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GREECE

MINISTRY OF INFRASTRUCTURE AND TRANSPORT

HELLENIC AVIATION SERVICE PROVIDER

DIRECTORATE GENERAL OF AIR NAVIGATION SERVICE PROVIDER

AERONAUTICAL INFORMATION SERVICE DIVISION

AIRAC

AIP AMDT 02/23

Effective Date: 23 FEB 2023

Publication Date: 12 JAN 2023

1. Amendment content

GEN

GEN 2.2	New abbreviations added

ENR

ENR 1.1	Updated information in 1.1.9.5.4.4 Responsibility of AFIS unit
ENR 3.3	Updated information in: • AWY UM1 – New segments due to significant point GAVDO insertion • AWY MUM728 - New segments due to significant point GAVDO insertion
ENR 4.4	• New significant point GAVDO • New FRA(I) points added

AD

AD 1.1	Updated information in 1.1.6.2.2 on AFIS aerodromes
AD 2 LGAV	Revision of: • AD 2-LGAV-VFR
AD 2 LGKV	Updated information in: • 2.4 Fueling facilities • 2.5 Tourist office • 2.6 Rescue equipment • 2.8 Taxiway width • 2.9 Remarks • 2.12 Column 11, 12, 13 • 2.15 IBN characteristics • 2.20.1 Airport regulations Revision of • AD 2-LGKV-ADC
AD 1.6.12 KAVALA / AMYGDALEON - LYDIA	Updated information in 1.6.12.1 on AFS
AD 2 LGSM	Updated information in: • 2.12 Column 11, 12, 13 • 2.20.1 Airport regulations

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	**A2695/22, A4182/22**

5. New AICs & SUPs in this Amendment:

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

6. Insert / remove the pages as shown hereunder:

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COT	At the coast
COV	Cover or covered or covering
CPL	Current flight plan (message type designator)
CRZ	Cruise
CS	Cirrostratus
CS*	Certification Specification
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
CTR	Control zone
CU	Cumulus
CUF	Cumuliform
CUST	Customs
CW	Continuous wave
CWY	Clearway

D

D	Downward (tendency in RVR during previous 10 minutes)
D...	Danger area (followed by identification)
DA	Decision altitude
DCD	Double channel duplex
DCKG	Docking
DCS	Double channel simplex
DCT	Direct (in relation to flight plan clearances and type of approach)
DEC	December
DEG	Degrees
DEP	Depart or departure
DEP	Departure (message type designator)
DES	Descend to or descending to
DEST	Destination
DETRESFA	Distress phase
DEV	Deviation or deviating
DFTI	Distance from touchdown indicator
DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert or diverting
DLA	Delay (message type designator)
DLA	Delay or delayed
DME	Distance measuring equipment
DNG	Danger or dangerous
DOM	Domestic
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DR ...	Low drifting (followed by DU = dust, SA = sand or SN= snow)
DRG	During
DS	Dust storm
DSB	Double sideband
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTRT	Deteriorate or deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUR	Duration
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

E

E	East or eastern longitude
E*	FRA Horizontal Entry Point
EAT	Expected approach time
EB	Eastbound
EET	Estimated elapsed time
EFC	Except further clearance
EHF	Extremely high frequency [30 000 MHz to 300 000 MHz]
ELEV	Elevation
ELR	Extra long range
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
END	Stop-end (related to RVR)
ENE	East north east
ENG	Engine
ENRT	En route
EOBT	Estimated off-block time
EQPT	Equipment
ER	Here... or herewith
ERP*	Emergency response plan
ESE	East south east
EST	Estimate or estimated or estimate (message type designator)
ETA	Estimated time of arrival or estimating arrival
ETD	Estimated time of departure or estimating departure
ETO	Estimated time over significant point
EURO*	European Union’s Currency
EV	Every
EXC	Except
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting

EXTD	Extend or extending

F

F	Fixed
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point
FATO	Final approach and take-off-area
FAX	Facsimile transmission
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)
FBZ*	Flight buffer zone
FC	Funnel cloud (tornado or water spout)
FCST	Forecast
FCT	Friction coefficient
FEB	February
FEW	Few
FG	Fog
FIC	Flight information centre
FIR	Flight information region
FIS	Flight information service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	From
FM ...	From (followed by time weather change is forecast to begin)
FMU	Flow management unit
FNA	Final approach
FPL	Filed flight plan (message type designator)
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FRA*	Free Route Airspace
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	Front (relating to weather)
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station
FST	First
FT	Feet (dimensional unit)
FU	Smoke
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GAMET	Area forecast for low-level flights
GAT*	General air traffic
GCA	Ground controlled approach system or ground controlled approach
GEN	General
GEO	Geographic or true
GES	Ground earth station
GLD	Glider
GND	Ground
GNDCK	Ground check
GNSS	Global navigation satellite system
GP	Glide path
GR	Hail
GR*	Greek
GRASS	Grass landing area
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (aeronautical meteorological code)
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
GSE	Ground Support equipment

H

H24	Continuous day and night service
HAF*	Hellenic Air Force
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HCAA*	Hellenic Civil Aviation Authority
HDF	High frequency direction-finding station
HDG	Heading
HEL	Helicopter
HF	High frequency [3 000 to 30 000 kHz]
HGT	Height or height above
HJ	Sunrise to sunset
HLDG	Holding

HN	Sunset to sunrise
HO	Hours of service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hours
HS	Service available during hours of scheduled operations
HURCN	Hurricane
HVDF	High and very high frequency direction-finding stations (at the same location)
HVY	Heavy
HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (cycle per second)

