL completed.		Cross R 142 KPL at 7000ft or above. Cross ASKOS at FL 080 or above.
AMALA 1B	Climb on R 050 KPL. At R 050/13DME Fix turn right, join Arc 16DME KPL. Crossing R 142 KPL turn left, intercept and follow R 149 KPL to AMALA to join AWY H59.	210 KT until turn at R 050/3 DME Fix completed / 15° Bank Angle. 230 KT until turn at R 142 KPL completed.		Cross R 142 KPL at 7000ft or above. Cross AMALA at FL 080 or above.
SOSUS 1B	Climb on R 050 KPL. At R 050/13DME Fix turn right, join Arc 16DME KPL. Crossing R 104 KPL turn left, intercept and follow R 111 KPL to SOSUS to join AWY G12/M603.	210 KT until turn at R 050/3 DME Fix completed / 15° Bank Angle. 230 KT until turn at R 104 KPL completed.	4.0% (243 ft/NM) up to FL080 for ATC purposes.	Cross SOSUS at FL 080 or above.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000 ft

TWR 118.400 APP 124.650
ACC 133.575 ATIS 128.155

KAVALA/MEGAS ALEXANDROS
VOR/DME RWY 05
XERIS 1A, ASKOS 1A, AMALA 1A, SOSUS 1A

ICAO DOC 8168 5th ed. Amend 1

SOFIA FIR
ATHINAI FIR

EVIVI
41°24'10"N
023°27'20"E

ATFIR
41°24'06"N
023°46'29"E

RODIP
41°25'15"N
024°42'04"E

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET.
DISTANCES ARE IN NAUTICAL MILES.
LATITUDE AND LONGTITUDE IN WGS-84.
VAR 5°E/2022-Annual Change 5'14"E

7312

VAR 5°E

9000
6000
MSA 25 NM
KPL VOR/DME

Y94
FL 120

XERIS
41°09'14"N
024°08'25"E
R299 KPL/26 DME

XERIS 1A
FL 120

KAVALA TMA SECTOR 2
3000ft-FL165
KAVALA TMA SECTOR 1
1000ft-FL165

KAVALA MEGAS ALEXANDROS CTR SFC/8000FT
12 NM

LGD80
PETROHORION
5000ft
GND

XANTHI/
NEOS
ZIGOS

LGR29
(THRAKI 1)
7000FT
MSL

LGR29
(THRAKI 2)
8000FT
MSL

XERIS 1A
ASKOS 1A
AMALA 1A
SOSUS 1A

R299 KPL
R050 KPL
2000
Bank Angle 15°
IAS MAX 210KT

KAVALA
(L) 327
KHR40°55'36.77"N
024°37'57.35"E

KAVALA
VOR/DME 108.80
KPL 40°54'45.59"N
024°36' 53.14"E

LGKM
LGKV

KAVALA 2
3000ft-FL165
KAVALA 1
1000ft-FL165

LGR14
LGR19
LGR15
LGR16
LGR17
LGR18
2000FT
GND/MSL

LGR 64
AMPHIPOLI
2000ft
GND

R219 KPL
R149 KPL
R111 KPL

ASKOS 1A
FL080

SOSUS 1A
FL080

G12/ M603
FL080

not to scale

SOSUS
40°44'39"N
025°04'24"E
R111KPL/23 DME

ALEXANDROUPOLIS APP
D 1000ft ABOVE SFC-FL155

ALEXANDROUPOLIS
VOR/DME 113.80
ALX 40°51'14.17"N
025°57' 24.24"E

N. THASOPOULA
N. THASOS
N. PANAGIA

STRYMONIKOS KOLPOS
VOLVI L.
THRAKIKON PELAGOS

PEREN
40°35'48"N
023°58'04"E

G12/M603
FL080

ASKOS
40°38'17"N
024°16'13"E
R219 KPL/23DME

AMALA 1A
FL080

AMALA
40°34'07"N
024°49'58"E
R149 KPL/23DME

KAVALA 1 1000ft-FL165

H59
FL080

not to scale

LIMNOS
VOR/DME 109.20
LMO 39°55'10.34"N
025°14'13.88"E

N. SAMOTHRAKI

LIMNES
GND
3000FT
VFR
Training
Flights

MAKEDONIA APP
FL245/1000FT ABOVE SFC
C FL 195 and ABOVE
D 1000ft ABOVE SFC-FL195

SITHONIA
MSL-UNL

LGR 61
MSL-3000FT

Class of airspace

C	FL 195 and above	MAKEDONIA ACC
E	FL 195/165	
D	FL 165/1000 ft	KAVALA TMA sector 1
D	FL 165/3000 ft	KAVALA TMA sector 2
		KAVALA APP

NM 0 5 10
scale 1:500 000

HYPSOMETRIC TINTS (FEET)
7000
5000
3000
2000
1000
MSL

Changes: KAVALA TMA, KAVALA CTR, KAVALA LYDIA ATZ, ATIS FREQ, LGR 64

KAVALA/MEGAS ALEXANDROS AIRPORT

KPL VOR/DME SIDs RWY 05

SIDs: XERIS 1A, ASKOS 1A, AMALA 1A, SOSUS 1A

GENERAL :

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

	DESCRIPTION	MAX IAS /BANK ANGLE	MINIMUM CLIMB GRADIENT (PDG).	ALTITUDES
XERIS 1A	Climb on R 050 KPL. At 2000ft turn right and proceed to KPL/VOR, turn right intercept and follow R 299 KPL to XERIS, to join AWY Y94.	210KT until turn at 2000ft completed / 15° Bank	4.0% (243 ft/NM) up to FL 120 for ATC purposes.	Cross KPL/VOR at 6000ft or above. Cross XERIS at FL 120 or above.
ASKOS 1A	Climb on R 050 KPL. At 2000ft turn right and proceed to KPL/VOR, turn left intercept and follow R 219 KPL to ASKOS, to join AWY G12/M603.	210KT until turn at 2000ft completed / 15° Bank	4.0% (243 ft/NM) up to FL 080 for ATC purposes.	Cross KPL/VOR at 6000ft or above. Cross ASKOS at FL 080 or above.
AMALA 1A	Climb on R 050 KPL. At 2000ft turn right and proceed to KPL/VOR, turn left intercept and follow R 149 KPL to AMALA, to join AWY H59	210KT until turn at 2000ft completed / 15° Bank	4.0% (243 ft/NM) up to FL 080 for ATC purposes.	Cross KPL/VOR at 6000ft or above. Cross AMALA at FL 080 or above.
SOSUS 1A	Climb on R 050 KPL. At 2000ft turn right and proceed to KPL/VOR, turn left intercept and follow R 111 KPL to SOSUS, to join AWY G12/M603.	210KT until turn at 2000ft completed / 15° Bank	4.0% (243 ft/NM) up to FL 080 for ATC purposes.	Cross KPL/VOR at 6000ft or above. Cross SOSUS at FL 080 or above.

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000 ft

TWR 118.400 APP 124.650
ACC 133.575 ATIS 128.155

KAVALA/MEGAS ALEXANDROS (L) RWY 05
XERIS 1N,ASKOS 1N,AMALA 1N,SOSUS 1N

ICAO DOC 8168 5th ed. Amend 1

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET.
DISTANCES ARE IN NAUTICAL MILES.
LATITUDE AND LONGTITUDE IN WGS-84.
VAR 5°E/2022-Annual Change 5'14"E
7312

SOFIA FIR
ATHINAI FIR

EVIVI
41°24'10"N
023°27'20"E

ATFIR
41°24'06"N
023°46'29"E

Y94
FL120

XERIS
41°09'14"N
024°08'25"E

RODIP
41°25'15"N
024°42'04"E

VAR 5°E

9000
6000
MSA 25 NM
KHR (L)

KAVALA TMA SECTOR 2
3000ft-FL165

KAVALA TMA SECTOR 1
1000ft-FL165

KAVALA MEGAS ALEXANDROS CTR SFC/8000FT
12 NM

XERIS 1N
FL120
26

2978
051°
068°
104°
114°
152°
219°

XERIS 1N
ASKOS 1N
AMALA 1N
SOSUS 1N

ASKOS 1N
FL080
23

AMALA 1N
FL080
28

SOSUS 1N
FL080
28

G12/M603
FL080

G12/ M603
FL080

G12/M603
FL080

H59
FL080

LGD80
PETROHORION
5000ft
GND

LGR29
(THRAKI 1)
7000ft
MSL

LGR29
(THRAKI 2)
8000ft
MSL

XANTHI/
NEOS
ZIGOS

KAVALA
(L) 327
KHR40°55'36.77"N
024°37'57.35"E

LGR13
2000FT
GND/MSL

LGR19
2000FT
GND/MSL

LGKM
LGKV

KAVALA CTR
KAVALA LYDIA ATZ SFC-3000ft
KAVALA-MEGAS ALEXANDROS ATZ SFC-2000ft

LGR15
LGR16
LGR17
2000FT
MSL

LGR18
2000FT
MSL

LGR 64
AMPHIPOLI
2000ft
GND

SITHONIA
MSL-UNL

LGR 61
MSL-3000FT

LIMNES
3000FT
GND
VFR
Training
Flights

MAKEDONIA APP
FL245/1000FT ABOVE SFC
C FL 195 and ABOVE
D 1000ft ABOVE SFC-FL195

PEREN
40°35'48"N
023°58'04"E

ASKOS
40°38'17"N
024°16'13"E

AMALA
40°34'07"N
024°49'58"E

SOSUS
40°44'39"N
025°04'24"E

ALEXANDROUPOLIS
VOR/DME 113.80
ALX 40°51'14.17"N
025°57' 24.24"E

LIMNOS
VOR/DME 109.20
LMO 39°55'10.34"N
025°14'13.88"E

ALEXANDROUPOLIS APP
D 1000ft ABOVE SFC-FL155

SERAI
STRIMON P.
STRYMONIKOS KOLPOS
VOLVI L.
N. THASOPOULA
I. THASOS
N. PANAGIA
THRAKIKON PELAGOS
VISTONIS L.
TMA ALEXANDROUPOLIS
N. SAMOTHRAKI

3946
4262
3802
3027
4592
5009
6416
2276
3583
3723
2867
4005
3526
2810
2222
5286
3823

NM 0 5 10
scale 1:500 000
not to scale

Class of airspace

C	FL 195 and above	MAKEDONIA ACC
E	FL 195/165	
D	FL 165/1000 ft	KAVALA TMA sector 1
D	FL 165/3000 ft	KAVALA TMA sector 2
		KAVALA APP

HYPSOMETRIC TINTS
(FEET)
7000
5000
3000
2000
1000
MSL

Changes: KAVALA TMA, KAVALA CTR, KAVALA LYDIA ATZ, ATIS FREQ., LGR 64

KAVALA/MEGAS ALEXANDROS AIRPORT

KHR (L) SIDs RWY 05

SIDs : XERIS 1N, ASKOS 1N, AMALA 1N, SOSUS 1N

GENERAL :

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

	DESCRIPTION	MAX IAS /BANK ANGLE	MINIMUM CLIMB GRADIENT (PDG).	ALTITUDES
XERIS 1N	Climb on Bearing 051°from KHR(L). At 2000ft turn right and proceed to KHR(L), turn right intercept and follow bearing 297° from KHR(L) to XERIS, to join AWY Y94.	210KT / 15° Bank Angle.	4.0% (243 ft/NM) up to FL 120 for ATC purposes	Cross KHR(L) at 6000ft or above. Cross XERIS at FL120 or above.
ASKOS 1N	Climb on Bearing 051°from KHR(L). At 2000ft turn right and proceed to KHR(L), turn left intercept and follow bearing 219° from KHR(L) to ASKOS, to join AWY G12/M603.	210KT / 15° Bank Angle.	4.0% (243 ft/NM) up to FL 080 for ATC purposes	Cross KHR(L) at 6000ft or above. Cross ASKOS at FL080 or above.
AMALA 1N	Climb on Bearing 051°from KHR(L). At 2000ft turn right and proceed to KHR(L), turn left to track 104° intercept and follow bearing 152° from KHR(L) to AMALA, to join AWY H59.	210KT / 15° Bank Angle.	4.0% (243 ft/NM) up to FL 080 for ATC purposes	Cross KHR(L) at 6000ft or above. Cross AMALA at FL080 or above.
SOSUS 1N	Climb on Bearing 051°from KHR(L). At 2000ft turn right and proceed to KHR(L), turn left to track 068° intercept and follow bearing 114° from KHR(L) to SOSUS, to join AWY G12/M603.	210KT / 15° Bank Angle.	4.0% (243 ft/NM) up to FL 080 for ATC purposes	Cross KHR(L) at 6000ft or above. Cross SOSUS at FL080 or above.

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000 ft

TWR 118.400 APP 124.650
ACC 133.575 ATIS 128.155

KAVALA/MEGAS ALEXANDROS

KPL VOR/DME RWY 23
AMALA 1D, SOSUS 1D

ICAO DOC 8168 5th ed. Amend 1

SOFIA FIR
ATHINAI FIR
SOFIA FIR
ATHINAI FIR

EVIVI
41°24'10"N
023°27'20"E

ATFIR
41°24'06"N
023°46'29"E

RODIP
41°25'15"N
024°42'04"E

VAR 5°E

9000
6000
MSA 25 NM
KPL VOR/DME

7312

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET.
DISTANCES ARE IN NAUTICAL MILES.
LATITUDE AND LONGTITUDE IN WGS-84.
VAR 5°E/2022-Annual Change 5'14"E

XERIS

KAVALA TMA SECTOR 2
3000ft-FL165

KAVALA TMA SECTOR 1
1000ft-FL165

KAVALA MEGAS ALEXANDROS CTR SFC/8000FT
12 NM

KAVALA LYDIA ATZ SFC-3000ft

KAVALA MEGAS ALEXANDROS ATZ SFC-2000ft

KAVALA 2
3000ft-FL165

KAVALA 1
1000ft-FL165

LGKM

LGKV

LGR14
2000FT
GND/MSL

LGR19
2000FT
GND/MSL

KAVALA
(L) 327
KHR40°55'36.77"N
024°37' 57.35"E

KAVALA
VOR/DME 108.80
KPL 40°54'45.59"N
024°36' 53.14"E

LGD80
PETROHORION
5000ft
GND

XANTHI/
NEOS
ZIGOS

LGR29
(THRAKI 1)
7000FT
MSL

LGR29
(THRAKI 2)
8000FT
MSL

VISTONIS L.

TMA ALEXANDROUPOLIS

ALEXANDROUPOLIS
VOR/DME 113.80
40°51'14.17"N
025°57' 24.24"E

ALEXANDROUPOLIS APP
D 1000ft ABOVE SFC-FL155

LGR 64
AMPHIPOLI
2000FT
GND

LGR15
LGR16
LGR17
2000FT
MSL

LGR18
2000FT
MSL

N. THASOPOULA

13 DME KPL
SOSUS 1D
AMALA 1D
R230 KPL

R117 KPL

R155 KPL

R185 KPL

ARC 16 DME KPL 7000

SOSUS 1D
R111 KPL
FL080

SOSUS 1D
ARC 16 DME KPL

SOSUS 1D
AMALA 1D

R149 KPL

FL080

G12 /M603
FL080

not to scale

SOSUS
40°44'39"N
025°04'24"E
R111KPL/23 DME

AMALA
40°34'07"N
024°49'58"E
R149 KPL/23 DME

H59
FL080

not to scale

LIMNOS
VOR/DME 109.20
LMO 39°55'10.34"N
025°14'13.88"E

IAS MAX 210 KT
Bank Angle 15°

THRAKIKON PELAGOS

HYPSOMETRIC TINTS
(FEET)
7000
5000
3000
2000
1000
MSL

STRYMONIKOS KOLPOS

VOLVI L.