I

I*	FRA Intermediate Point
IAC	Instrument approach chart
IAF	Initial approach fix
IAO	In and out of clouds
IAR	Intersection of air routes
IAS	Indicated air speed
IBN	Identification beacon
IC	Ice crystals (very small ice crystals in suspension, also known as diamond dust)
ICE	Icing
ID	Identifier or identify
IDENT	Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
IFR	Instrument flight rules
IGA	International general aviation
ILS	Instrument landing system
IM	Inner marker
IMC	Instrument meteorological conditions
IMG	Immigration
IMPR	Improve or improving
IMT	Immediate or immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCERFA	Uncertainty phase
INFO	Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INSTL	Install or installed or installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt or interruption or interrupted
INTSF	Intensify or intensifying
INTST	Intensity
IR	Ice on RWY
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated

J

JAN	January
JTST	Jet stream
JUL	July
JUN	June

K

KG	Kilograms
KHZ	Kilohertz
KM	Kilometres
KMH	Kilometres per hour
KPA	Kilopascal
KT	Knots
KW	Kilowatts

L

L	Left (runway identification)
L	Locator (see LM, LO)
LAM	Logical acknowledgement (message type designator)
LAN	Inland
LAT	Latitude
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEN	Length
LF	Low frequency [30 to 300 kHz]
LGC*	Controlled Firing Area
LGT	Light or lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low

LIM	Light intensity medium
LLZ	Localizer
LM	Locator, middle
LMT	Local mean time
LNG	Long (used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	Local or locally or location or located
LONG	Longitude
LORAN	LORAN (long range air navigation system)
LRG	Long range
LTD	Limited
LTT	Landline teletypewriter
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level
LYR	Layer or layered

M

M	Mach number (followed by figures)
M	Metres (preceded by figures)
MAA	Maximum authorized altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	At sea
MAR	March
MAS	Manual All simplex
MAX	Maximum
MAY	May
MBST	Microburst
MCA	Minimum crossing altitude
MCTR	Military CTR
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEHT	Minimum eye height over threshold (for visual approach slope indicator systems)
MET	Meteorological or meteorology
METAR	Aviation routine weather report (in aeronautical meteorological code)
MF	Medium frequency [300 to 3 000 kHz]
MHDF	Medium and high frequency direction-finding stations (at the same location)
MHVDF	Medium, high and very high frequency direction-finding stations (at the same location)
MHZ	Megahertz
MID	Mid-point (related to RVR)
MIFG	Shallow fog
MIL	Military
MIN	Minutes
MKR	Marker radio beacon
MLS	Microwave landing system
MM	Middle marker
MNM	Minimum
MNPS	Minimum navigation performance specification
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports, e.g. MOD RA = moderate rain)
MON	Above mountains
MON	Monday
MOTNE	Meteorological Operational Telecommunications Network Europe
MOV	Move or moving or movement
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSG	Message
MSL	Mean sea level
MT	Mountain
MTMA*	Military Terminal Control Area
MTU	Metric units
MTW	Mountain waves
MVDF	Medium and very high frequency direction-finding stations (at the same location)
MWO	Meteorological watch office
MX	Mixed type of ice formation (white and clear)

N

N	North or northern latitude
N	No distinct tendency (in RVR during previous 10 minutes)
NAT	North Atlantic
NAV	Navigation
NB	Northbound
NBFR	Not before
NC	No change
NDB	Non-directional radio beacon
NE	North-east
NEB	North-eastbound
NEG	No or negative or permission not granted or that is not correct
NGT	Night

NIL	None or I have nothing to send to you
NM	Nautical miles
NML	Normal
NNE	North north east
NNW	North north west
NOF	International NOTAM office
NOSIG	No significant change (used in trend-type landing forecasts)
NOTAM	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
NOV	November
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSW	Nil significant weather
NW	North-west
NWB	North-westbound
NXT	Next

O

O/R	On request
OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OBS	Observe or observed or observation
OBSC	Obscure or obscured or obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting (light)
OCH	Obstacle clearance height
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OHD	Overhead
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	The control indicated is operational control
OPMET	Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	Operations
ORD	Indication of an order
OSV	Ocean station vessel
OTLK	Outlook (used in SIGMET messages for volcanic ash and tropical cyclones)
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast

P

P…	Prohibited area (followed by identification)
PALS	Precision approach lighting system (specify category)
PANS	Procedures for air navigation services
PAPI	Precision approach path indicator
PAR	Precision approach radar
PARL	Parallel
PAX	Passenger(s)
PCD	Proceed or proceeding
PCN	Pavement classification number
PDG	Procedure design gradient
PE	Ice pellets
PER	Performance
PERM	Permanent
PJE	Parachute jumping exercise
PLA	Practice low approach
PLN	Flight plan
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls (dust devils)
POB	Persons on board
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
PROB	Probability
PROC	Procedure
PROV	Provisional
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

Q

QBI	Compulsory IFR flight
QDM	Magnetic heading (zero wind)

QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing
QUAD	Quadrant

R

R	Red
R	Right (runway identification)
R…	Restricted area (followed by identification)
RA	Rain
RAC	Rules of the air and air traffic services
RAD*	Route Availability Document
RAFC	Regional area forecast centre
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue co-ordination centre
RCF	Radio communication failure (message type designator)
RCH	Reach or reaching
RCL	RWY centre line
RCLL	RWY centre line light(s)
RCLR	Recleared
RDH	Reference datum height (for ILS)
RDL	Radial
RDO	Radio
RE …	Recent (used to qualify weather phenomena, e.g. RERA = recent rain)
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to … or refer to …
REG	Registration
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RERTE	Reroute
RG	Range (lights)
RGA*	Regional Guard Assignment
RIF	Reclearance in flight
RITE	Right (direction of turn)
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	RWY lead-in lighting system
RLNA	Request level not available
RMK	Remark
RMZ*	Radio mandatory zone
RNAV	(to be pronounced "AR-NAV") Area navigation
RNG	Radio range
RNP	Required navigation performance
ROBEX	Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
ROFOR	Route forecast (in aeronautical meteorological code)
RON	Receiving only
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report reaching
RRA	(or RRB, RRC... etc., in sequence) Delayed meteorological message (message type designator)
RSC	Rescue sub-centre
RSCD	RWY surface condition
RSP	Responder beacon
RSR	En-route surveillance radar
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	RWY threshold light(s)
RTIL*	RWY threshold identification lights
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVR	Runway visual range
RWY	Runway

S

S	South or southern latitude
SA	Sand
SALS	Simple approach lighting system
SAN	Sanitary
SAP	As soon as possible

SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SATCOM	Satellite communication
SB	Southbound
SC	Stratocumulus
SCT	Scattered
SDBY	Stand by
SE	South-east
SEB	South-eastbound
SEC	Seconds
SECT	Sector
SELCAL	Selective calling system
SEP	September
SER	Service or servicing or served
SEV	Severe (used e.g. to qualify icing and turbulence reports)
SFC	Surface
SG	Snow grains
SGL	Signal
SH...	Showers (followed by RA = rain, SN = snow, PE = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)
SHF	Super high frequency [3 000 to 30 000 MHz]
SID	Standard instrument departure
SIF	Selective identification feature
SIGMET	Information concerning en-route weather phenomena which may affect the safety of aircraft operations
SIGWX	Significant weather
SIMUL	Simultaneous or simultaneously
SIWL	Single isolated wheel load
SKC	Sky clear
SKED	Schedule or scheduled
SLP	Speed limiting point
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
SPECI	Aviation selected special weather report (in aeronautical meteorological code)
SPECIAL	Special meteorological report (in abbreviated plain language)
SPL	Supplementary flight plan (message type designator)
SPOC	SAR point of contact
SPOT	Spot wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South south east
SSR	Secondary surveillance radar
SST	Supersonic transport
SSW	South south west
ST	Stratus
STA	Straight in approach
STAR	Standard instrument arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement (AIP Supplement)
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWY	Stopway

T

T	Temperature
TA	Transition altitude
TACAN	UHF tactical air navigation aid
TAF	Aerodrome forecast
TAIL	Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	Temporary or temporarily

TEND	Trend forecast
TFC	Traffic
TGL	Touch-and-go landing
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIL	Until
TIP	Until past… (place)
TKOF	Take-off
TL …	Till (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area
TMA	Terminal control area
TNA	Turn altitude
TNH	Turn height
TO	To... (place)
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	Cloud top
TORA	Take-off run available
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
TRA*	Temporary Reserved Area
TRANS	Transmits or transmitter
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)
TS...	Thunderstorm (followed by RA = rain, SN = snow, PE = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)
TSA*	Temporary segregated area
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TWYL	Taxiway-link
TYP	Type of aircraft
TYPH	Typhoon

U

U	Upward (tendency in RVR during previous 10 minutes)
U/S	Unserviceable
UAB	Until advise by...
UAC	Upper area control centre
UAR	Upper air route
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	Ultra high frequency [300 to 3 000 MHz]
UIC	Upper information centre
UIR	Upper flight information region
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UTA	Upper control area
UTC	Coordinated Universal Time
UUP*	Updated Airspace Use Plan

V

VA	Volcanic ash
VAC	Visual approach chart
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator system
VC	Vicinity of the aerodrome (followed by FG = fog, FC = funnel clouds, SH = showers, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, e.g. VC FG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
VER	Vertical
VFR	Visual flight rules
VHF	Very high frequency [30 to 300 MHz]
VIP	Very important person
VIS	Visibility
VLF	Very low frequency [3 to 30 KHz]
VLR	Very long range
VMC	Visual meteorological conditions
VOLMET	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VORTAC	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTOL	Vertical take-off and landing

W

W	West or western longitude
W	White
WAC	World Aeronautical Chart-ICAO 1:1 000 000
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WI	Within
WID	Width
WIE	With immediate effect or effective immediately
WILCO	Will comply
WINTEM	Forecast upper wind and temperature for aviation
WIP	Work in progress
WKN	Weaker or weakening
WNW	West north west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West south west
WT	Weight
WTSPT	Waterspout
WX	Weather

X

X	Cross
X*	FRA Horizontal Exit Point
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics

Y

Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YR	Your

Z

Z	Coordinated Universal Time (in meteorological messages)

GEN 3.3 AIR TRAFFIC SERVICES (ATS)

3.3.1 Responsible Service

3.3.1.1 The Directorate General of Air Navigation Services Provider (DGANSP) of Hellenic Aviation Service Provider (HASP),under the Ministry of Infrastructure and Transport, is responsible for the provision of Air Traffic Service (ATS) within ATHINAI FIR / HELLAS UIR.

Ministry of Infrastructure and Transport
Hellenic Aviation Service Provider (HASP)
Directorate General of Air Navigation Services Provider
P.O Box 70360
GR 16610 GLYFADA
GREECE
TEL**:** +30 210 8916545
FAX**:** +30 210 8983225
AFTN**:** LGACYAYX
e-mail: gdan@hasp.gov.gr

Ministry of Infrastructure and Transport
Hellenic Aviation Service Provider (HASP)
Directorate General of Air Navigation Services provider
Area Air Navigation Department
Athinai-Makedonia ACC Division
P. O. Box 70360
GR 16610 GLYFADA
GREECE
TEL: +30 210 9972-602
FAX: +30 210 9930-573
AFTN: LGGGZGZA
e-mail: acc@hasp.gov.gr

3.3.1.2 The services are provided in accordance with the provisions contained in the following ICAO documents:

– Annex 2 - Rules of the Air,
– Annex 11 - Air Traffic Services,
– Doc 4444 - Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM),
– Doc 8168 - Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS),
– Doc 7030 - Regional Supplementary Procedures/EUR Region.