LIMNES
GND
3000FT
VFR Training Flights

MAKEDONIA APP
FL245/1000FT ABOVE SFC
C FL 195 and ABOVE
D 1000ft ABOVE SFC-FL195

SITHONIA
MSL
UNL

LGR 61
MSL-3000FT

N. PANAGIA
N. THASOS
KAVALA 1 1000ft-FL165

N. SAMOTHRAKI

Class of airspace

C	FL 195 and above	MAKEDONIA ACC
E	FL 195/165	
D	FL 165/1000 ft	KAVALA TMA sector 1
D	FL 165/3000 ft	KAVALA TMA sector 2

KAVALA APP

NM 0 5 10
scale 1:500 000

3946 4262 3802 4592 3027 5009 6416 2276 3823 3723 2867 4005 3526 2810 2222 5286

Changes: KAVALA TMA, KAVALA CTR, KAVALA LYDIA ATZ, ATIS FREQ., LGR 64

KAVALA/MEGAS ALEXANDROS AIRPORT
KPL VOR/DME SIDs RWY 23
SIDs : AMALA 1D, SOSUS 1D,

GENERAL :

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

	DESCRIPTION	MAX IAS /BANK ANGLE	MINIMUM CLIMB GRADIENT (PDG).	ALTITUDES
AMALA 1D	Climb on R 230 KPL. At R 230 KPL/13 DME.Fix turn left, join Arc 16 DME KPL. Crossing R155 KPL turn right, intercept and follow R 149 KPL to AMALA to join AWY H59.	210KT/15°	4.4% (267 ft/NM) up to FL080 for ATC purposes	Cross R 185 KPL at 7000ft or above. Cross AMALA at FL 080 or above.
SOSUS 1D	Climb on R 230 KPL. At R 230 KPL/13 DME.Fix turn left, join Arc 16 DME KPL. Crossing R117 KPL turn right, intercept and follow R 111 KPL to SOSUS to join AWY G12/M603.	210KT/15°	4.4% (267 ft/NM) up to FL080 for ATC purposes	Cross R 185 KPL at 7000ft or above. Cross SOSUS at FL 080 or above.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000 ft

TWR 118.400 APP 124.650
ACC 133.575 ATIS 128.155

KAVALA/MEGAS ALEXANDROS
VOR/DME RWY 23
XERIS 1C,ASKOS 1C,AMALA 1C, ASKOS 1E, SOSUS 1C

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET.
DISTANCES ARE IN NAUTICAL MILES.
LATITUDE AND LONGTITUDE IN WGS-84.
VAR 5°E/2022-Annual Change 5'14"E
7312

SOFIA FIR
ATHINAI FIR
SOFIA FIR
ATHINAI FIR

EVIVI
41°24'10"N
023°27'20"E

ATFIR
41°24'06"N
023°46'29"E

RODIP
41°25'15"N
024°42'04"E

Y94
FL 120

XERIS
41°09'14"N
024°08'25"E
R299 KPL/26DME

XERIS 1C
26
FL 120
R299 KPL

KAVALA TMA SECTOR 2
3000ft-FL165

KAVALA TMA SECTOR 1
1000ft-FL165

KAVALA MEGAS ALEXANDROS CTR SFC/8000FT
12 NM

KAVALA 2
3000ft-FL165

KAVALA 1
1000ft-FL165

KAVALA ATZ SFC-3000ft

KAVALA CTR

LGKM

LGKV

KAVALA
VOR/DME 108.80
KPL 40°54'45.59"N
024°36' 53.14"E

XERIS 1C
ASKOS 1C
ASKOS 1E
AMALA 1C
SOSUS 1C

LGR14
2000FT
GND/MSL

LGR19
2000FT
GND/MSL

KAVALA
(L) 327
KHR40°55'36.77"N
024°37' 57.35"E

LGR15
LGR16
LGR17
2000FT
MSL

LGR18
2000FT
MSL

LGD80
PETROHORION
5000ft
GND

XANTHI/
NEOS
ZIGOS

LGR29
(THRAKI 1)
7000FT
MSL

LGR29
(THRAKI 2)
8000FT
MSL

VISTONIS L.

TMA ALEXANDROUPOLIS

VAR 5°E

9000
6000
MSA 25 NM
KPL VOR/DME

ALEXANDROUPOLIS
VOR/DME 113.80
40°51'14.17"N
025°57' 24.24"E

ALEXANDROUPOLIS APP
D 1000ft ABOVE SFC-FL155

ASKOS 1C
ASKOS 1E
R219 KPL
FL080
23

R230 KPL
0002

IAS MAX 210 KT
Bank Angle15°

ASKOS 1C

R111 KPL

SOSUS 1C
25
FL080

R149 KPL

AMALA 1C
28
FL080

G12 /M603
FL080

SOSUS
40°44'39"N
025°04'24"E
R111KPL/23 DME

not to scale

PEREN
40°35'48"N
023°58'04"E

G12/ M603
FL080

ASKOS
40°38'17"N
024°16'13"E
R219KPL/23DME

AMALA
40°34'07"N
024°49'58"E
R149KPL/23 DME

H59
FL080

LIMNOS
VOR/DME 109.20
LMO 39°55'10.34"N
025°14'13.88"E

N. THASOPOULA
N. THASOS
N. PANAGIA
N. SAMOTHRAKI

THRAKIKON PELAGOS
STRYMONIKOS KOLPOS
VOLVI L.
SERAI

LGR 64
AMPHIPOLI
2000FT
GND

LIMNES
GND
3000FT
VFR
Training
Flights

LGR 61
MSL-3000FT

SITHONIA MSL-UNL

MAKEDONIA APP
FL245/1000FT ABOVE SFC
C FL 195 and ABOVE
D 1000ft ABOVE SFC-FL195

NM 0 5 10
scale 1:500 000

Class of airspace

C	FL 195 and above	MAKEDONIA ACC
E	FL 195/165	
D	FL 165/1000 ft	KAVALA TMA sector 1 — KAVALA APP
D	FL 165/3000 ft	KAVALA TMA sector 2 — KAVALA APP

HYPSOMETRIC TINTS (FEET)
7000
5000
3000
2000
1000
MSL

6437 6416 4262 3946 3802 4592 3027 3583 2276 3723 4005 3526 2867 2810 3823 5286 2222

KAVALA/MEGAS ALEXANDROS AIRPORT
KPL VOR/DME SIDs RWY 23
SIDs : XERIS 1C, ASKOS 1C, AMALA 1C, ASKOS 1E, SOSUS 1C

GENERAL :

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

	DESCRIPTION	MAX IAS /BANK ANGLE	MINIMUM CLIMB GRADIENT (PDG).	ALTITUDES
XERIS 1C	Climb on R 230 KPL. At 2000ft turn left and proceed to KPL/VOR, turn left, intercept and follow R 299 KPL to XERIS to join AWY Y94.	210KT until turn at 2000ft completed 15° Bank Angle.	4.0% (243 ft/NM) up to FL120 for ATC purposes	Cross KPL/VOR at 6000ft or above. Cross XERIS at FL120 or above.
ASKOS 1E	Climb on R 219 KPL and proceed to ASKOS to join AWY G12/M603.		6.0% (365 ft/NM) up to FL080 for ATC purposes	Cross ASKOS at FL080 or above.
ASKOS 1C	Climb on R 230 KPL. At 2000ft turn left and proceed to KPL/VOR, turn right, intercept and follow R219 KPL to ASKOS to join AWY G12/M603.	210KT until turn at 2000ft completed 15° Bank Angle.		Cross KPL/VOR at 6000ft or above. Cross ASKOS at FL080 or above.
AMALA 1C	Climb on R 230 KPL. At 2000ft turn left and proceed to KPL/VOR, turn right, intercept and follow R 149 KPL to AMALA to join AWY H59.	210KT until turn at 2000ft completed 15° Bank Angle.		Cross KPL/VOR at 6000ft or above. Cross AMALA at FL080 or above.
SOSUS 1C	Climb on R 230 KPL. At 2000ft turn left and proceed to KPL/VOR, turn right, intercept and follow R 111 KPL to SOSUS to join AWY G12/M603.	210KT until turn at 2000ft completed 15° Bank Angle.		Cross KPL/VOR at 6000ft or above. Cross SOSUS at FL080 or above.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000 FT

TWR 118.400 APP 124.650
ACC 133.575 ATIS 128.155

KAVALA/MEGAS ALEXANDROS
(L) RWY 23
XERIS 1L,ASKOS 1L,AMALA 1L, SOSUS 1L

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET.
DISTANCES ARE IN NAUTICAL MILES.
LATITUDE AND LONGTITUDE IN WGS-84.
VAR 5°E/2022-Annual Change 5'14"E

7312

EVIVI
41°24'10"N
023°27'20"E

ATFIR
41°24'06"N
023°46'29"E

RODIP
41°25'15"N
024°42'04"E

XERIS
41°09'14"N
024°08'25"E
R299 KPL/26 DME

PEREN
40°35'48"N
023°58'04"E

ASKOS
40°38'17"N
024°16'13"E
R219KPL/23DME

SOSUS
40°44'39"N
025°04'24"E
R111 KPL/23 DME

AMALA
40°34'07"N
024°49'58"E
R149KPL/23 DME

KAVALA
(L) 327
KHR40°55'36.77"N
024°37' 57.35"E

LIMNOS
VOR/DME 109.20
LMO 39°55'10.34"N
025°14'13.88"E

ALEXANDROUPOLIS
VOR/DME 113.80
ALX 40°51'14.17"N
025°57' 24.24"E

SOFIA FIR
ATHINAI FIR

Y94
FL 120

XERIS1L
FL120

297°
114°
229°
219°
152°
2000
23
27
24
26

ASKOS 1L
AMALA 1L
SOSUS 1L
XERIS 1L

ASKOS 1L
FL080

AMALA 1L
FL080

SOSUS 1L
FL080

G12/ M603
FL080

G12 /M603
FL080

H59
FL080

KAVALA TMA SECTOR 2
3000ft-FL165

KAVALA TMA SECTOR 1
1000ft-FL165

KAVALA 1 1000ft-FL165

KAVALA 2
3000ft-FL165

KAVALA MEGAS ALEXANDROS CTR SFC/8000FT
12 NM

KAVALA LYDIA ATZ SFC-3000ft

KAVALA CTR

KAVALA MEGAS ALEXANDROS ATZ SFC-2000ft

TMA ALEXANDROUPOLIS

ALEXANDROUPOLIS APP
D 1000ft ABOVE SFC-FL155

MAKEDONIA APP
FL245/1000FT ABOVE SFC
C FL 195 and ABOVE
D 1000ft ABOVE SFC-FL195

LGD80
PETROHORION
5000ft
GND

LGR29
(THRAKI 1)
7000ft
MSL

LGR29
(THRAKI 2)
8000ft
MSL

LGR 64
AMPHIPOLI
2000FT
GND

LGR18
2000FT
MSL

LGR14
2000FT
GND/MSL

LGR19
2000FT
GND/MSL

LGR15
LGR16
LGR17
2000FT
MSL

LIMNES
3000FT
GND
VFR Training Flights

SITHONIA
MSL
UNL

LGR 61
MSL-3000FT

LGKM

LGKV

XANTHI/ NEOS ZIGOS

SERAI

VOLVI L.

VISTONIS L.

STRYMONIKOS KOLPOS

N. THASOPOULA

N. THASOS

N. PANAGIA

N. SAMOTHRAKI

THRAKIKON PELAGOS

VAR 5°E

9000'
6000'
MSA 25 NM
KHR (L)

not to scale

not to scale

NM 0 5 10
scale 1:500 000

Class of airspace

C	FL 195 and above	MAKEDONIA ACC
E	FL 195/165	
D	FL 165/1000 ft KAVALA TMA sector 1	KAVALA APP
D	FL 165/3000 ft KAVALA TMA sector 2	

HYPSOMETRIC TINTS (FEET)
7000
5000
3000
2000
1000
MSL

ICAO DOC 8168 5th ed. Amend 1

Changes: KAVALA TMA, KAVALA CTR, KAVALA LYDIA ATZ, ATIS FREQ, LGR 64

KAVALA/MEGAS ALEXANDROS AIRPORT
KHR (L) / RWY 23
SIDs : XERIS 1L, ASKOS 1L, AMALA 1L, SOSUS 1L

GENERAL :

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

	DESCRIPTION	MAX IAS /BANK ANGLE	MINIMUM CLIMB GRADIENT (PDG).	ALTITUDES
XERIS 1L	Climb on Bearing 229°from KHR(L). At 2000ft turn left and proceed to KHR(L), turn left, intercept and follow Bearing 297° from KHR(L) to XERIS to join AWY Y94.	210KT until turn at 2000ft completed / 15° Bank Angle	4.0% (243 ft/NM) up to FL120 for ATC purposes	Cross XERIS at FL120 or above.
ASKOS 1L	Climb on Bearing 229°from KHR(L). At 2000ft turn left and proceed to KHR(L), turn right, intercept and follow Bearing 219° from KHR(L) to ASKOS to join AWY G12/M603.	210KT until turn at 2000ft completed / 15° Bank Angle		Cross KHR(L) at 6000ft or above. Cross ASKOS at FL 080 or above.
AMALA 1L	Climb on Bearing 229°from KHR(L). At 2000ft turn left and proceed to KHR(L), turn right, intercept and follow Bearing 152° from KHR(L) to AMALA to join AWY H59.	210KT until turn at 2000ft completed / 15° Bank Angle		Cross KHR(L) at 6000ft or above. Cross AMALA at FL 080 or above.
SOSUS 1L	Climb on Bearing 229°from KHR(L). At 2000ft turn left and proceed to KHR(L), turn right, intercept and follow Bearing 114° from KHR(L) to SOSUS to join AWY G12/M603.	210KT until turn at 2000ft completed / 15° Bank Angle		Cross KHR(L) at 6000ft or above. Cross SOSUS at FL 080 or above.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
7000 ft

APP 124.650 TWR 118.400
ATIS 128.155

KAVALA/MEGAS ALEXANDROS
VOR/DME RWY 05
AMALA 1H, ASKOS 1H, LOPTI 1H, SOSUS 1H

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET.
DISTANCES ARE IN NAUTICAL MILES.
LATITUDE AND LONGTITUDE IN WGS-84.
VAR 5°E/2022-Annual Change 5'14"E

VAR 5°E

MSA 25 NM
KPL VOR/DME
9000
6000

SOFIA FIR
ATHINAI FIR

EVIVI
41°24'10"N
023°27'20"E

ATFIR
41°24'06"N
023°46'29"E

NIKTI
41°32'47"N
024°07'18"E

RODIP
41°25'15"N
024°42'04"E

N 127
FL110

LOPTI
41°11'43"N
024°26'03"E
R329 KPL/19 DME

R329 KPL 7000

LOPTI 1H

10 DME KPL

6000

9 DME KPL

23

ASKOS 1H
R219 KPL
6000

SOSUS 1H
R111 KPL
6000

AMALA 1H
R149 KPL
7000

H59
FL080

G12/M603
FL080

PEREN
40°35'48"N
023°58'04"E

ASKOS
40°38'17"N
024°16'13"E
R219KPL/23 DME

SOSUS
40°44'39"N
025°04'24"E
R111KPL/23 DME

AMALA
40°34'07"N
024°49'58"E
R149KPL/23 DME

KAVALA TMA SECTOR 1
1000ft-FL165

KAVALA TMA SECTOR 2
3000ft-FL165

KAVALA 1
1000ft-FL165

KAVALA 2
3000ft-FL165

KAVALA MEGAS ALEXANDROS CTR SFC-8000ft 12NM

KAVALA LYDIA ATZ SFC-3000ft

KAVALA MEGAS ALEXANDROS ATZ SFC-3000ft

KAVALA CTR

LGD80
PETROHORION
5000ft
GND

XANTHI/
NEOS
ZIGOS

LGR29
(THRAKI 1)
7000ft
MSL

LGR29
(THRAKI 2)
8000ft
MSL

TMA ALEXANDROUPOLIS

ALEXANDROUPOLIS APP
D 1000ft ABOVE SFC-FL155

LGKM

LGKV

IAF
KAVALA
VOR/DME 108.80
KPL 40°54'45.59"N
024°36' 53.14"E

KAVALA
(L) 327
KHR40°55'36.77"N
024°37' 57.35"E

089°
MNM ALT 6000

R089 KPL

LGR14
2000ft
GND/MSL

LGR19
2000ft
GND/MSL

LGR15
LGR16
LGR17
2000ft/MSL

LGR18
2000ft/MSL

LGR 64
AMPHIPOLI
2000ft
GND

LGR 61
MSL-3000ft

SITHONIA
MSL
UNL

LIMNES
GND
3000ft
VFR
Training
Flights

MAKEDONIA APP
FL245/1000FT ABOVE SFC
C FL 195 and ABOVE
D 1000ft ABOVE SFC-FL195

ALEXANDROUPOLIS
VOR/DME 113.80
ALX 40°51'14.17"N
025°57' 24.24"E

LIMNOS
VOR/DME 109.20
LMO 39°55'10.34"N
025°14'13.88"E

N. THASOPOULA

N. THASOS

N. SAMOTHRAKI

THRAKIKON PELAGOS

VOLVI L.