3.3.1.3 Differences to these provisions are detailed in subsection **GEN 1.7.**

3.3.2 Area of responsibility

3.3.2.1 The Area of responsibility is ATHINAI FIR/ HELLAS UIR (see **ENR 1.1.1.2** and **ENR 2.1.1).**

3.3.2.2 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

3.3.3 Types of services

3.3.3.1 The Air Traffic Services provided to aircraft operating within ATHINAI FIR / HELLAS UIR are the following:

a) Air Traffic Control Services (ATC) comprises of:

- Area Control (ACC);
- Approach Control (APP); and
- Aerodrome Control (TWR).

b) Flight Information Services (FIS) comprises of:

- Flight Information Service (FIS) to en-route and terminal traffic;
- Aerodrome Flight Information Service (AFIS);
- Automatic Terminal Information Service (ATIS) for both arriving and departing aircraft; and
- VOLMET and General Purpose (GP) services to all flights within ATHINAI FIR/HELLAS UIR.

c) Alerting Service (ALRS)

Note: *With the exception of Military Control Areas and Military Control Aerodromes,* Air Traffic Services *within ATHINAI FIR HELLAS UIR are provided by HASP.*

3.3.3.2 Air Traffic Control is exercised:

a) on airways,
b) in terminal control areas and control zones,
c) in aerodrome traffic zones and controlled aerodromes

3.3.3.2.1 ATHINAI ACC and MAKEDONIA ACC units provide Area Control, Radar, and Alerting services along ATS routes and certain terminal control areas.

3.3.3.2.2 The relevant aerodrome control tower and approach control units provide Air Traffic Control, Radar, Flight Information and Alerting services in coordination with ATHINAI ACC/FIC or MAKEDONIA ACC/FIC, as necessary, for arriving and departing aircraft.

3.3.3.3 ATHINAI FIC and MAKEDONIA FIC units provide Flight Information and Alerting services for all flights operating within ATHINAI FIR/ HELLAS UIR.

3.3.3.4 Details on ATC, FIS and ALRS services are provided in **ENR 1.1.9.4, ENR 1.1.9.5** and **ENR 1.1.9.6**, while details on RADAR services are provided in **ENR 1.6** section of this AIP. The description of airspace designated for air traffic services purposes, as well as the type of services and the relevant call signs provided by each ATS unit, can be found in **ENR 2.1, AD 2.17** and **AD 2.18**.

3.3.3.5 VOLMET broadcast service as well as General Purpose (GP) service, which performs non-ATC communications with aircraft in flight, are also provided by HASP. Further information can be obtained in **GEN 3.4.3.2.3**, **GEN 3.5.7** and **ENR 2.1**.

3.3.3.6 Automatic Terminal Information Service (ATIS), is provided at certain aerodromes. ATIS broadcasts in Greece, serving both arriving and departing aircraft, are performed in accordance with the provisions of ICAO Annex 11, Doc 7030 - EUR region and Doc 9426 AN-924. Further information regarding ATIS is provided in **ENR 1.1.9.5.3** as well as in **AD 2.18** section of the relevant aerodromes.

3.3.3.7 Aerodrome Flight Information Service (AFIS) is provided at non-controlled category A aerodromes in Greece. The purpose of this service is to ensure the safe and efficient conduct of aerodrome traffic by supplying to pilots INFORMATION such as aerodrome and weather conditions and known traffic. Furthermore, AFIS units provide information and assist other appropriate units, when aircraft are in need of Search and rescue Services. Details on AFIS are provided in EU 923/2012 and EU 2017/373 (ANNEX IV, PART-ATS), ICAO Circular 211-AN/128 and Eurocontrol Manual for Flight Information Service (AFIS), as well as in **ENR 1.1.9.5.4** and **AD 1.1.6.2.2** sections of this AIP.

3.3.4 Coordination between the operator and ATS

3.3.4.1 Coordination between the operator and air traffic services is in accordance with ICAO Annex 11, Chapter 2, paragraph 2.17, (EU) 923/2012, SERA.7005 and PANS-ATM (Doc 4444-ATM/501) Chapter 11 paragraphs 11.2.1.1.4 and 11.2.1.1.5. Information provided to operators concerning alerting service is described in **ENR 1.1.9.6.5.**

3.3.4.2 Operators shall contact the ATS units specified in **GEN 3.3.6** (ATS units address list) relevant to the information required. Details on ATS provision, coordination between the operator and ATS services as well as general rules and procedures for ATS services are provided in section **ENR 1.1**

3.3.5 Minimum Flight Altitude

The minimum flight altitudes along the ATS routes within ATHINAI FIR/HELLAS UIR are determined in accordance with the provisions of ICAO Doc 8168 (PANS-OPS).

3.3.6 ATS units address list

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
1	2	3	4	5	6
ATHINAI ACC	Hellenic Aviation Service Provider -Directorate General of Air Navigation Services provider -Area Air Navigation Department Athinai-Makedonia ACC Division P. O. Box 70360 GR 16610 GLYFADA GREECE	+ 30 2109972603 + 30 2109972994	+30 210 9972590	accsup@hasp.gov.gr	LGGGZQZX
MAKEDONIA ACC	Hellenic Aviation Service Provider -Directorate General of Air Navigation Services provider -Area Air Navigation Department Athinai-Makedonia ACC Division P. O. Box 70360 GR 16610 GLYFADA GREECE	+ 30 2109972603 + 30 2109972994	+30 210 9972590	accsup@hasp.gov.gr	LGMDZQZX
ATHINAI FIC	Hellenic Aviation Service Provider -Directorate General of Air Navigation Services provider -Area Air Navigation Department Athinai-Makedonia ACC Division P. O. Box 70360 GR 16610 GLYFADA GREECE	+ 30 2109972604	+30 210 9972590	accsup@hasp.gov.gr	LGGGZFZX
MAKEDONIA FIC	Hellenic Aviation Service Provider -Directorate General of Air Navigation Services provider -Area Air Navigation Department Athinai-Makedonia ACC Division P. O. Box 70360 GR 16610 GLYFADA GREECE	+ 30 2109972604	+30 210 9972590	accsup@hasp.gov.gr	LGMDZFZX

Unit name	Postal address	Telephone NR	Telefax NR	E-mail	AFS address
1	2	3	4	5	6
cont.					
ATHINAI VOLMET & GP	Hellenic Aviation Service Provider -Directorate General of Air Navigation Services provider -Aeronautical Telecommunications Division -Aeronautical Mobile Telecommunications and Broadcast Section P. O. Box 70360 GR 16610 GLYFADA GREECE	+302109972612	+302109972231	kepathma3c@hasp.gov.gr	LGGGYSYX
ATHINAI APP	Hellenic Aviation Service Provider -Directorate General of Air Navigation Services Provider -Athinai Terminal Area & Tower Control of Athens International Airport “ELEFTHERIOS VENIZELOS” -Air Traffic Services Division -Athinai Approach Operations Section P. O. Box 70360 GR 16610 GLYFADA GREECE	+302109972861 +302109972861	+302109972483	daaek-tmaops@hasp.gov.gr (OPS ROOM) daaekb@hasp.gov.gr (ADMINISTRATION OFFICE)	LGATZAZX
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Aerodrome ATS units	See the relevant paragraphs in AD 1.6 and AD 2 sections for each aerodrome				AD location indicator followed by the appropriate 3letter designator plus letter X (e.g. ZAZX, ZPZX and/or ZTZX)

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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**.

1.1.2 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**).

1.1.3 Responsibilities (SERA.2010)

1.1.3.1 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.

1.1.3.2 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.

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

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

1.1.5 Conduct of flights

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

1.1.5.2 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**).

1.1.5.3 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**).

1.1.5.4 **Termination of control (SERA.8030)**

1.1.5.4.1 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.

1.1.6 Minimum Heights (SERA.3105)

1.1.6.1 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.

1.1.6.2 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)].

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

1.1.7.1 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.

1.1.7.2 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.

1.1.7.3 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.

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

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

1.1.9 Services provided within ATHINAI FIR / HELLAS UIR

1.1.9.1 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

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

1.1.9.3 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.

1.1.9.4 **Air Traffic Control Services (ATC)**

1.1.9.4.1 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.

1.1.9.4.2 **Aerodrome Control service (TWR)**

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

1.1.9.4.3 **Approach Control service (APP)**

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

1.1.9.4.3.2 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.*

1.1.9.4.4 **Area Control service (ACC)**

1.1.9.4.4.1 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.

1.1.9.4.4.2 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).

1.1.9.4.4.2.1 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.

1.1.9.4.4.2.2 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.

1.1.9.4.4.2.3 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.

1.1.9.4.4.2.4 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.

1.1.9.4.4.3 Coordination between units providing area control service

1.1.9.4.4.3.1 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.

1.1.9.5 **Flight Information Services (FIS)**

1.1.9.5.1 Application of Flight Information Service (SERA.9001)

1.1.9.5.1.1 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.

1.1.9.5.1.2 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

1.1.9.5.1.3 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**.*

1.1.9.5.2 **Scope of FIS (SERA.9005)**

1.1.9.5.2.1 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 1.1.22.1.2.1.3**) 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.*

1.1.9.5.2.2 Flight information service provided to flights shall include, in addition to that outlined in ***ENR 1.1.9.5.2.1***, 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 1.1.22.1.2.1.3**) in airspace Class G.*

1.1.9.5.2.3 Flight information service provided to VFR flights shall include, in addition to that outlined in **ENR 1.1.9.5.2.1**, 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.

1.1.9.5.3 **Automatic Terminal Information Service (ATIS)**

1.1.9.5.3.1 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.

1.1.9.5.3.2 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.

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

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

1.1.9.5.3.3.2 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.

1.1.9.5.3.3.3 Information contained in a current ATIS, the receipt of which has been acknowledged by the aircraft concerned, need not be included in a directed transmission to the aircraft, with the exception of the altimeter setting, which shall be provided in accordance with **ENR 1.1.9.5.3.3.2**.

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

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

1.1.9.5.3.3.6 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.

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

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

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

Note: *These elements are replaced by the term 'CAVOK' when the following conditions occur simultaneously at the time of observation:*
- visibility: 10 km or more, and the lowest visibility not reported; and
- no cloud of operational significance; and
- no weather of significance to aviation.

1.1.9.5.4 **Aerodrome Flight information Service (AFIS)**

1.1.9.5.4.1 General

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

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

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

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

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

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

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

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

1.1.9.5.4.2 AFIS requirements for information

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

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

1.1.9.5.4.3 AFIS communication requirements

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

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

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

1.1.9.5.4.4 Responsibility of AFIS unit

1.1.9.5.4.4.1 An AFIS unit is responsible for providing the following:

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

b) The runway-in-use.