VISTONIS L.

SERAI

STRIMON P.

7312
6437
6416
3583
2276
3946
4262
3802
4592
3027
5009
3723
2867
4005
3526
2810
2222
5286
3823

Class of airspace

C	FL 195 and above	MAKEDONIA ACC
E	FL 195/165	
D	FL 165/1000 ft KAVALA TMA sector 1	KAVALA APP
D	FL 165/3000 ft KAVALA TMA sector 2	

HYPSOMETRIC TINTS (FEET)
9000
7000
5000
3000
2000
1000
0

0 NM 5 NM 10 NM
scale 1:500 000

not to scale

ICAO DOC 8168 5th ed. Amend 1

Changes: KAVALA TMA, KAVALA CTR, KAVALA LYDIA ATZ, ATIS FREQ.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
7000 ft

APP 124.650 TWR 118.400
ATIS 128.155

KAVALA/MEGAS ALEXANDROS
RWY 05 (NO HOLD)
ASKOS 1X, AMALA 1X, SOSUS 1X

SPOT ELEVATIONS ARE IN FEET
LEVELS INDICATE ALTITUDE AND ARE IN FEET
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES ARE IN NM
VAR 5°E /2022 - Annual Change 5'14"E

VAR 5°E
9000
6000
MSA 25 NM
KPL VOR/DME

SOFIA FIR
ATHINAI FIR
SOFIA FIR
ATHINAI FIR

EVIVI
41°24'10"N
023°27'20"E

ATFIR
41°24'06"N
023°46'29"E

RODIP
41°25'15"N
024°42'04"E

KAVALA TMA SECTOR 2
3000ft-FL165

KAVALA TMA SECTOR 1
1000ft-FL165

KAVALA MEGAS ALEXANDROS CTR SFC-8000ft 12NM

KAVALA LYDIA ATZ SFC-3000ft

KAVALA 2
3000ft-FL165

KAVALA 1
1000ft-FL165

KAVALA 1 1000ft-FL165

LGD80
PETROHORION
5000ft
GND

XANTHI/
NEOS
ZIGOS

LGR29
(THRAKI 1)
7000ft
MSL

LGR29
(THRAKI 2)
8000ft
MSL

TMA ALEXANDROUPOLIS

ALEXANDROUPOLIS APP
D 1000ft ABOVE SFC-FL155

LGKM

LGKV

KAVALA
(L) 327
KHR40°55'33.77"N
024°37' 57.35"E

LGR14
2000ft
GND/MSL

LGR19
2000ft
GND/MSL

KAVALA
VOR/DME 108.80
KPL 40°54'45.59"N
024°36' 53.14"E

KAVALA-MEGAS ALEXANDROS ATZ SFC-2000ft

N. THASOPOULA

IAF
TUSAG
40°49'08.98"N
024°25'57.15"E
R231 KPL/10 DME

R231 KPL

LGR15
LGR16
LGR17
2000ft/MSL

14 DME KPL

012°

SOSUS 1X
AMALA 1X
Arc 12 DME KPL
2500

SOSUS 1X
Arc 12 DME KPL
7000

14 DME KPL

SOSUS 1X
R111 KPL
7000

G12/M603
FL080
not to scale

SOSUS
40°44'39"N
025°04'24"E
R111KPL/23 DME

ALEXANDROUPOLIS
VOR/DME 113.80
ALX 40°51'14.17"N
025°57' 24.24"E

ASKOS 1X
R219 KPL
2500

R212 KPL

LGR18
2000ft/MSL

R185 KPL

AMALA 1X
R149 KPL
7000

PEREN
40°35'48"N
023°58'04"E

G12/M603
FL080

ASKOS
40°38'17"N
024°16'13"E
R219 KPL/23DME

AMALA
40°34'07"N
024°49'58"E
R149 KPL/23 DME

H59
FL080
not to scale

LIMNOS
VOR/DME 109.20
LMO 39°55'10.34"N
025°14'13.88"E

LGR64
AMPHIPOLI
2000ft
GND

LIMNES
3000ft
GND

VFR
Training
Flights

MAKEDONIA APP
FL245/1000FT ABOVE SFC
C FL 195 and ABOVE
D 1000ft ABOVE SFC-FL195

SITHONIA
MSL
UNL

LGR61
MSL-3000FT

STRIMON P.

STRYMONIKOS KOLPOS

VOLVI L.

N. THASOS

N. PANAGIA

N. SAMOTHRAKI

THRAKIKON PELAGOS

NM 0 5 10
scale 1:500 000

HYPSOMETRIC TINTS
(FEET)
9000
7000
5000
3000
2000
1000
0

Class of airspace

C	FL 195 and above	MAKEDONIA ACC
E	FL 195/165	
D	FL 165/1000 ft	KAVALA TMA sector 1
D	FL 165/3000 ft	KAVALA TMA sector 2
		KAVALA APP

7312 6437 3946 4262 3802 4592 3027 5009 6416 2276 3583 3823 3723 2867 4005 3526 2810 2222 5286

ICAO DOC 8168 5th ed. Amend 1

Changes: KAVALA TMA, KAVALA CTR, KAVALA LYDIA ATZ, ATIS FREQ.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
7000 ft

APP 124.650 TWR 118.400
ATIS 128.155

KAVALA/MEGAS ALEXANDROS
RWY 23
AMALA 1J, ASKOS 1J, LOPTI 1J, SOSUS 1J

ICAO DOC 8168 5th ed. Amend 1

SPOT ELEVATIONS ARE IN FEET
LEVELS INDICATE ALTITUDE AND ARE IN FEET
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES ARE IN NM
VAR 5°E/2022-Annual Change 5'14"E

VAR 5°E

MSA 25 NM
KPL VOR/DME
9000
6000

SOFIA FIR
ATHINAI FIR

EVIVI
41°24'10"N
023°27'20"E

ATFIR
41°24'06"N
023°46'29"E

NIKTI
41°32'47"N
024°07'18"E

RODIP
41°25'15"N
024°42'04"E

N127
FL110
not to scale

LOPTI
41°11'43"N
024°26'03"E
R329 KPL/19 DME

LOPTI 1J
R329 KPL
7000

19

10 DME
KPL

6000

KAVALA TMA SECTOR 1
1000ft-FL165

KAVALA TMA SECTOR 2
3000ft-FL165

KAVALA MEGAS ALEXANDROS CTR SFC-8000ft 12NM

KAVALA LYDIA ATZ SFC-3000ft

KAVALA CTR

KAVALA 1 1000ft-FL165

KAVALA 2 3000ft-FL165

KAVALA 3 1000ft-FL165

LGD80
PETROHORION
5000ft
GND

XANTHI/
NEOS
ZIGOS

LGR29
(THRAKI 1)
7000ft
MSL

LGR29
(THRAKI 2)
8000ft
MSL

VISTONIS L.

TMA ALEXANDROUPOLIS

ALEXANDROUPOLIS APP
D 1000ft ABOVE SFC-FL155

IAF
KAVALA
VOR/DME 108.80
KPL 40°54'45.59"N
024°36' 53.14"E

KAVALA
(L) 327
KHR40°55'33.77"N
024°37' 57.35"E

LGR14
2000ft
GND/MSL

LGR19
2000ft
GND/MSL

LGKV

LGKM

MNM ALT
6000

239

R239

23

9 DME
KPL

6000

SOSUS 1J
R111 KPL
6000

G12 / M603
FL080
not to scale

SOSUS
40°44'39"N
025°04'24"E
R111 KPL/23 DME

ALEXANDROUPOLIS
VOR/DME 113.80
ALX 40°51'14.17"N
025°57' 24.24"E

ASKOS 1J
R219 KPL
6000

G12/ M603
FL080

ASKOS
40°38'17"N
024°16'13"E
R219 KPL/23 DME

PEREN
40°35'48"N
023°58'04"E

AMALA 1J
R149KPL
7000

AMALA
40°34'07"N
024°49'58"E
R149 KPL/23 DME

H59
FL080
not to scale

LIMNOS
VOR/DME 109.20
LMO 39°55'10.34"N
025°14'13.88"E

LGR14
2000ft
GND/MSL

LGR15
LGR16
LGR17
2000FT/MSL

LGR18
MSL-2000FT

LGR 64
AMPHIPOLI
2000ft
GND

LGR 61
SITHONIA MSL UNL
MSL-3000FT

LIMNES
GND
3000FT
VFR Training Flights

MAKEDONIA APP
FL245/1000FT ABOVE SFC
C FL 195 and ABOVE
D 1000ft ABOVE SFC-FL195

THRAKIKON PELAGOS

N. THASOPOULA

N. THASOS

N. PANAGIA

N. SAMOTHRAKI

KAVALA 1 1000ft-FL165

STRIMON P.

STRYMONIKOS KOLPOS

VOLVI L.

SERAI

7312
6437
6416
3946
3802
3583
2276
3823
3723
2867
4005
3526
2810
5009
3027
4592
2222
5286

HYPSOMETRIC TINTS (FEET)
9000
7000
5000
3000
2000
1000
0

Class of airspace

C	FL 195 and above	MAKEDONIA ACC
E	FL 195/165	
D	FL 165/1000 ft KAVALA TMA sector 1	KAVALA APP
D	FL 165/3000 ft KAVALA TMA sector 2	

NM 0 5 10
scale 1:500 000

Changes: KAVALA TMA, KAVALA CTR, KAVALA LYDIA ATZ, ATIS FREQ.

TRANSITION ALTITUDE
7000ft

APP 124.650 TWR 118.400
ATIS 128.155

KAVALA/MEGAS ALEXANDROS
RWY 23 (NO HOLD)
ASKOS 1Y, AMALA 1Y, SOSUS 1Y

SPOT ELEVATIONS ARE IN FEET
LEVELS INDICATE ALTITUDE AND ARE IN FEET
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES ARE IN NM
VAR 5°E/2022-Annual Change 5'14"E

VAR 5°E

MSA 25 NM
KPL VOR/DME
9000
6000

SOFIA FIR
ATHINAI FIR

EVIVI
41°24'10"N
023°27'20"E

ATFIR
41°24'06"N
023°46'29"E

RODIP
41°25'15"N
024°42'04"E

7312
6437
3946
4262
3802
3027
5009
4592

KAVALA TMA SECTOR 2
3000ft-FL165

KAVALA TMA SECTOR 1
1000ft-FL165

LGD80
PETROHORION
5000ft
GND

XANTHI/
NEOS
ZIGOS

LGR29
(THRAKI 1)
7000ft
MSL

LGR29
(THRAKI 2)
8000ft
MSL

KAVALA MEGAS ALEXANDROS CTR SFC-8000ft 12NM

IAF DEVED
41°00'12.44"N
024°47'58.49"E
R052 KPL/10 DME

R052 KPL
R062 KPL

SOSUS 1Y
AMALA 1Y
ASKOS 1Y
Arc 12 DME KPL
2400

14 DME KPL

SOSUS 1Y
R111 KPL
6000

G12 /M603
FL080

not to scale

SOSUS
40°44'39"N
025°04'24"E
R111KPL/23 DME

KAVALA LYDIA ATZ SFC-3000ft

LGKM

KAVALA CTR

KAVALA 2
3000ft-FL165

KAVALA 1
1000ft-FL165

6416

KAVALA
VOR/DME 108.80
KPL 40°54'45.59"N
024°36' 53.14"E

KAVALA
ELEV 307
KHR40°55'36.77"N
024°37' 57.35"E

LGR14
2000ft
GND/MSL

LGR19
2000ft
GND/MSL

LGKV

KAVALA MEGAS ALEXANDROS ATZ SFC-2000ft

LGR15
LGR16
LGR17
2000ft
MSL

LGR18
2000ft/MSL

R144 KPL

AMALA 1Y
ASKOS 1Y
Arc 12 DME KPL
2400

14 DME KPL

ASKOS 1Y
Arc 12 DME KPL
7000

ASKOS 1Y
R219 KPL
7000

PEREN
40°35'48"N
023°58'04"E

G12/M603
FL080

ASKOS
40°38'17"N
024°16'13"E
R219KPL/23 DME

3723
2867
4005
3526
2810

AMALA 1Y
R149 KPL
7000

AMALA
40°34'07"N
024°49'58"E
R149KPL/23 DME

KAVALA 1 1000ft-FL165

H59
FL080

not to scale

LIMNOS
VOR/DME 109.20
LMO 39°55'10.34"N
025°14'13.88"E

ALEXANDROUPOLIS
VOR/DME 113.80
ALX 40°51'14.17"N
025°57' 24.24"E

ALEXANDROUPOLIS APP
D 1000ft ABOVE SFC-FL155

THRAKIKON PELAGOS

TMA ALEXANDROUPOLIS

5286

2276
3583

SERAI

STRIMON P.

STRYMONIKOS KOLPOS

VOLVI L.

LIMNES
GND
3000FT

VFR
Training
Flights

LGR 64
AMPHIPOLI
2000FT
GND

MAKEDONIA APP
FL245/1000FT ABOVE SFC
C FL 195 and ABOVE
D 1000ft ABOVE SFC-FL195

SITHONIA
UNL/MSL

LGR 61
3000ft
MSL

Class of airspace

C	FL 195 and above	MAKEDONIA ACC
E	FL 195/165	
D	FL 165/1000 ft	KAVALA TMA sector 1
D	FL 165/3000 ft	KAVALA TMA sector 2

KAVALA APP

HYPSOMETRIC TINTS (FEET)
9000
7000
5000
3000
2000
1000
0

NM 0 5 10
scale 1:500 000

ICAO DOC 8168 5th ed. Amend 1

Changes: KAVALA TMA, KAVALA CTR, KAVALA LYDIA ATZ, ATIS FREQ.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
7000 FT

TWR 118.400 APP 124.650
ACC 133.575 ATIS 128.155

KAVALA/MEGAS ALEXANDROS
RWY 05 / 23
AMALA 1Z, ASKOS 1Z, LOPTI 1Z, SOSUS 1Z,

This INSTRUMENT APPROACH PROCEDURE should be used when KPL VOR/DME is unserviceable

SOFIA FIR
ATHINAI FIR

EVIVI
41°24'10"N
023°27'20"E

ATFIR
41°24'06"N
023°46'29"E

NIKTI
41°32'47"N
024°07'18"E

RODIP
41°25'15"N
024°42'04"E

N 127
FL 110
not to scale

LOPTI
41°11'43"N
024°26'03"E

146°
19
7000
LOPTI 1Z

063°
MNM ALT
6000

243°
IAF
KAVALA
(L) 327
KHR40°55'36.77"N
024°37' 57.35"E

SOSUS 1Z
6000
294°
23

ASKOS 1Z
6000
039°
24

AMALA 1Z
6000
332°
24

9000
270°
6000
090°
MSA 25 NM
KHR (L)

KAVALA TMA SECTOR 1
1000ft-FL165

KAVALA TMA SECTOR 2
3000ft-FL165

KAVALA 1 1000ft-FL165

KAVALA 2 3000ft-FL165

KAVALA 1 1000ft-FL165

KAVALA LYDIA ATZ SFC-3000ft

KAVALA MEGAS ALEXANDROS ATZ SFC-2000ft

KAVALA MEGAS ALEXANDROS CTR SFC-8000ft 12NM

LGD80
PETROHORION
5000ft
GND

XANTHI/
NEOS
ZIGOS

LGR29
(THRAKI 1)
7000ft
MSL

LGR29
(THRAKI 2)
8000ft
MSL

TMA ALEXANDROUPOLIS

LGR14
2000FT
GND/MSL

LGR19
2000FT
GND/MSL

LGR15
LGR16
LGR17
2000FT/MSL

LGR18
2000FT/MSL

LGR 64
AMPHIPOLI
2000ft
GND

LGR 61
MSL-3000FT

LGKM

LGKV

VISTONIS L.