Note: *When AFIS officers provide information concerning the runway-in-use,* ***it should be interpreted as a suggestion to the pilot*** *on which would be the most suitable runway for take-off and landing, based on the information available.* ***The decision on the selection and use of the runway is a responsibility of the pilot-in-command****. A pilot-in-command can refuse a runway-in-use suggested by an AFIS officer. In such circumstances, AFIS officers should provide detailed information on other aerodrome traffic that is utilising the runway-in-use to assist the pilot in fulfilling their responsibilities under SERA.3205 of Regulation (EU) No 923/2012 when using an alternative runway.*

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) Information to aircraft in the manoeuvring area to assist pilots in the prevention of hazardous situations.
e) Information 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.

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

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

1.1.9.5.4.5 Responsibility of pilots

1.1.9.5.4.5.1 As described at **ENR 1.1.9.5.4.3.2** above, pilots shall establish and maintain two-way radio communication with the AFIS unit and report their positions, levels and all significant manoeuvres and intentions to the AFIS unit.

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

1.1.9.5.4.6 Co-ordination between AFIS unit and ATHINAI/MAKEDONIA FIC or ATHINAI/MAKEDONIA ACC

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

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

1.1.9.6 **Alerting Service (ALRS)**

1.1.9.6.1 Application

1.1.9.6.1.1 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.

1.1.9.6.1.2 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.

1.1.9.6.1.3 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.

1.1.9.6.1.4 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.

1.1.9.6.2 Notification of rescue coordination centers

1.1.9.6.2.1 Without prejudice to any other circumstances that may render such notification advisable, air traffic services units shall, except as prescribed in **ENR 1.1.9.6.1.4**, notify rescue coordination centers immediately an aircraft is considered to be in a state of emergency in accordance with the following:

1.1.9.6.2.1.1 Uncertainty Phase when:

a) no communication has been received from an aircraft within a period of 30 minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier, or when,

b) an aircraft fails to arrive within 30 minutes of the estimated time of arrival last notified to or estimated by air traffic services units, whichever is the later, except when no doubt exists as to the safety of the aircraft and its occupants.

1.1.9.6.2.1.2 Alert Phase when:

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

1.1.9.6.2.1.3 Distress Phase when:

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

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

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

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

1.1.9.6.2.4 Further to the notification in **ENR 1.1.9.6.2.1**, the rescue coordination centre shall, without delay, be provided with:

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

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.*

1.1.9.6.3 Use of communication facilities

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

1.1.9.6.4 Plotting aircraft in a state of emergency

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

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

1.1.9.6.5 Information to the operator

1.1.9.6.5.1 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 1.1.9.6.2.1****.*

1.1.9.6.5.2 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.

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

1.1.9.6.6.1 When it has been established by an air traffic services unit that an aircraft is in a state of emergency, other aircraft known to be in the vicinity of the aircraft involved shall, except as provided in **ENR 1.1.9.6.6.2** below, be informed of the nature of the emergency as soon as practicable.

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

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

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

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

1.1.9.6.8 Unlawful interference

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

1.1.9.6.9 Minimum Fuel and Fuel Emergency (SERA 11012)

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

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

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

1.1.9.7 **Search and Rescue Service (SAR)**

1.1.9.7.1 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**).

1.1.9.7.2 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.

1.1.9.7.3 Air-ground radio communication failure procedure

1.1.9.7.3.1 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.

1.1.10 Degraded aircraft performance (SERA.11013)

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

1.1.10.2 Degradation or failure of the RNAV system

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

a) If an aircraft cannot meet the requirements (see **GEN 1.5.3** and **ENR 1.3.4**) due to a failure or degradation of the RNAV system that is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned shall be

permitted to proceed to the nearest suitable aerodrome where the repair can be made. When granting clearance to such aircraft, ATC shall take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.

b) With respect to the degradation/failure in flight of an RNAV system, while the aircraft is operating on an ATS route requiring the use of RNAV 5:
   i) aircraft shall be routed via VOR/DME-defined ATS routes; or
   ii) if no such routes are available, aircraft shall be routed via conventional navigation aids, i.e. VOR/DME; 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.

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

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

1.1.10.3.2 During operations in, or vertical transit through, RVSM airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status as follows:
a) at initial call on any channel within RVSM airspace;
b) in all requests for level changes; and
c) in all read backs of level clearances.

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

1.1.10.4 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.

1.1.10.5 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.

1.1.10.6 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.

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

1.1.11.1 Except as provided by paragraph **ENR 1.1.11.5** below, at night all aircraft in flight shall display:

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

1.1.11.2 Except as provided by para **ENR 1.1.11.5** below, at night:

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

1.1.11.3 Except as provided by para **ENR 1.1.11.5** below, all aircraft in flight and fitted with anti-collision lights to meet the requirement of above para **ENR 1.1.11.2 a)** shall display such lights also during day.

1.1.11.4 Except as provided by para **ENR 1.1.11.5** below, all aircraft:

a) taxiing or being towed on the movement area of an aerodrome and fitted with anti-collision lights, to meet the requirement of above para **ENR 1.1.11.2 c)**; or
b) on the movement area of an aerodrome and fitted with lights to meet the requirement of above para **ENR 1.1.11.2 d)**; shall display such lights also during day.

1.1.11.5 A pilot shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of paras **ENR 1.1.11.1**, **ENR 1.1.11.2**, **ENR 1.1.11.3** and **ENR 1.1.11.4** above, if they do or are likely to:

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

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

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

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

1.1.13 Dropping or spraying

1.1.13.1 Rules for dropping or spraying

1.1.13.1.1 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.

1.1.13.1.2 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****.*

1.1.13.1.3 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.

1.1.13.1.4 The activities of paragraph **ENR 1.1.13.1.3** above require a permission or ATC clearance from the appropriate ATC unit.

1.1.13.1.5 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.

1.1.13.1.6 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.

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

1.1.13.1.8 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.