N. THASOPOULA

N. THASOS

N. PANAGIA

N. SAMOTHRAKI

ALEXANDROUPOLIS
VOR/DME 113.80
ALX 40°51'14.17"N
025°57' 24.24"E

ALEXANDROUPOLIS APP
D 1000ft ABOVE SFC-FL155

SOSUS
40°44'39"N
025°04'24"E

G12 / M603
FL080
not to scale

PEREN
40°35'48"N
023°58'04"E

ASKOS
40°38'17"N
024°16'13"E

G12 / M603
FL080

AMALA
40°34'07"N
024°49'58"E

H59
FL080
not to scale

LIMNOS
VOR/DME 109.2
LMO 39°55'10"N
025°14'14"E

THRAKIKON PELAGOS

SPOT ELEVATIONS ARE IN FEET
LEVELS INDICATE ALTITUDE AND ARE IN FEET
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES ARE IN NM
VAR 5°E /2022 - Annual Change 5'14"E

0 NM 5 NM 10 NM
scale 1:500 000

HYPSOMETRIC TINTS
(FEET)
9000
7000
5000
3000
2000
1000
0

SERAI
VOLVI L.
STRYMONIKOS KOLPOS

LIMNES
GND
3000FT
VFR
Training
Flights

MAKEDONIA APP
FL245/1000FT ABOVE SFC
C FL 195 and ABOVE
D 1000ft ABOVE SFC-FL195

SITHONIA
MSL
UNL

Class of airspace

C	FL 195 and above	MAKEDONIA ACC
E	FL 195/165	
D	FL 165 / 1000 ft	KAVALA TMA sector 1
D	FL 165 / 3000 ft	KAVALA TMA sector 2

KAVALA APP

7312 6437 3946 4262 3802 3027 5009 4592 6416 2276 3583 3823 3723 2867 4005 3526 2810 2222 5286

Changes: KAVALA TMA, KAVALA CTR, KAVALA LYDIA ATZ, ATIS FREQ.

KAVALA/MEGAS ALEXANDROS
VFR routes KAVALA TMA

TRANSITION ALTITUDE
7000 ft

ATIS 128.155	FIC 130.700
KAVALA APP 124.650	
MEGAS ALEXANDROS TWR 118.400	
LYDIA RADIO 135.505	

EVIVI
41°24'10"N
023°27'20"E

ATFIR
41°24'06"N
023°46'29"E

RODIP
41°25'15"N
024°42'04"E

ALISTRATI 41°03'54"N, 023°57'30"E
AMALA 40°34'07"N, 024°49'58"E
ASKOS 40°38'17"N, 024°16'13"E
DRAMA 41°08'53"N, 024°08'44"E
FANARI 40°57'25"N, 025°07'46"E
IASMOS 41°07'43"N, 025°11'06"E
IDILO 40°47'26"N, 025°26'22"E
KALAMON 41°00'43"N, 024°12'38"E
KAVALA 40°56'03"N, 024°24'42"E
KERAMOTI 40°51'10"N, 024°42'10"E
KINIRA 40°39'31"N, 024°46'57"E
KOMOTINI 41°07'00"N, 025°24'34"E
LOUTRA 40°43'37"N, 024°05'59"E
PARANESTI 41°16'01"N, 024°30'07"E
PEREN 40°35'48"N, 023°58'04"E
PONTOL 40°58'14"N, 024°34'52"E
PRINOS 40°45'40"N, 024°33'46"E
ROUPOL 40°54'58"N, 024°15'22"E
SKALA MARION 40°38'29"N, 024°30'48"E
SOSUS 40°44'39"N, 025°04'24"E
STRYMON 40°47'14"N, 023°50'59"E
XANTHI 41°08'22"N, 024°53'15"E
XERIS 41°09'14"N, 024°08'25"E

SOFIA FIR
ATHINAI FIR
SOFIA FIR
ATHINAI FIR

PARANESTI
DRAMA
XERIS
ALISTRATI
KALAMON
ROUPOL
PONTOL
KAVALA
KERAMOTI
PRINOS
STRIMON
LOUTRA
ASKOS
PEREN
SKALA MARION
KINIRA
AMALA
XANTHI
IASMOS
KOMOTINI
FANARI
SOSUS
IDILO

KAVALA TMA SECTOR 2 3000ft-FL165
KAVALA TMA SECTOR 1 1000ft-FL165
KAVALA MEGAS ALEXANDROS CTR SFC-8000ft 12NM
KAVALA 2 3000ft-FL165
KAVALA 1 1000ft-FL165
KAVALA 1 1000ft-FL165

LGD80 PETROHORION 5000ft GND
LGR29 (THRAKI 1) 7000ft MSL
LGR29 (THRAKI 2) 8000ft MSL
LGR14 2000ft GND/MSL
LGR19 2000ft GND/MSL
LGR 64 AMPHIPOLI 2000ft GND
LGR15 LGR16 LGR17 2000ft/MSL
LGR18 2000FT/MSL
LGR 61 3000FT MSL
LIMNES 3000FT GND
SITHONIA UNL MSL

LGKM
LGKV
KAVALA VOR/DME 108.80 KPL 40°54'45.59"N 024°36' 53.14"E
KAVALA (L) 327 KI-R40°55'36.77"N 024°37' 57.35"E

XANTHI/ NEOS ZIGOS

ALEXANDROUPOLIS APP
D 1000ft ABOVE SFC-FL155

MAKEDONIA APP
FL245/1000FT ABOVE SFC
C FL 195 and ABOVE
D 1000ft ABOVE SFC-FL195

VFR Training Flights

TO THESSALONIKI
TO ALEXANDROUPOLIS
TO LIMNOS

SPOT ELEVATIONS ARE IN FEET
LEVELS INDICATE ALTITUDE AND ARE IN FEET
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
DISTANCES ARE IN NM
VAR 5°E/2022-Annual Change 5'14"E

Class of airspace

C	FL 195 and above	MAKEDONIA ACC
E	FL 195/165	
D	FL 165/1000 ft	KAVALA TMA sector 1
D	FL 165/3000 ft	KAVALA TMA sector 2

KAVALA APP

HYPSOMETRIC TINTS (FEET)
9000 7000 5000 3000 2000 1000 0

VAR 5°E

NM 0 5 10
scale 1:500 000

N.SAMOTHRAKI

Changes: FIC FREQ., KAVALA LYDIA ATZ

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 / AMYGDALEON-LYDIA Airport:

3.1 In order to arrange the arrivals to AMYGDALEON-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 AMYGDALEON-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 AMYGDALEON-LYDIA ATZ before establishing contact with LYDIA RADIO (freq. 135,505 MHz). Entry to AMYGDALEON-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 AMYGDALEON-LYDIA ATZ. Aircraft should descend within the lateral limits of AMYGDALEON-LYDIA ATZ unless otherwise instructed by KAVALA APP.

3.3 Departing aircraft from AMYGDALEON-LYDIA Airport shall hold over AMYGDALEON-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.

LGMK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGMK - MIKONOS

LGMK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	372614N 0252050E NIL
2	Direction and distance from (city)	BRG 128°, 1NM from city harbour
3	Elevation/Reference temperature	123.45 M (405.02 FT) / 26° C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4°24'E (4.40°E) (JAN 2019) / 5' 22'' E (0.0894°E)
6	AD Administration, address, telephone, telefax, telex, AFS	Mikonos Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 15123 Maroussi GREECE Mobile: +30 698 5053 854 Email: JMKAOCC@FRAPORT-GREECE.COM Website: https://www.jmk-airport.gr Hellenic Aviation Service Provider (HASP) GR 84600 MIKONOS TEL: +30 22890 79000 FAX: +30 22890 27489 AFTN: LGMKYDYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGMK AD 2.3 OPERATIONAL HOURS

1	AD Administration	HO
2	Customs and immigration	For scheduled flights :HO (a 24 HRS PRN is required for non-scheduled flights)
3	Health and sanitation	HO
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	HO (TEL: +30 22890 79004, +30 22894 40043)
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

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

1	Apron surface and strength	Surface:	Parking stands 1, 2, 3, 4, 5: concrete, rest Apron area: asphalt
		Strength:	Parking stands 1, 2, 3, 4, 5: PCN 100/R/A/W/T, rest Apron area: PCN 82/F/A/X/T
2	Taxiway width, surface and strength	Width:	TWY A1: 25m, TWY A2: 27m, Taxilane A: 17m
		Surface:	asphalt, except Taxilane A: concrete
		Strength:	TWY A1: PCN 74/F/A/X/T, TWY A2: PCN 58/F/A/X/T, Taxilane A: PCN 98/R/A/W/T
3	Altimeter checkpoint location and elevation	NIL	
4	VOR checkpoints	NIL	
5	INS checkpoints	NIL	
6	Remarks	NIL	

LGMK 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 in/out mandatory by "FOLLOW ME" car when aircraft parked in roll-through position. “FOLLOW ME” is available on request for aircraft guidance on apron & TWYs. Signs and markings according to ICAO Annex 14 and EASA CS ADR-DSN requirements.	
2	RWY and TWY markings and LGT	LGT:	RWY 16/34: Threshold, Threshold Identification, edge, end TWY: edge
		Markings:	RWY: Thresholds, designations, center line, side stripes, Touchdown zone, aiming points TWY: Centerline, RWY holding positions, side stripes
3	Stop bars	NIL	
4	Remarks	See also LGMK AD chart -ICAO	

LGMK 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	161°	1902 x 30	PCN 70/F/A/X/T asphalt	372635.71N 0252040.77E 372537.50N 0252106.53E 38.09M	THR 120.37 M/ 394.81 FT TDZ: NIL
34	341°	1902 x 30	PCN 70/F/A/X/T asphalt	372537.50N 0252106.53E 372635.71N 0252040.77E 38.03M	THR 118.55 M/ 388.84 FT TDZ: NIL

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	7	8	9	10	11	12	13
16	NIL	NIL	NIL	2022 x 150 M	NIL	NIL	See relevant LGMK AD and AOC charts-ICAO. Part of 200 M of RWY 34 and part of left safety zone between 600 M and 800 M from the beginning of RWY not visible from TWR.
34	NIL	NIL	NIL	2022 x 150 M	NIL	NIL	

LGMK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	1902	1902	1902	1902	NIL
34	1902	1902	1902	1902	NIL

LGMK 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	NIL	NIL	1902 M 60 M spacing, White, (last 600M Yellow), LIH	Red -	NIL	See also LGMK AD chart-ICAO. PAPI of RWY 16 not operational
34	NIL	Green -	PAPI LEFT/3.02° 331 M MEHT 17.5 M	NIL	NIL	1902 M 60 M spacing, White, (last 600M Yellow), LIH	Red -	NIL	

LGMK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: at the Tower building, ALTN FLG WG, HO: HN and IMC. IBN: at the Tower building, FLG green, coding “MKN”, HO: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: 2 WDI lighted Anemometer: NIL
3	TWY edge and centre line lighting	Edge: LIM
4	Secondary power supply/switch-over time	Available / 0sec (UPS installed)
5	Remarks	Apron: Flood lights white.

LGMK 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 **LGMK AD 2.20.4**

LGMK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	MIKONOS CTR Circle, 8 NM radius centred at 372614N 0252050E.
		MIKONOS ATZ Circle, 5 NM radius centered at 372614N 0252050E.
2	Vertical limits	CTR: SFC to 6000 FT ALT
		ATZ: SFC to 2000 FT ALT
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	CTR: MIKONOS APPROACH Greek, English
		ATZ: MIKONOS TOWER Greek, English
5	Transition altitude	6000 FT
6	Remarks	For MIKONOS TMA see **ENR 2.1.5.10**

LGMK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	MIKONOS APPROACH	118.750 122.100 121.500	HO HO HO	Primary freq Coverage FL 150/ 40 NM RGA Emergency
TWR	MIKONOS TOWER	119.875 122.100 257.800 MHz 121.500	HO HO HO HO	Primary freq Coverage FL 40 / 25 NM RGA MIL RGA Emergency
G/A/G	MIKONOS RADIO	5637 kHz 2989 kHz	HO: 0400–1700 HO: 1700-0400	Primary freq Primary freq
ATIS (ARR / DEP)	MIKONOS AIRPORT INFORMATION	128.855	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**				

LGMK 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
MIKONOS VOR/DME (4°E)	MKN	110.00 MHz CH 37X	H24	372624.93N 0252040.26E	422 FT / 128.71 M	Coverage FL 250 / 40 NM
MIKONOS L (4°E / 2013)	MKO	401 kHz	H24	372624.66N 0252042.01E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of HASP. See also **GEN 2.5** and **ENR 4.1**						

LGMK 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

a) Due to operational restrictions, prior permission (PPR) must be obtained through the FG PPR Platform for all GA/BA and non-commercial flights prior to departing airport of origin. Relevant requests should be communicated through a local representative or ground handler. Specific application guidelines are available on: https://www.fraport-greece.com/eng/our-expertise-and-services/aviation/ppr-procedure-and-guidelines.

b) On the above restriction, the following categories are exempted:
   - SAR flights and airplanes in state of emergency
   - Ambulance flights operated with state aircraft
   - Flights of aircraft rendering assistance or being on a mission in disasters

c) Suitable tow head and towbar for pushback is mandatory for all aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs

d) Minimum ground time allowed is 20 min for all GA/BA aircrafts excluding helicopters

NIL

2.22.5 Procedures for VFR flights within MIKONOS TMA

2.22.5.1 See chart AD 2-LGMK-VFR

2.22.6 Procedures for VFR flights within MIKONOS CTR

2.22.6.1 Within MIKONOS CTR:

a) Before airborne from any heliport or provisional field, all helicopters must contact TWR and obtain ATC clearance.
b) Prior coordination and approval from MIKONOS ATC is required for all local VFR flights.

2.22.7 Standard instrument departure procedure (SID)

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

LGMK AD 2.23 ADDITIONAL INFORMATION

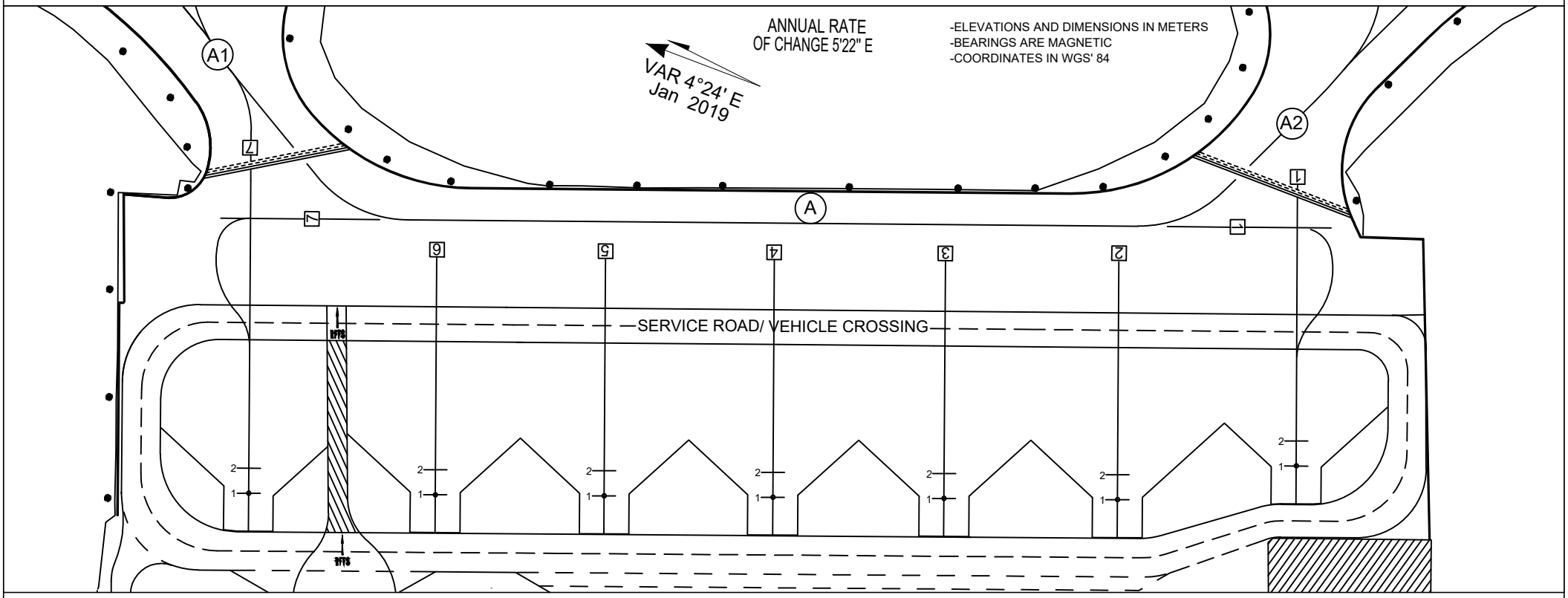
2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 Flock of pigeons and seagulls on the aerodrome area. See also **ENR 5.6**.