1.1.13.2 Fuel dumping procedures

1.1.13.2.1 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.

1.1.13.2.2 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.

1.1.13.2.3 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.

1.1.13.2.4 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).*

1.1.13.2.5 Communications

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

1.1.13.2.5.2 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.

1.1.13.2.6 Information to other ATS units and non-controlled traffic

1.1.13.2.6.1 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.

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

1.1.14 Parachute descents (SERA.3125)

1.1.14.1 Rules for parachute descents

1.1.14.1.1 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.

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

1.1.15 Aerobatic flights

1.1.15.1 Rules for Aerobatic flights

1.1.15.1.1 On the basis of SERA.3130

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

1.1.15.1.2 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.

1.1.15.1.3 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***

1.1.16 Formation flights

1.1.16.1 Rules for formation flights

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

1.1.16.1.2 Formation flights operating as General Air Traffic (GAT)

1.1.16.1.3 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.

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

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

1.1.16.1.6 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.

1.1.16.1.7 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.

1.1.16.1.8 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.

1.1.16.1.9 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.

1.1.16.2 Maximum number of aircraft in formation

a) VFR flightMaximum 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.

1.1.16.2.1 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.

1.1.16.3 Non standard formation flights

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

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

1.1.16.3.2.1 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".

1.1.16.3.2.2 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.

1.1.16.3.2.3 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.

1.1.16.3.2.4 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.

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

1.1.16.3.2.6 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.

1.1.16.4 ATC phraseology

1.1.16.4.1 The following ATC phraseology will be used:

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

1.1.16.5 Break up of formation

1.1.16.5.1 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.

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

1.1.17 Towing

1.1.17.1 Rules for towing and advertising flights

1.1.17.1.1 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.

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

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

1.1.18 Air refuelling of aircraft

1.1.18.1 Rules for air refuelling of aircraft

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

1.1.18.1.2 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.

1.1.18.1.3 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.

1.1.18.1.4 Phraseology to use for air refuelling:

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

1.1.18.1.5 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.

1.1.18.1.6 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.

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

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

1.1.19 Time and units of measurement

1.1.19.1 Time in air traffic services

1.1.19.1.1 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.

1.1.19.1.2 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.

1.1.19.2 Units of measurement

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

1.1.20 Airspace structure

1.1.20.1 General

1.1.20.1.1 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.*

1.1.20.1.2 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.*

1.1.20.1.3 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.

1.1.20.2 Airspace restrictions and hazards

1.1.20.2.1 General

1.1.20.2.1.1 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 1.1.20.2.2** below. Airspace restrictions are established only when necessary and in accordance with the provisions of ICAO.

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

1.1.20.2.1.3 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**).

1.1.20.2.2 Definitions

1.1.20.2.2.1 **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.

1.1.20.2.2.2 **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.

1.1.20.2.2.3 **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.

1.1.20.2.2.4 **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.

1.1.20.2.3 Identification

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

1.1.20.2.3.2 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.

1.1.20.2.4 Dissemination of information

1.1.20.2.4.1 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

1.1.20.2.4.2 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.

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

1.1.20.2.5 Other activities of a dangerous nature and other potential hazards

1.1.20.2.5.1 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**.

1.1.20.2.6 Air Navigation Obstructions

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

1.1.20.2.6.2 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.

1.1.20.2.6.3 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.

1.1.21 Aerial work operations

1.1.21.1 Commercial aerial photography

1.1.21.1.1 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.

1.1.21.1.2 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****.*

1.1.21.2 Hail suppression procedures

1.1.21.2.1 General

1.1.21.2.1.1 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**).

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

1.1.21.2.1.3 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

1.1.21.2.2 Operation procedures

1.1.21.2.2.1 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.

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

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

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

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

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

1.1.22.1 **Helicopters**

1.1.22.1.1 General

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

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

1.1.22.1.1.3 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.

1.1.22.1.1.4 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.

1.1.22.1.2 Take off and landing

1.1.22.1.2.1 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.*

1.1.22.1.2.1.1 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.*

1.1.22.1.2.1.2 At heliports

1.1.22.1.2.1.2.1 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.

1.1.22.1.2.1.3 At non-specified provisionary fields

1.1.22.1.2.1.3.1 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****.*

1.1.22.1.3 Minimum flight altitudes

1.1.22.1.3.1 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.

1.1.22.1.4 Fuel policy

1.1.22.1.4.1 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.

1.1.22.1.4.2 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.

1.1.22.1.4.3 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.

1.1.22.1.5 Flight plan requirements

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

1.1.22.1.5.2 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.

1.1.22.1.6 Communication requirements

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

1.1.22.1.7 Procedures and separation minima for the control of helicopters

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

1.1.22.1.7.1.1 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.

1.1.22.1.7.1.2 Departing helicopters using the same landing area

1.1.22.1.7.1.2.1 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.

1.1.22.1.7.1.3 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.

1.1.22.1.7.1.4 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.

1.1.22.1.7.2 Separation minima for SPECIAL VFR helicopter operations in Control Zone

1.1.22.1.7.2.1 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

1.1.22.1.7.2.2 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.

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

1.1.22.1.7.3.1 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.

1.1.22.1.7.3.2 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.

1.1.22.1.7.3.3 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-off.

1.1.22.1.7.3.4 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.

1.1.22.1.7.3.5 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.

1.1.22.1.8 IFR flights of helicopters

1.1.22.1.8.1 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.

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

1.1.22.1.8.3 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.

1.1.22.2 **Hydroplanes - Amphibians or seaplanes**

1.1.22.2.1 Water operations

1.1.22.2.1.1 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.

1.1.22.2.1.2 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.

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

1.1.22.2.1.4 **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.

1.1.22.2.1.5 **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.