LGMK AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - MIKONOS Airport	21 APR 22	AD 2-LGMK-ADC
Aircraft Parking/ Docking Chart – ICAO: - MIKONOS/ MIKONOS AIRPORT	26 JAN 23	AD 2-LGMK-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - MIKONOS Airport	04 AUG 05	AD 2-LGMK-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 34	23 JUL 15	AD 2-LGMK-IAC-1
Instrument Approach Chart (IAC) – ICAO: - Lz RWY 34	20 JUN 19	AD 2-LGMK-IAC-2
Instrument Approach Chart (IAC) – ICAO: VORy RWY 34	23 JUL 15	AD 2-LGMK-IAC-3
Instrument Approach Chart (IAC) – ICAO: RNAV (GNSS) RWY 34	20 JUN 19	AD 2-LGMK-IAC-4
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 34	23 JUL 15	AD 2-LGMK-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - - RWY 34 SUPL	23 JUL 15	AD 2-LGMK-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 16	26 MAY 16	AD 2-LGMK-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: -L/DME RWY 34	20 JUN 19	AD 2-LGMK-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: -L/DME RWY 16	20 JUN 19	AD 2-LGMK-SID-5
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 34	26 MAY 16	AD 2-LGMK-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - L/DME RWY 34	20 JUN 19	AD 2-LGMK-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - L/DME RWY 34	20 JUN 19	AD 2 –LGMK-STAR-3
Standard Arrival Chart - Instrument (STAR) - ICAO: - RNAV ARRIVALS	12 AUG 21	AD 2-LGMK-STAR-4
Terminal Area Chart - ICAO - VFR routes: - VFR ROUTES	20 JUN 19	AD 2-LGMK-VFR

AIRCRAFT PARKING/ DOCKING CHART- ICAO | APRON ELEV 123.5 M / 405.2 FT | MIKONOS / MIKONOS Airport



LEGEND	
TAXIWAY EDGE LIGHTS	●
RUNWAY HOLDING POSITION	═══
TAXIWAY DESIGNATION	A1
AIRCRAFT STAND	5

-APRON: PARKING STANDS 1, 2, 3, 4, 5: PCN 100 R/A/W/T
REST APRON AREA: PCN 82/F/A/X/T
-THE COORDINATES PROVIDED REPRESENT THE FRONT STOP BAR OF THE STAND (1)

CHANGES
-DELETION OF 2ND NORTH
-ADDITION OF APP (MIKONOS APPROACH) AT THE ATS COMMUNICATION FACILITIES TABLE
-RWY HOLDING POINTS POSITION
-DESIGNATORS PS1 & PS7 RELOCATED
-ADDITION OF PCN OF PARKING STAND #1

INS COORDINATES FOR AIRCRAFT STANDS

POINT	LATITUDE	LONGITUDE
1	372601.94N	0252048.95E
2	372603.26N	0252047.97E
3	372604.64N	0252047.36E
4	372605.99N	0252046.76E
5	372607.34N	0252046.17E
6	372608.68N	0252045.57E
7	372610.16N	0252044.91E

ATS COMMUNICATION FACILITIES

SERVICE DESIGNATION	CALL SIGN	FREQUENCY/ VHF CH	REMARKS
APP	MIKONOS APPROACH	118.750 122.100 121.500	Primary freq cover. FL150/ 40NM RGA Emergency
TWR	MIKONOS TOWER	119.875 122.100 257.800 MHZ 121.500	Primary freq cover. FL 40/ 25NM RGA MIL RGA Emergency
G/A/G	MIKONOS RADIO	5637 KHZ 2989 KHZ	Primary freq Primary freq
ATIS (ARR/DEP)	MIKONOS AIRPORT INFORMATION	128.855	Coverage FL 200/ 60 NM

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

LGRP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGRP - RODOS/ DIAGORAS

LGRP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	362419N 0280510E Centre of RWY
2	Direction and distance from (city)	BRG 253°, 8 NM from city harbour
3	Elevation/Reference temperature	5.73 M (18.80 FT)/ 33°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	5°40'E (5.67°E)(JAN 2019)/ 6' 18E (0.1050°E)
6	AD Administration, address, telephone, telefax, telex, AFS	Rodos/ Diagoras Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 15123 Maroussi GREECE Phone: +30 2241 440013-15 Mobile: +30 698 5053 883 Email: RHOAOCC@FRAPORT-GREECE.COM Website: https://www.rho-airport.gr Hellenic Aviation Service Provider (HASP) GR 85106 RODOS TEL: +30 22410 88900, +30 22410 88700 FAX: +30 22410 83210 AFTN: LGRPYDYX e-mail: d18d@hasp.gov.gr (ATC) - kard@hasp.gov.gr (AD ADMIN)
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGRP AD 2.3 OPERATIONAL HOURS

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

LGRP AD 2.18 ATS COMMUNICATION FACILITIES

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

LGRP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

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

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

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

2.20.2.2.4 Pushback and engine start-up procedure.

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

RWY in use	Facing
06	West
24	East

b) Start-up of engines shall be performed either during pushback after the service road has been cleared or when the aircraft is aligned on the apron TWY J.
c) Cross-bleeding start-up is not permitted on the parking stand and may only be performed on the TWY J and/or TWYs A, F according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to the Airport Operations Control Center through the aircraft operator or the ground service provider.
d) During pushback procedure, unless otherwise instructed from ATC, aircraft from any parking position is aligned on the apron TWY J and positioned with the nose gear :
   i) abeam the lead-in line of the parking position it is vacating for parking stands 1-18 and
   ii) at the intersection of TWY J and the western/eastern lead-in line to K1-K3 stands when facing east/west respectively for parking stands K1-K3.
e) In order to facilitate and/or traffic, ATC may request from aircraft to perform a long/extended pushback or to be pulled forward with the nose gear positioned abeam the lead-in line of any other parking position.
f) Unless otherwise specified by the Airport Operator, aircrafts parked in opposite parking positions cannot perform pushback simultaneously.
g) During winter season (NOV-MAR), aircraft may be parked in a roll-through manner parallel to the terminal disregarding parking position markings. Follow-Me guidance is mandatory.

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

2.20.2.3 Towing of aircraft

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

2.20.2.4 Standard taxi routes.

2.20.2.4.1 Standard Facing for Pushback Departing Aircraft

a) Aircraft departing from Runway 24:
   - All parking positions facing East.
b) Aircraft departing from Runway 06:
   - All parking positions facing West.

2.20.2.4.2 Landing Aircraft Standard Taxi Routes
a) Landing on Runway 24:
   - All aircrafts exit from Taxiway F and enter the Apron via Aircraft Stand Taxiway J.
b) Landing on Runway 06:
   - All aircrafts exit from Taxiway A and enter the Apron via Aircraft Stand Taxiway J.

2.20.2.4.3 Departing Aircraft Standard Taxi Routes
a) Departing from Runway 24:
   - All aircrafts exit from Apron via Aircraft Stand Taxiway J and enter the Runway 24 via Taxiway A.
b) Departing from Runway 06:
   - All aircrafts exit from Apron via Aircraft Stand Taxiway J and enter the Runway 06 via Taxiway F.

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

2.20.3 Parking area for small aircraft (General aviation)

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

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

2.20.4 Parking area for helicopters

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

2.20.5 Apron - taxiing during winter conditions

NIL

2.20.6 Taxiing – limitations

NIL

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

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

2.20.7.2 From 1st of November till end of April are permitted according to the below described restrictions:

- Flights that require use of the apron, Prior Permission (PPR) by the airport operator is required prior departure from airport of origin. In addition, prior approval from the ATC is required.
- For runway use only (touch & go) prior approval from the ATC is required and approval by the airport operator via e-mail at RHOdm@fraport-greece.com.

2.20.8 Helicopter traffic – limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

LGRP AD 2.21 NOISE ABATEMENT PROCEDURES

Part I

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

2.21.1.1 General provisions

NIL

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

NIL

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

NIL

2.21.1.4 Restrictions

NIL

2.21.1.5 Reporting

NIL

Part II

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

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

NIL

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

NIL

2.21.2.3 Reporting

NIL

Part III

2.21.3 Noise abatement procedures for helicopters

2.21.3.1 General provisions

NIL

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

NIL

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

NIL

2.21.3.4 Reporting

NIL

LGRP AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 All aircraft flying under VMC, departing from or approaching to LGRP - RODOS/ DIAGORAS are not permitted to overfly Rodos town.

2.22.1.2 Departing aircraft pilots shall request start-up clearance when ready to start engines immediately and after aircraft doors are closed. When the expected delay is less than 15 MIN at the holding point, aircraft will be cleared to start engines immediately.

2.22.1.3 Pilots landing or taking off at RODOS/ DIAGORAS Airport should exercise extreme caution when South or South-East (S-SE) winds of more than 15 Kts prevail, as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out areas (mainly of RWY 06). More specifically the following phenomena affecting seriously the flight safety are observed:

– The wind direction and speed at a given time vary along the runway (horizontal wind shear).
– The wind direction and speed, at a given point of the runway, are continuously changing (turbulent wind shear).
– Severe turbulence on the final approach, take-off and initial climb out areas.
– When the South or South-East wind speed increases over 15 Kts, landing and/or take-off not recommended, since a severe horizontal and turbulent wind shear may prevail at some intermediate point on final approach and/or take-off and initial climb out areas.
– Because unexpected changes in wind direction and speed can be hazardous to aircraft operations at low altitude on approach to and departing from RODOS/ DIAGORAS Airport, pilots are urged to volunteer reports of wind shear to DIAGORAS TWR or RODOS APP, as soon as possible, so that the pilots of following aircraft can be warned. It is suggested that pilots experiencing a wind shear in flight should report it in the following format:
  a) A simple warning of the presence of wind shear, even if no further information can be given.
  b) The altitude or altitude band, where the wind shear was encountered.
  c) Details of the effects of the wind shear on the aircraft, i.e. airspeed gain or loss, vertical speed tendency, etc.

2.22.1.4 Instructions for the completion of the flight plan form

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

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

2.22.2 Runway in use

2.22.2.1 The traffic circuits shall be entered at an altitude of 1200 FT by propeller aircraft and 1500 FT by jet aircraft. The traffic circuits to be used for each runway have as follows:

a) Right hand circuit for RWY 24,
b) Left hand circuit for RWY 06.

2.22.3 Procedures for IFR flights within RODOS TMA

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

2.22.4 Radar procedures within RODOS TMA

2.22.4.1 GENERAL INFORMATION

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

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

2.22.4.2 SHORT DESCRIPTION OF THE TERMINAL AREA SURVEILLANCE RADAR SYSTEM

2.22.4.2.1 Rodos Approach Control Office operates one PSR/MSSR Terminal Area Surveillance Radar (TAR) station. The station comprises of the Radar Head Site located at Paradisi hill (362335.48N 0280536.92E), 0.8 NM south of the airport and the Operational Site (OPS), located at the ATS building of RODOS/ DIAGORAS airport.

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

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

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

2.22.4.3 THE APPLICATION OF RADAR CONTROL SERVICE

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

– within RODOS TMA (see **ENR 2.1.5.12**)
– within the adjacent airways segments up to 30 NM out of TMA boundary..

2.22.4.3.2 The minimum horizontal radar separations are:

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

2.22.4.3.3 The Radar Control service may include:

a) Radar monitoring of arriving (including pilot interpreted approaches), departing and en route traffic, providing information and advice on any significant deviations, by aircraft, from nominal flight paths as well as from the terms of their respective ATC clearances (cleared routes and levels) , when appropriate.
b) Radar vectoring of arriving traffic on to pilot - interpreted final approach aids.
c) Radar vectoring of arriving traffic to a point from which a visual approach can be completed.
d) Radar vectoring to departing aircraft for the purpose of facilitating an expeditious and efficient departure flow and expediting climb to cruising level.
e) Information to assist in the navigation of the aircraft.
f) Information on observed areas of adverse weather.
g) Assistance to aircraft in emergency.
h) Radar separation between:
   – succeeding departing aircraft,
   – succeeding arriving aircraft, and
   – a departing aircraft and a succeeding arriving aircraft.
i) Collision hazard information: according to the relevant provisions of ICAO Doc 4444-PANS/ATM.

2.22.4.3.3.1 However, the controller’s suggestion for avoiding action does not relieve the pilot in command of his responsibility for continual vigilance to see and avoid the other aircraft.

2.22.4.3.3.2 Furthermore, the controller may not be in the position to provide traffic information on aircraft not carrying a functioning transponder, due to known deficiencies of PSR.

2.22.4.4 LIMITATIONS TO THE PROVISION OF RADAR SERVICE:

2.22.4.4.1 Radar service to aircraft not equipped or with malfunctioning transponder and with radar cross- section (RCS):

a) Less than that of aircraft types ATR, T134, B717, is limited up to 35 NM from ARP.
b) Equal or more than that of aircraft types (ATR, T134, B717) is extended up to 50 NM from ARP

2.22.4.4.2 When TAR derived tracks are not available, RADAR monitoring based on system tracks (PALLAS), will be provided from 4000 FT and above.

2.22.4.5 EMERGENCY, HAZARDS AND EQUIPMENT FAILURE PROCEDURES

2.22.4.5.1 According to the relevant provisions of ICAO Doc 4444-PANS/ATM and Doc 7030.

2.22.4.5.2 Additionally, in the event of a complete aircraft communication failure and in absence of alternative ATC instructions, the pilot in command should,

a) If unable to execute a visual approach, continue by his own navigational means to execute the instrument approach he was vectored for.
b) In case he was vectored for a visual approach to RWY 06 or RWY 24 and still in IMC, should proceed, by his own navigational means to RDS VOR/DME maintaining the last assigned altitude, if it is higher or equal to 6000 FT (QNH) and execute the instrument approach appropriate for the runway in use.

Attention: Aircraft below 6000 FT (QNH) must proceed to RDS VOR/DME, making an initial climbing turn to 6000 FT (QNH), taking into account high terrain and obstacles in AD vicinity.

2.22.4.6 SSR TRANSPONDERS OPERATION AND PROCEDURES

2.22.4.6.1 Transponder operation during the flight.

2.22.4.6.1.1 The use of a functioning transponder, with 4096 codes capability on Mode A and automatic altitude transmission on Mode C, within RODOS TMA, is mandatory for all IFR and General Air Traffic VFR flights.

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

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

2.22.4.6.2 Transponder operation while on ground.

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

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

2.22.4.7 TAR system’s Coverage

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

2.22.5 Procedures for VFR flights within RODOS TMA

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

2.22.6 Procedures for VFR flights within RODOS DIAGORAS CTR

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

2.22.7 Standard instrument departure procedure (SID)

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

LGRP AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

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

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1.1.1 General

1.1.1.1 Responsible Authority

1.1.1.1.1 The Directorate General of Air Navigation Service Provider (DGANSP) of Hellenic Aviation Service Provider, under the Ministry of Infrastructure and Transport, is the State Authority responsible for the provision of Air Traffic Service (ATS) within ATHINAI FIR / HELLAS UIR (see also **GEN 3.3.1**).

1.1.1.2 Area of responsibility

1.1.1.2.1 The Area of responsibility is ATHINAI FIR/ HELLAS UIR, which is the volume of airspace confined by:

3605N 03000E, 3330N 03000E, 3400N 02710E, 3400N 02410E, 342000N 02335E, 3630N 01900E, 4025N 01900E, then along the seaward end of the Greek-Albanian frontier and the lines determining the Northern and Eastern frontier of Greece, and the Western frontier of Turkey.

Note: *Air traffic services are provided for the entire territory, including territorial waters (in connection with Civil Aviation and Air Police, territorial waters extend up to 10NM from the coast) of Greece, as well as in the airspace over the adjacent international waters encompassed by ATHINAI FIR/HELLAS UIR.*

1.1.1.2.1.1 The DGANSP is responsible for the provision of Air Traffic Services (ATS) within ATHINAI FIR/HELLAS UIR, with the exception of Military TMAs, CTRs and ATZs.

1.1.1.2.2 ATHINAI FIR / HELLAS UIR forms part of the ICAO EUR REGION.

1.1.1.3 Applicable ICAO documents

1.1.1.3.1 The air traffic rules and procedures applicable to the provision of air traffic services in ATHINAI FIR / HELLAS UIR conform to Annexes 2 and 11 to the Convention on International Civil Aviation (Rules of the Air and Air Traffic Services respectively) and to the relevant portions of the Doc 4444 (Procedures for Navigation Services - Air Traffic Management) and Doc 7030 (Regional Supplementary Procedures) applicable to the EUR Region.

1.1.1.3.2 Any differences to the above documents are listed in **GEN 1.7**.

1.1.1.4 Compliance with the Rules of the Air (SERA.2005)

The operation of an aircraft either in flight, on the movement area of an aerodrome or at an operating site shall be in compliance with the general rules, the applicable local provisions (see **AD 2**) and, in addition, when in flight, either with:
a) the visual flight rules (see **ENR 1.2**); or
b) the instrument flight rules (see **ENR 1.3**).

1.1.1.5 Responsibilities (SERA.2010)

1.1.1.5.1 The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with the rules of the air [(EU) 923/2012], except that the pilot-in-command may depart from these rules in circumstances that render such departure absolutely necessary in the interests of safety.

1.1.1.5.2 Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.

1.1.1.6 Authority of pilot-in-command of an aircraft (SERA.2015)

1.1.1.6.1 The pilot-in-command of an aircraft shall have final authority as to the disposition of the aircraft while in command.

1.1.1.7 Conduct of flights

1.1.1.7.1 International flights may be only operated to/from the international, military or domestic aerodromes approved for international use.

1.1.1.7.2 All IFR and VFR flights above FL 195 shall be conducted only along the designated ATS routes unless otherwise cleared by the appropriate ATC unit. For IFR flights from FL 305 up to FL 660 the Free Route Airspace (FRA) is also available (see **ENR 1.3.16**).

1.1.1.7.3 VFR flights operating within ATHINAI FIR at and below FL 195 shall be conducted in accordance with the provisions of airspace classification (see **ENR 1.2.4**).

1.1.1.7.4 Termination of control (SERA.8030)

1.1.1.7.4.1 A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to air traffic control service.

1.1.1.7.5 Minimum Heights (SERA.3105)

1.1.1.7.5.1 Except when necessary for take-off or landing, or by permission from the HASP/D4, aircraft shall not be flown over the congested areas of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface.

1.1.1.7.5.2 The minimum heights for VFR flights shall be those specified in **ENR 1.2.3** [SERA.5005(f)] and minimum levels for IFR flights shall be those specified in **ENR 1.3.2.2** [SERA.5015(b)].

1.1.1.7.6 Combined IFR/VFR flights to/from Category A Uncontrolled Aerodromes

1.1.1.7.6.1 Arriving aircraft

a) An aircraft executing combined IFR/VFR flight shall be cleared to proceed under IFR within controlled airspace until over, or as near as possible to, the navigation facility serving the destination aerodrome.
b) At this point, the IFR flight plan should be cancelled and the flight should proceed under VFR, or a diversion to an alternate aerodrome should be initiated.
c) A combined IFR/VFR flight may select to change flight rules before reaching the point mentioned above.
d) The flight, while conducted under IFR, shall not be cleared to descend below the appropriate designated Minimum Flight Level/Altitude.
e) After the change of flight rules from IFR to VFR the aircraft shall establish radio communication contact with destination AFIS unit or FIC as applicable.

1.1.1.7.6.2 Departing aircraft

a) An aircraft, departing from a Category A uncontrolled aerodrome, wishing to execute a combined VFR/IFR flight, shall obtain ATC clearance before departure. ATC clearance shall be issued for the part of flight executed within controlled airspace. The flight shall be cleared to enter controlled airspace on the appropriate designated Minimum Flight Level/Altitude or higher.
b) The Rules, under which a flight departing from a Category A uncontrolled aerodrome is conducted, may change from VFR to IFR only after the aircraft has entered controlled airspace.
c) Aircraft departing from a Category A uncontrolled aerodrome shall establish radio communication with the appropriate ATC unit:
   - as soon as possible after departure, if the aerodrome is located under TMA/MTMA or within CTR/MCTR, or
   - before entering controlled airspace if the aerodrome is not located under TMA/MTMA or within CTR/MCTR.

1.1.1.7.6.3 At least one controlled aerodrome has to be inserted as an alternate aerodrome in the flight plan submitted by for a combined IFR/VFR flight.

1.1.1.7.7 Negligent or Reckless Operation of Aircraft (SERA.3101)

1.1.1.7.7.1 An aircraft shall not be operated in a negligent or reckless manner so as to endanger life or property of others.

1.1.1.8 Services provided within ATHINAI FIR / HELLAS UIR

1.1.1.8.1 Type of services

1.1.1.8.1.1 The following services are provided to aircraft operating within ATHINAI FIR / HELLAS UIR:

a) Air Traffic Control Service
b) Flight Information Service
c) Alerting Service
d) Search and Rescue Service

1.1.1.8.1.2 With the exception of Military Control Areas and Military Control Aerodromes, air traffic services within ATHINAI FIR / HELLAS UIR are provided by Hellenic Aviation Provider.

1.1.1.8.1.3 The Ministry of National Defence through the Hellenic Air Force and the Ministry of Citizen Protection through the Hellenic Coast Guard are responsible for the provision of Search and Rescue Service within the PIRAEUS SRR which coincides with ATHINAI FIR / HELLAS UIR, as described in **GEN 3.6** section of this AIP.

1.1.1.8.2 Air Traffic Control Services (ATC)

1.1.1.8.2.1 Air traffic control service shall be provided (SERA.8001):

a) to all IFR flights in airspace Classes C, D and E;
b) to all VFR flights in airspace Classes C and D;
c) to all special VFR flights;
d) to all aerodrome traffic at controlled aerodromes.

1.1.1.8.2.2 Aerodrome Control service (TWR)

1.1.1.8.2.2.1 Aerodrome control service is provided to aerodrome traffic at controlled aerodromes by aerodrome control tower.

1.1.1.8.2.3 Approach Control service (APP)

1.1.1.8.2.3.1 Approach control service is provided to arriving and/or departing traffic operating within TMAs, MTMAs, CTRs, MCTRs by the appropriate APP control unit.

1.1.1.8.2.3.2 If no appropriate APP control unit has been established, approach control service is provided to arriving and/or departing traffic operating within a CTR by ATHINAI ACC or MAKEDONIA ACC.

Note: *The minimum FL of an ACC or TMA sector (FL or ALTITUDE), is considered to be the first FL/ALT served by the responsible ATC unit, providing the service.*

1.1.1.8.2.4 Area Control service (ACC)

1.1.1.8.2.4.1 Area Control Service within ATHINAI FIR / HELLAS UIR is provided by ATHINAI ACC or MAKEDONIA ACC to en-route controlled flights operating within controlled airspace of their jurisdiction and the areas prescribed below:

a) Along international and domestic ATS routes (see **ENR 3** section)

Note: *The responsibility for the provision of ATS in accordance with the airspace classification described in **ENR 1.4**, has been delegated from ATHINAI ACC to KERKIRA APP unit and from MAKEDONIA ACC to MAKEDONIA APP unit within specific segments of ATS Routes as described in **ENR 3** section.*

b) Above a specific level of TMAs and MTMAs as described in **ENR 2.1** section.
c) At and above the minimum flight altitudes of ATS routes traversing CTRs in the area of which TMAs have not been established yet, e.g. LGKP - KARPATHOS, LGKA - KASTORIA/ ARISTOTELIS, LGKZ - KOZANI / FILIPPOS, LGPA - PAROS and LGML - MILOS CTRs (see relevant **AD 2.17** sections).
d) At and above the minimum flight altitudes of ATS routes, traversing TMAs and MTMAs, when APP Control Unit, is not operating.

Note: The minimum FL of an ACC or TMA sector (FL or ALTITUDE), is considered to be the first FL/ALT served by the responsible ATC unit, providing the service.

1.1.1.8.2.4.2 ACC is also serving arriving / departing aircraft at AFIS aerodromes located within CTRs where no appropriate Approach Control unit has been established (see relevant **AD 2.17** sections).

1.1.1.8.2.4.2.1 Arriving aircraft

a) Instrument approach procedures for the above aerodromes are published in **AD 2.22** or **AD 2.24** (chart section) of the relevant aerodrome.
b) Aircraft destined to one of the above aerodromes shall be cleared by ATHINAI ACC or MAKEDONIA ACC, to the navigation aid serving the destination aerodrome.
c) Aircraft shall be cleared by ATHINAI ACC or MAKEDONIA ACC to descent not lower than the appropriate Minimum flight level/altitude.
d) Aircraft shall be cleared to commence standard instrument approach procedure, only when no other IFR flight operates below Minimum flight level/altitude
e) In the opposite case, the aircraft shall be cleared to enter holding pattern, until commencing the approach, and shall be given an Expected Approach Time.
f) When VMC are established aircraft should contact local ATS unit, normally co-located with the local COM Office, for AFIS.

1.1.1.8.2.4.2.2 Departing aircraft

a) Aircraft departing from one of the above aerodromes shall obtain ATC clearance from ATHINAI ACC or MAKEDONIA ACC before departure.
b) Departing aircraft shall take off only when no other IFR flight operates below Minimum flight level/altitude and shall follow standard instrument departure procedure.
c) Departing aircraft should climb according to the clearance received from ATHINAI ACC or MAKEDONIA ACC, to the Minimum flight level/ altitude, or above.

1.1.1.8.2.4.2.3 In the case of a pilot not familiar with standard instrument approach/departure procedures, ACC shall, on pilot's request, quote the approach, departure and/or missed approach procedures, as applicable.

1.1.1.8.2.4.2.4 The correct execution of the standard instrument approach, departure and/or missed approach procedures, rests with the pilot and ACC has no obligation to monitor the progress of flight during the procedures.

1.1.1.8.2.5 Coordination between units providing area control service

1.1.1.8.3 If a flight should enter an adjacent area, information concerning any revision of estimate of three minutes or more shall be forwarded to the adjacent area centre normally by telephone.

1.1.1.9 Flight Information Services (FIS)

1.1.1.9.1 Application of Flight Information Service (SERA.9001)

1.1.1.9.1.1 Flight information service shall be provided by the appropriate air traffic services units to all aircraft which are likely to be affected by the information and which are:

a) provided with air traffic control service; or
b) otherwise known to the relevant air traffic services units.

1.1.1.9.1.2 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.

1.1.1.9.1.3 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**.*

1.1.1.9.2 Scope of FIS (SERA.9005)

1.1.1.9.2.1 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 provisionary fields (see **ENR 1.1.4.1.2.1.3**) 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.*

1.1.1.9.2.2 Flight information service provided to flights shall include, in addition to that outlined in ***ENR 1.1.1.9.2.1***, 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 provisionary fields (see **ENR 1.1.4.1.2.1.3**) in airspace Class G.*

1.1.1.9.2.3 Flight information service provided to VFR flights shall include, in addition to that outlined in **ENR 1.1.1.9.2.1**, 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.

1.1.1.9.3 Automatic Terminal Information Service (ATIS)

1.1.1.9.3.1 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.

1.1.1.9.3.2 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.

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

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

1.1.1.9.3.3.2 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.

1.1.1.9.3.4 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 1.1.1.9.3.3.2**.

1.1.1.9.3.5 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.

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

1.1.1.9.3.7 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.

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

1.1.1.9.4.1 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.

1.1.1.10 Aerodrome Flight information Service (AFIS)

1.1.1.10.1 GENERAL

1.1.1.10.1.1 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**)

1.1.1.10.1.2 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.

1.1.1.10.1.3 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.

1.1.1.10.1.4 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.

1.1.1.10.1.5 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).

1.1.1.10.1.6 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.*

1.1.1.10.2 AFIS REQUIREMENTS FOR INFORMATION

1.1.1.10.2.1 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.

1.1.1.10.3 AFIS COMMUNICATION REQUIREMENTS

1.1.1.10.3.1 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).

1.1.1.10.3.2 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 Aeronautical telecommunications station serving the aerodrome. (Aeronautical Fixed Service).

1.1.1.10.4 RESPONSIBILITY OF AFIS UNIT

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.

1.1.1.10.4.1 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.

1.1.1.10.4.2 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.

1.1.1.10.5 RESPONSIBILITY OF PILOTS

1.1.1.10.5.1 As described at **ENR 1.1.1.10.3.2** 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.

1.1.1.10.5.2 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.

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

1.1.1.10.6.1 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.

1.1.1.10.6.2 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.

1.1.1.11 Alerting Service (ALRS)

1.1.1.11.1 Application

1.1.1.11.1.1 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.

1.1.1.11.1.2 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.

1.1.1.11.1.3 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.

1.1.1.11.1.4 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.

1.1.1.11.1.5 Notification of rescue coordination centers

1.1.1.11.1.5.1 Without prejudice to any other circumstances that may render such notification advisable, air traffic services units shall, except as prescribed in **ENR 1.1.1.11.1.4**, notify rescue coordination centers immediately an aircraft is considered to be in a state of emergency in accordance with the following:

1.1.1.11.1.5.1.1 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.

1.1.1.11.1.5.1.2 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.

1.1.1.11.1.5.1.3 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.

1.1.1.11.1.5.2 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

1.1.1.11.1.5.3 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.

1.1.1.11.1.5.4 Further to the notification in **ENR 1.1.1.11.1.5.1**, 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

b) 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.*

1.1.1.11.1.6 Use of communication facilities

1.1.1.11.1.6.1 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.

1.1.1.11.1.7 Plotting aircraft in a state of emergency

1.1.1.11.1.7.1 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.

1.1.1.11.1.7.2 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.

1.1.1.11.1.8 Information to the operator

1.1.1.11.1.8.1 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 1.1.1.11.1.5.1****.*

1.1.1.11.1.8.2 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.

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

1.1.1.11.1.9.1 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 1.1.1.11.1.9.2** below, be informed of the nature of the emergency as soon as practicable.

1.1.1.11.1.9.2 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**).

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

1.1.1.11.1.10.1 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.

1.1.1.11.1.10.2 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.

1.1.1.11.1.11 Unlawful interference

1.1.1.11.1.11.1 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).

1.1.1.11.1.12 Minimum Fuel and Fuel Emergency (SERA 11012)

1.1.1.11.1.12.1 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.

1.1.1.11.1.12.2 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.

1.1.1.11.2 Search and Rescue Service (SAR)

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

1.1.1.11.2.2 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.

1.1.1.12 Air-ground radio communication failure procedure

1.1.1.12.1 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.

1.1.1.13 Degraded aircraft performance (SERA.11013)

1.1.1.13.1 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.

1.1.1.13.2 Degradation or failure of the RNAV system

1.1.1.13.2.1 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; or
   When 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.

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

1.1.1.13.3.1 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.

1.1.1.13.3.2 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.

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

1.1.1.13.3.4 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.

1.1.1.13.3.5 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.

1.1.1.13.3.6 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.

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

1.1.1.14.1 Except as provided by paragraph 1.1.1.14.5 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.

1.1.1.14.2 Except as provided by para 1.1.1.14.5 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.

1.1.1.14.3 Except as provided by para 1.1.1.14.5 below, all aircraft in flight and fitted with anti-collision lights to meet the requirement of above para 1.1.1.14.2 a) shall display such lights also during day.

1.1.1.14.4 Except as provided by para 1.1.1.14.5 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 1.1.1.14.2 c); or
b) on the movement area of an aerodrome and fitted with lights to meet the requirement of above para 1.1.1.14.2 d); shall display such lights also during day.

1.1.1.14.5 A pilot shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of paras 1.1.1.14.1, 1.1.1.14.2, 1.1.1.14.3 and 1.1.1.14.4 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.

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

1.1.1.15.1 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 (HASP/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 HASP/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 Hellenic Aviation Service Provider 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 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.

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

1.1.2.4 Parachute descents (SERA.3125)

1.1.2.4.1 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.

1.1.2.4.2 Appropriate authority for granting permission is Flight Standards Division (HASP/D2).

1.1.2.5 Aerobatic flights

1.1.2.5.1 Rules for Aerobatic flights

1.1.2.5.2 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;

Hellenic Aviation Service Provider 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.

1.1.2.5.3 Appropriate authority for granting permission is HASP:

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

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

1.1.2.6 Formation flights

1.1.2.6.1 General

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

1.1.2.6.2 Formation flights operating as General Air Traffic (GAT)

1.1.2.6.2.1 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.

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

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

1.1.2.6.2.4 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.

1.1.2.6.2.5 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.

1.1.2.6.2.6 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.

1.1.2.6.2.7 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.

1.1.2.6.3 Maximum number of aircraft in formation

1.1.2.6.3.1 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.

1.1.2.6.3.2 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.

1.1.2.7 Non standard formation flights

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

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

1.1.2.7.2.1 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".

1.1.2.7.2.2 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.

1.1.2.7.2.3 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.

1.1.2.7.2.4 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.

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

1.1.2.7.2.6 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.

1.1.2.8 ATC phraseology

1.1.2.8.1 The following ATC phraseology will be used:

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

1.1.2.8.2 **Break up of formation**

1.1.2.8.2.1 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.

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

1.1.2.9 Towing

1.1.2.9.1 Towing and advertising flights

1.1.2.9.1.1 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.

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

Note: *See address in* ***GEN 1.1***

1.1.2.10 Air refuelling of aircraft

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

1.1.2.10.2 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.

1.1.2.10.3 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.

1.1.2.10.4 Phraseology to use for air refuelling:

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

1.1.2.10.5 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.

1.1.2.10.6 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.

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

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

1.1.2.11 Time and units of measurement

1.1.2.11.1 Time in air traffic services

1.1.2.11.1.1 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.

1.1.2.11.1.2 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.

1.1.2.11.2 Units of measurement

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

1.1.2.12 Airspace structure

1.1.2.12.1 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.*

1.1.2.12.2 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.*

1.1.2.12.3 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.

1.1.2.13 Airspace restrictions and hazards

1.1.2.13.1 General

1.1.2.13.1.1 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 1.1.2.13.2** below. Airspace restrictions are established only when necessary and in accordance with the provisions of ICAO.

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

1.1.2.13.1.3 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 (HASP/D4 and/or HMoD, see addresses in **GEN 1.1** and **GEN 3.3**).

1.1.2.13.2 Definitions

1.1.2.13.2.1 **Danger area** - airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. This term is used only when the potential danger to the aircraft has not led to the designation of the airspace as restricted or prohibited. The effect of the creation of the danger area is to caution operators or pilots of aircraft that it is necessary for them to assess the danger in relation to their responsibility for the safety of their aircraft.

1.1.2.13.2.2 **Prohibited area** - airspace of defined dimensions, above the land areas or territorial waters of state, within which the flight of aircraft is prohibited. This term is used only when the flight of civil aircraft within the designated airspace is not permitted at any time under any circumstances.

1.1.2.13.2.3 **Restricted area** - airspace of defined dimensions, above the land areas or territorial water of state, within which the flight of aircraft is restricted in accordance with certain specified conditions. This term is used whenever the flight of civil aircraft within the designated airspace is not absolutely prohibited but may be made only if specified conditions are complied with. Thus, prohibition of flight except at certain specified times leads to the designation of the airspace a "restricted area" as would prohibition except in certain meteorological conditions. Similarly, prohibition of flight unless special permission had been obtained, leads to the designation of a restricted area. However, conditions of flight imposed as a result of application of rules of the air to air traffic service practices or procedures (for example, compliance with minimum safe heights or within rules stemming from the establishment of controlled airspace) do not constitute conditions calling for designation as a restricted area.

1.1.2.13.2.4 **Controlled Firing area** - airspace of defined dimensions within which firing of projectiles and missiles takes place and is coordinated in such manner that air traffic operating through that area is not endangered. Such an area has been established at Kriti Island to secure caution of all concerned, regarding Kriti Missile Training Range.

1.1.2.13.3 Identification

1.1.2.13.3.1 The identification of restricted airspace in Greece has been effected in accordance with the relative specifications given in Annex 15, para. 3.6.6.

1.1.2.13.3.2 To identify each area a group of letters and figures is used as follows:

a) the nationality letters **LG** allocated to Greece as prescribed in ICAO Doc 7910 (Location indicators);
b) the letter **P** (for Prohibited Areas), **D** (for Danger Area), **R** (for Restricted Areas) or **C** (for Controlled Firing Areas);
c) each area is numbered and a single series of numbers is used for all areas, regardless of type, to ensure that a number is never duplicated.

1.1.2.13.4 Dissemination of information

1.1.2.13.4.1 Each area is described by its lateral and vertical limits, type of activity, times at which it applies and other pertinent information. Times of activity are in UTC. This information can be found in **ENR 5.1** Tables as follows:

a) **ENR 5.1.1**: Danger areas,
b) **ENR 5.1.2** Prohibited areas,
c) **ENR 5.1.3** Restricted areas,
d) **ENR 5.1.4** Controlled Firing

1.1.2.13.4.2 If period of activity is not shown in column 3 of the tables, the area must be considered as permanently activated. Activation by NOTAM will be effected only when it is so stated.

1.1.2.13.4.3 Hazards of temporary nature will be notified, whenever time permits, by NOTAM (see **GEN 3.1.3.5.1.3**).

1.1.2.13.5 Other activities of a dangerous nature and other potential hazards

1.1.2.13.5.1 Other activities such as training flights, radiosondes or pilot balloons for high altitude wind observations, etc., may cause a hazard to aircraft in flight. Details for areas used for such activities are given in **ENR 5.3**.

1.1.2.13.6 Air Navigation Obstructions

1.1.2.13.6.1 Characteristics of obstructions exceeding a height of 100 metres above ground level are listed in **ENR 5.4**.

1.1.2.13.6.2 Pilots shall be aware that the list is not limiting and the accuracy of data provided is not guaranteed, since relevant information regarding artificial obstructions might not even has been reported to HASP.

1.1.2.13.6.3 Details of interruption or return to operation of lights on such obstructions, when notified to the Hellenic Aviation Service Provider, will be promulgated by NOTAM.

1.1.3 Aerial work operations

1.1.3.1 Commercial aerial photography

1.1.3.1.1 No commercial photographing shall be made by aircraft, (see **GEN 1.2.8.1**) except a special permission has been granted from the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

1.1.3.1.2 Responsible authorities for granting permission are:

a) HASP: Air Transport and International Agreement Division (HASP/D1).

b) HMoD Hellenic Air Force/General Air Staff (HAF/A2)

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

1.1.3.2 Hail suppression procedures

1.1.3.2.1 General

1.1.3.2.1.1 Hail suppression is carried out by special flights, from April to September of each year, in predefined areas delineated in proper charts. Relevant permission is required by HASP/D1 (see **GEN 1.1**).

1.1.3.2.1.2 Pilot-in-command of the flights shall maintain continuous two - way communication with appropriate ATC unit.

1.1.3.2.1.3 The following call-signs and SSR codes are used by hail suppression flights for radio communication and radar monitoring procedures:

CALL-SIGNS	SSR
WEATHER 1	3645
WEATHER 2	3646
WEATHER 3	3647

1.1.3.2.2 Operation procedures

1.1.3.2.2.1 Hail suppression aircraft operate only in predefined areas on levels agreed with the appropriate ATC unit.Pilot-in-command of the aircraft selects at own discretion the course of flight within the predefined areas.

1.1.3.2.2.2 Vectors shall not apply to these flights during the operational activity of the aircraft.

1.1.3.2.2.3 Minimum vertical separation between hail suppression flights and other flights is 2000 ft.

1.1.3.2.2.4 Minimum horizontal separation between hail suppression flights and between anti-hail protection flight and other flights is 20 NM.

1.1.3.2.2.5 Hail suppression aircraft shall under no circumstances encounters a transponder or a radio communication failure, on pilots and operators responsibility.

1.1.4 Take-offs and landing of helicopters, hydroplanes – amphibians, seaplanes, airplanes, rotorcraft, airship, powered gliders, gliders and parachutists outside aerodromes

1.1.4.1 Helicopters

1.1.4.1.1 GENERAL

1.1.4.1.1.1 Helicopters may operate under IFR or VFR Rules and procedures for fixed-wing aircraft will be applied accordingly for helicopter flights.

1.1.4.1.1.2 Any exceptions or variations from the IFR or VFR rules and procedures normally applying are mentioned below.

1.1.4.1.1.3 A helicopter flight outside the lateral limits of controlled airspace over the territory of Greece may be performed provided that a special permission has been obtained from the appropriate authority or ATS unit. In this case, that flight will be provided only with FIS and Alerting service, in accordance with current rules and procedures.

1.1.4.1.1.4 Provisions regarding regulations for landing and take-off of helicopters as well as the use of heliports may be found in **GEN 1.2.5.2.5**, **GEN 1.2.5.2.6** and **AD 1.1.1.5** respectively.

1.1.4.1.2 TAKE OFF AND LANDING

1.1.4.1.2.1 Helicopters may take off from or land to:

a) aerodromes,
b) heliports approved by HASP and published in AIP Greece (AD 3).
c) non-specified provisionary fields

Note: *Field is an area for take off or/and landing helicopters used or intended to be used provisionally, situated outside aerodromes, approved heliports and inhabited areas.*

1.1.4.1.2.1.1 At aerodromes

a) Helicopters shall use for take off/land specified and indicated areas where established.
b) At controlled aerodromes, other appropriate take off/landing areas may be used according to ATC approval.

c) At controlled aerodromes, helicopters shall not interfere with the take off and landing patterns of aircraft complying to ATC clearances.
d) At uncontrolled aerodromes, helicopter pilots and operators solitarily assume responsibility of selecting the appropriate landing area.

Note: Closed aerodromes shall not be used *by helicopters for take off / landing, unless special permission has been granted by HASP.*

1.1.4.1.2.1.2 At heliports

1.1.4.1.2.1.2.1 Prior permission from the owner/administrator is required (see also **AD 1.1.1.5** and **AD 3.xxx.2.8** subsection of each heliport). All civil heliports in Greece are uncontrolled.

1.1.4.1.2.1.3 At non-specified provisionary fields

1.1.4.1.2.1.3.1 The helicopter pilot and operator are solitarily responsible for:

a) selecting the area to be used as a provisionary field,
b) judging whether the area selected to be used as provisionary field, is situated out of inhabited areas or not,
c) complying to the helicopter performance restrictions during landing at and take off from provisionary fields,
d) the safety and protection of persons and properties on the ground,
e) the safety of flights.
f) not selecting and avoiding landing at a provisionary field within an environmentally or otherwise protected area (according to art. 12 of Presidential Degree 19/2009, GG A'/35/3-3-2009).
(http://www.geodata.gov.gr and http://www.ypeka.gr/Default.aspx?tabid=433)

Note: During night, landing *to and* ***take off*** *from provisionary fields* ***is forbidden****.*

1.1.4.1.3 MINIMUM FLIGHT ALTITUDES

1.1.4.1.3.1 Except when necessary for take-off or landing, or except when specifically authorized by the HASP, minimum flight altitudes for helicopters are those of VFR flights defined in **ENR 1.2.3.1.**
As an exception to this, subject to permission by the appropriate ATC unit, helicopter flights operating in a CTR or ATZ may have a permission to fly at lower than the **ENR 1.2.3.1** minimum flight altitudes, for performance check or other operational reasons.

1.1.4.1.4 FUEL POLICY

1.1.4.1.4.1 Helicopters shall be supplied with a sufficient amount of fuel, enough to complete the flight to the destination plus an extra amount adequate enough to execute 30 minutes of flight in excess.

1.1.4.1.4.2 This extra amount of fuel may be reduced to 20 minutes of flight, under the precondition that along the intended route of flight multiple appropriate landing areas are available.

1.1.4.1.4.3 For the calculation of fuel supply, meteorological as well as other conditions which may cause delays should be taken into account by the pilot or/and the operator.

1.1.4.1.5 FLIGHT PLAN REQUIREMENTS

1.1.4.1.5.1 In item 18 of the ICAO Flight Plan Form, "RMK/HELICOPTER" should be inserted.

1.1.4.1.5.2 In Item 8 of the ICAO Flight Plan Form, insertion of alternate aerodrome is not mandatory, provided that along the route to be flown there are many suitable areas to be used as provisionary fields for an emergency landing, if needed.

1.1.4.1.6 COMMUNICATION REQUIREMENTS

1.1.4.1.6.1 The word "HELICOPTER" shall be included before the aircraft Call Sign in the initial radiotelephony contact with the ATS units.

1.1.4.1.7 PROCEDURES AND SEPARATION MINIMA FOR THE CONTROL OF HELICOPTERS

1.1.4.1.7.1 Separation minima for VFR helicopter operations on and the vicinity of helicopter landing areas in Controlled Aerodromes.

1.1.4.1.7.1.1 Landing helicopters using the same landing area

a) A succeeding landing helicopter shall not be cleared to land until a preceding landing helicopter has come to a stop or taxied clear of the helicopter landing area.
b) Helicopters performing "air taxi" operations (normally not above 10 ft) within the boundary of the airport are considered to be taxiing aircraft.

1.1.4.1.7.1.2 Departing helicopters using the same landing area

1.1.4.1.7.1.2.1 A succeeding departing helicopter shall not be cleared for take off until the preceding departing helicopter has cleared the helicopter the helicopter take- off area.

1.1.4.1.7.1.3 Landing and Departing Helicopters Using the Same Landing / Take Off Areas

a) A landing helicopter shall not be cleared to land until the preceding departing helicopter has cleared the helicopter landing area.
b) A departing helicopter shall not be cleared for take off until the preceding helicopter has taxied clear of the helicopter landing area.

c) Helicopters performing "air taxi" operations (normally above 10 ft) within the boundary of the airport are considered to be taxiing aircraft.

1.1.4.1.7.1.4 Simultaneous Landing/Take off Operations

a) Simultaneous landing/take off operations may be conducted when the landing/take off areas are separated by a distance of 200 ft or more, provided the helicopter flight paths do not conflict.
b) The 200 ft distance specified above, can be determined by suitable marking on the surface of the landing/take off area. At locations that such marking does not exist, the helicopter pilot should be instructed to land 200 ft or more from the first helicopter.

1.1.4.1.7.2 Separation minima for SPECIAL VFR helicopter operations in Control Zone

1.1.4.1.7.2.1 Succeeding Arrivals and Departures

a) A minimum of 1 NM separation shall be applied:
- between succeeding arrivals
- succeeding departures
- between arrivals and departures
- between helicopters operating on the same or converging courses

1.1.4.1.7.2.2 Simultaneous Arrivals and Departures

a) Simultaneous arrivals and departures may be conducted when the arrival/departures areas are separated by a distance of 200 ft or more, provided the helicopter flight paths do not conflict

b) The 200 ft distance specified above, can be determined by suitable marking on the surface of the landing/take off area. At locations that such marking does not exist, the helicopter pilot should be instructed to land 200 ft or more from the first helicopter.

1.1.4.1.7.2.3 Separation minima between SPECIAL VFR helicopters and IFR fixed-wing aircraft in a Control Zone

1.1.11.1.7.2.3.1 Fixed-Wing Arrivals and Helicopter Arrivals

a) A minimum of 1 1/2 NM separation shall be applied between arriving helicopters and fixed-wing aircraft executing straight-in approaches, except that this separation may be reduced to 1/2 NM if the fixed-wing arrival on final approach is within 1 NM from the end of the runway. The reduced minimum of 1/2 NM, refers only to lateral or longitudinal separation when the helicopter is abeam of or behind the fixed-wing arrival.

b) A minimum of 2 NM separation, shall be applied between arriving helicopters and fixed-wing aircraft executing circling approaches or missed approach procedures.

1.1.11.1.7.2.3.2 Fixed -Wing Departures and Helicopter Arrivals

a) A minimum of 2 NM separation shall be applied between fixed-wing departure and helicopter arrivals except that this may be reduced to 1/2 NM on either side of the take off runway for the length of runway and 1/2 NM beyond, provided that the fixed-wing departure flight path, do not cross the helicopter arrival flight path. The reduced minimum of 1/2 NM is to provide for those locations where the helicopter landing area is within 1/2 NM of the runway.

1.1.11.1.7.2.3.3 Fixed Arrivals and Helicopter Departures

a) When the flight paths do not conflict, a departing helicopter may be released anytime the fixed-wing arrivals are 1 NM or more from the airport, provided the separation will be maintained or increased after take-of.

1.1.11.1.7.2.3.4 Fixed-Wing Departures and Helicopter Departures

a) When flight path do not conflict, departing helicopters or departing fixed-wing aircraft may be released, with respect to each other, when 1/2 NM separation exists provided the 1/2 NM separation increases after take-off.

1.1.11.1.7.2.3.5 Vertical Separation of Fixed-Wing Aircraft and Helicopters

a) A minimum of 500 ft vertical separation shall be established between helicopters flying below fixed-wing aircraft maintaining assigned or procedurally established altitudes or prescribed courses.

1.1.4.1.8 IFR FLIGHTS OF HELICOPTERS

1.1.1.1.8.1 In addition to the rules provided in the previous paragraphs, helicopter may be flown IFR within ATHINAI FIR HELLAS UIR as follows:Helicopters will be cleared for an IFR flight provided that in the airworthiness certificate and the flight manual is indicated that such a flight is permitted and the pilot in command holds a valid instrument rating for helicopters.

1.1.1.1.8.2 Helicopter IFR flight will be treated by ATS units as all the other aircraft under IFR.

1.1.1.1.8.3 An IFR helicopter flight outside the lateral limits of controlled airspace over territory of Greece may be performed provided that a special permission has been obtained from the appropriate authority or ATS unit. In this case, that flight will be provided only with FIS and Alerting service, in accordance with correct rules and procedures.

1.1.4.2 Hydroplanes - Amphibians or seaplanes

1.1.4.2.1 WATER OPERATIONS

1.1.4.2.1.1 Provisions regarding regulations for landing and take-off of Amphibians of seaplanes and Hydroplanes as well as the use of water aerodromes may be found in **GEN 1.2.5.2** and **AD 1.1.1.7** respectively.

1.1.4.2.1.2 When two aircraft or an aircraft and a vessel are approaching one another and there is a risk of collision, the aircraft shall proceed with careful regard to existing circumstances and conditions including the limitations of respective craft.

1.1.4.2.1.3 **Converging:** An aircraft, which has another aircraft or a vessel on its right, shall give way so as to keep well clear.

1.1.4.2.1.4 **Approaching head-on:** An aircraft approaching another aircraft or a vessel head-on, on approximately so, shall alter its heading to the right to keep well clear.

1.1.4.2.1.5 **Overtaking:** The aircraft or vessel which is being overtaken has the right of the way, and the overtaking shall alter its heading to keep well clear.

1.1.4.2.1.6 **Landing and taking off:** Aircraft landing on or taking off from the water shall, in so far as practicable, keep well clear of all vessels and avoid impeding their navigation.

1.1.4.2.2 LIGHTS TO BE DISPLAYED BY AIRCRAFT ON THE WATER (SERA.3230(b))

1.1.4.2.2.1 At night and also during day in restricted visibility, or in all other circumstances when deemed necessary, all aircraft on the water shall display lights as required by the International Regulations for Preventing Collisions at Sea, 1972, unless it is impractical for them to do so, in which case they shall display lights as closely similar as possible in characteristics and position to those required by International Regulations.

1.1.5 Ascents of balloons, kites, self-propelled flying models and flying bodies

1.1.5.1 Unmanned free balloons [SERA.3140, Appendix 2 of (EU) 923/2012)]

1.1.5.1.1 An unmanned free balloon shall be operated in such a manner as to minimise hazards to persons, property or other aircraft and in accordance with the conditions specified in Appendix 2 of (EU) 923/2012.

1.1.5.1.2 Classification of unmanned free balloons

1.1.5.1.2.1 Unmanned free balloons shall be classified as:

a) light: an unmanned free balloon which carries a payload of one or more packages with a combined mass of less than 4KG, unless qualifying as a heavy balloon in accordance with (c)(i),(iii) or (iv)
b) medium: an unmanned free balloon which carries a payload of two or more packages with a combined mass of 4KG or more, but less than 6KG, unless qualifying as a heavy balloon in accordance with (c)(ii), (iii) or (iv)
c) heavy: an unmanned free balloon which carries a payload which:
   i) has a combined mass of 6KG or more; or
   ii) includes a package of 3KG or more; or
   iii) includes a package of 2KG or more with an area density of more than 13G/CM², determined by dividing the total mass in grams of the payload package by the area in square centimetres of its smallest surface; or
   iv) uses a rope or other device for suspension of the payload that requires an impact force of 230N or more to separate the suspended payload from the balloon.

1.1.5.1.3 General operating rules

1.1.5.1.3.1 An unmanned free balloon shall not be operated without appropriate authorization from the State from which the launch is made.

1.1.5.1.3.2 An unmanned free balloon, other than a light balloon used exclusively for meteorological purpose and operated in the manner prescribed by the HASP, shall not be operated across the territory of another State without authorization from the other State concerned.

1.1.5.1.3.3 The authorization shall be obtained prior to the launching of the balloon if there is reasonable expectation, when planning the operation that the balloon may drift into airspace over the territory of another State. Such authorization may be obtained for a series of balloon flights or for a particular type of recurring flight, e.g. atmospheric research balloon flights.

1.1.5.1.3.4 An unmanned free balloon shall be operated in accordance with conditions specified by the State of Registry and the State(s) expected to be overflown.

1.1.5.1.3.5 An unmanned free balloon shall not be operated in such a manner that impact of the balloon, or any part thereof including its payload, with the surface of the earth, creates a hazard to persons, property or other aircraft not associated with the operation.

1.1.5.1.3.6 A heavy unmanned free balloon shall not be operated over the high seas without prior coordination with the ANSP(s).

Note 1: *Details for ascents of radiosondes and pilot balloons for high altitude wind observations in Greece are given in* ***ENR 5.3.2****.*
Note 2: *Details for operating limitations and equipment requirements, termination flight notification, position recording and reports are provided in Appendix 2 of EU 923/2012.*

1.1.5.2 The ascent of Kites, flying modes of all types or other flying bodies within the construction restriction zone of aerodromes or outside an aerodrome requires permission from HASP and/or the local aeronautical authority.

1.1.6 STS/HEAD and STS/State Flights

1.1.6.1 STS/HEAD FLIGHTS

1.1.6.1.1 A flight is qualified as a STS/HEAD flight, only when it is used for the transportation of the Head, or the Prime Minister, of a State.

1.1.6.1.2 Information "STS/HEAD" should be inserted in item 18 of the submitted flight plan.

1.1.6.1.3 STS/HEAD flights are exempted from ATFM measures.

1.1.6.1.4 SPECIAL ARRANGEMENTS FOR STS/HEAD FLIGHTS

1.1.6.1.4.1 Special arrangements, in handling STS/HEAD aircraft within ATHINAI FIR / HELLAS UIR by ATC units, may be implemented when the Head of State concerned desires so.

1.1.6.1.4.2 The State initiating such a flight submit an application to the ATS Division of the Hellenic Aviation Service Provider (HASP/D4) at least 10 days prior to the date of the flight giving the information listed below:

Departure, Arrival and Alternate aerodrome
a) Significant points to indicate the route to be followed
b) Estimated time of departure and arrival
c) Estimated time of passing each significant point
d) Planned flight level for each part of flight
e) Aircraft type and registration
f) R/T call sign
g) SELCAL code

1.1.6.1.4.3 Provisions for special arrangements concerning STS/HEAD flights may such of the following as necessary:

a) STS/HEAD aircraft operates continuously within controlled air space.
b) Any activities that might cause hazard to the flight (e.g. Danger Areas) are suspended.
c) Temporary controlled airspace will be established, if the intended route of the flight comprises uncontrolled airspace.
d) Temporary controlled airspace will be established at the Departure or Destination aerodrome if no permanent controlled airspace exists.
e) The vertical and horizontal limits of the established temporary controlled airspace will be determined by the Hellenic Aviation Service Provider and will be applied for a specified time before and after the passage of the flight.
f) Other flights are not permitted to operate within the airspace reserved for the STS/HEAD flight, irrespective of weather conditions.
g) ATS units concerned must be notified about special arrangements for STS/HEAD flights at least 48 hours before the flight in question, by the issuance of a NOTAM.

1.1.6.2 STS/STATE FLIGHTS

1.1.6.2.1 The STS/STATE indicator in Item 18 of the submitted Flight Plan shall be used only for military or civil registered aircraft used in military, customs and police services.

1.1.6.2.2 Information "STS/STATE" should be inserted in item 18 of the submitted flight plan of these flights

1.1.6.2.3 STS/STATE flights flying as GAT have no right for priority over other flights, unless a request for special handling due to mission requirements is addressed to the ATC units. In addition, STS/STATE flights have the right to fly as Operational Air Traffic – OAT.

1.1.6.3 OTHER FLIGHTS CARRYING STATE OFFICIALS (RMK/STATE OFFICIALS)

1.1.6.3.1 The RMK/STATE OFFICIALS indicator may be used in Item 18 of the submitted flight plan for flights conducted for the transportation of: State staff, Members of the Council of Ministers, President of Parliament, Chief of Staff of the Armed Forces, the Army, Navy or Air Force, Head of Church, NATO Headquarter Commanders.

1.2.12.4 Table of Cruising Levels [Appendix 3 of (EU)923/2012].

MAGNETIC TRACK											
GEOGRAPHICAL ROUTE (TRACK)											
From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flights			VFR Flights			IFR Flights			VFR flights		
Level			Level			Level			Level		
FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres
010	1000	300	-	-	-	020	2000	600	-	-	-
030	3000	900	035	3500	1050	040	4000	1200	045	4500	1350
050	5000	1500	055	5500	1700	060	6000	1850	065	6500	2000
070	7000	2150	075	7500	2300	080	8000	2450	085	8500	2600
090	9000	2750	095	9500	2900	100	10000	3050	105	10500	3200
110	11000	3350	115	11500	3500	120	12000	3650	125	12500	3800
130	13000	3950	135	13500	4100	140	14000	4250	145	14500	4400
150	15000	4550	155	15500	4700	160	16000	4900	165	16500	5050
170	17000	5200	175	17500	5350	180	18000	5500	185	18500	5650
190	19000	5800	195	19500	5950	200	20000	6100	205	20500	6250
210	21000	6400	215	21500	6550	220	22000	6700	225	22500	6850
230	23000	7000	235	23500	7150	240	24000	7300	245	24500	7450
250	25000	7600	255	25500	7750	260	26000	7900	265	26500	8100
270	27000	8250	275	27500	8400	280	28000	8550	285	28500	8700
290	29000	8850				300	30000	9150			
310	31000	9450				320	32000	9750			
330	33000	10050				340	34000	10350			
350	35000	10650				360	36000	10950			
370	37000	11300				380	38000	11600			
390	39000	11900				400	40000	12200			
410	41000	12500				430	43000	13100			
450	45000	13700				470	47000	14350			
490	49000	14950				510	51000	15550			
etc.	etc.	etc. etc.				etc.	etc.	etc.			

Note: *The cruising levels assigned to controlled VFR flights in level cruising flight above FL 195 and up to FL 285 included shall be selected from the corresponding (appropriate to the track) levels allocated to IFR flights.*

1.2.13 VFR FPL

1.2.13.1 SUBMISSION OF A FLIGHT PLAN FOR VFR FLIGHTS

1.2.13.1.1 A flight plan shall be submitted for every VFR flight within ATHINAI FIR / HELLAS UIR or across its' international borders. (see **ENR 1.10**).

1.2.13.1.2 The VFR and VFR portions of IFR/VFR flight plans shall be submitted at the Air Traffic Services Reporting Office (ARO), at the departure aerodrome (see also **GEN 3.1.7** and **ENR 1.10.2.3**).

1.2.13.1.3 Where no ATS Reporting Office has been established at an aerodrome, the ATC unit at controlled aerodromes and ATS unit usually collocated at the COM Station Office at Category A uncontrolled aerodromes assume responsibility to replace the duties of a Reporting Office.

1.2.13.1.4 ATSUs at the departure aerodrome will, when appropriate, assist in the completion of the flight plan form.

1.10.2.4 Time of submission

1.10.2.4.1 Except for flight plans which are submitted during flight, a flight plan shall be submitted at least 60 minutes prior to departure, taking into account requirements for timely information of ATS units in airspace along the route to be flown.

1.10.2.4.2 Flight plans for flights which may be subject to ATFM shall be submitted at least 3 hours before the estimated off-block time (EOBT).

1.10.2.4.3 Any changes to the EOBT of more than 15 minutes for any IFR flight within the IFPZ shall be communicated to the IFPS.

1.10.2.4.4 FPL messages should be transmitted immediately after the filing of the flight plan. If a flight plan is filed more than 24 hours in advance of the estimated off-block time of the flight to which it refers, the date of the flight departure shall be inserted in **Item 18** of the flight plan.

1.10.3 Submission of FPL during flight

1.10.3.1 In case of inability to comply with paragraph **ENR 1.10.2.3** above, then:

a) Pilot of a flight: requesting provision of **ATC** service may submit the FPL to the nearest ATS unit during flight.
   - As soon as possible after take off, or if unable due to lack of radio communication,
   - at a time which will ensure its receipt by the appropriate ATS unit at least **10 minutes** before entering into controlled airspace, as applicable.

b) Pilot of a flight requesting provision of **FIS** may submit the FPL during flight to the nearest ATS unit as soon as possible after take off.

1.10.4 Completion of a FPL

1.10.4.1 ICAO FPL form (as shown in paragraph **ENR 1.10.5** below) shall be followed, as applicable, for FPL submission. A flight plan shall contain additional information, when otherwise deemed necessary by the person submitting the flight plan (SERA.4010).

1.10.4.2 ICAO flight plan forms are available at the ATS Reporting Offices (AROs) at controlled aerodromes and the COM Station Offices at Category A uncontrolled aerodromes.

1.10.4.3 ATSUs at the departure aerodrome will, when appropriate, assist in the completion of the flight plan form. However, responsibility for the complete filing of the IFR/GAT flight plans as well as IFR portions of IFR/VFR GAT flight plans and associated messages, concerning compilation, accuracy and submission of flight plans, as well as reception of an acknowledgment (ACK, MAN or REJ) message from IFPS rests with the Aircraft operators *(see also **ENR 1.9**)*.

1.10.4.4 Regarding VFR flight plans, as well as VFR portions of IFR/VFR flight plans, the ATSU receiving a filed flight plan shall take action as indicated in **ENR 1.2.13.1.5**