1.1.22.2.1.6 **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.

1.1.22.2.2 Lights to be displayed by aircraft on the water (sera.3230(b))

1.1.22.2.2.1 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.

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

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

1.1.23.1.1 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.

1.1.23.1.2 Classification of unmanned free balloons

1.1.23.1.2.1 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.

1.1.23.1.3 General operating rules

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

1.1.23.1.3.2 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.

1.1.23.1.3.3 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.

1.1.23.1.3.4 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.

1.1.23.1.3.5 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.

1.1.23.1.3.6 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.*

1.1.23.2 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.

1.1.24 STS/HEAD and STS/State flights

1.1.24.1 **STS/HEAD flights**

1.1.24.1.1 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.

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

1.1.24.1.3 STS/HEAD flights are exempted from ATFM measures.

1.1.24.1.4 Special arrangements for STS/HEAD flights

1.1.24.1.4.1 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.

1.1.24.1.4.2 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:

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

1.1.24.1.4.3 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.

1.1.24.2 **STS/STATE flights**

1.1.24.2.1 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.

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

1.1.24.2.3 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.

1.1.24.3 Other flights carrying state officials (RMK/STATE OFFICIALS)

1.1.24.3.1 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.

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels		Remarks Controlling unit VHF Channel
					Minimum FL Odd	Minimum FL Even	
1	2	3		4	5	6	7
M1/UM1 (RNAV 5)							
▲ ARLOS (FIR BDRY) 343731N 0230000E	PLH 219° 49.2NM 120 FT	076° 256°	21.2	FL 660 FL 285 Class C	290 ↓	300 ↑	For continuation see AIP MALTA
Δ GAVDO 344122N 0232520E	PLH 198° 34.6NM 120 FT	075° 255°	138.3	FL 660 FL 285 Class C	290 ↓	300 ↑	ATHINAI ACC: 124.625 127.975 123.725
▲ SITIA VOR/DME (SIT) 350406N 0261121E	NIL		84.1	FL 660 6500FT ALT Class C above FL 195 Class E at FL 195 and below	090 ↓	080 ↑	ARLOS-SIT CDR1 H24. The non availability is published daily in EAUP/EUUP.
Δ GUDIS 343208N 0274558E	SIT 107° 84.1NM 2631 FT	107° 289°	121.2		090 ↓	080 ↑	
▲ KAVOS (FIR BDRY) 334400N 0300000E	SIT 107° 205.3NM 2631 FT						For continuation see AIP CYPRUS

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

Route designator (RNP / RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST (NM) ELEV DME Antenna (ft)	MAG BRG Geodesic DIST (NM)		Upper limit Lower limit Airspace classification	IFR cruising levels		Remarks Controlling unit VHF Channel
					Minimum FL Odd	Minimum FL Even	
1	2	3		4	5	6	7
M728/UM728 (RNAV 5)							
▲ BELIX (FI R BDRY) 365800N 0190000E	KFN 222° 99.1NM 68 FT	118°	116.0	FL 660 FL 095 Class C above FL 195 Class E at FL 195 and below	110 ↓		For continuation see AIP ITALY
Δ RERSA 360006N 0210507E	TRL 211° 103.3NM 3442 FT		71.7		110 ↓		ATHINAI ACC: 124.625
Δ EBOKA 352315N 0222053E	PLH 273° 66.1NM 120 FT	125°	67.4		110 ↓		
Δ GAVDO 344122N 0232520E	PLH 198° 34.6NM 120 FT		65.6		110 ↓		
▲ SALUN (FIR BDRY) 340000N 0242700E	PLH 148° 82.8NM 120 FT						For continuation see AIP EGYPT

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

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Legend for FRA relevance:

(E): Horizontal Entry point
(I): Intermediate point
(D): Departure Connecting point
(X): Horizontal Exit point
(A): Arrival Connecting point

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
A			
ADESO	363200N 0263040E	B34, M601/UM601, N133/UN133	
AGAPU	382521N0241935E	N137/UN137	
AGISA	394400N 0232054E	L617/UL617	FRA(I)
AKINA	365849N 0261455E	L995/UL995, N133/UN133, R19	FRA(I)
AKORO	371236N 0242336E	L53/UL53, L617/UL617	FRA(I)
ALANI	365440N 0235930E	A14, L613/UL613, M601/UM601	
ALIKI	355530N 0252056E	A14, J62/UJ62, L617/UL617	
ALIKO	404619N 0222658E	P36, T389/UT389, N130/UN130	
ALKIS	351200N 0300000E	G18, L609/UL609	(FIR BDRY / NICOSIA) FRA(EX)
AMALA	403407N 0244958E	H59, N127/UN127	
AMANI	391956N 0262958E	G8, N604/UN604	(FIR BDRY / ISTANBUL) FRA(EX)
AMAXI	350552N 0254658E	L613/UL613, M978/UM978, R78	
AMISI	385048N 0244906E	G33/UG33	FRA(I)
AMSIV	395437N 0231542E	L617/UL617	
ANEPI	372423N 0221142E	A145/UA145	LGKL
ANIDE	340949N 0300000E	L53/UL53	(FIR BDRY / NICOSIA) FRA(E)
ANTAR	334800N 0281600E	N133/UN133, W54/UW54	(FIR BDRY / CAIRO) FRA(E)
APSOG	390132N 0200851E	L612/UL612	LGKR
ARLOS	343731N 0230000E	B1/UB1,UM1, N4/UN4, P868/UP868	(FIR BDRY / MALTA) FRA(EX)
ARNAS	403141N 0232850E	G12, M603/UM603, N181	
ASKOS	403817N 0241613E	G12, M603/UM603	
ASPIV	404606N 0244223E	N127/UN127, N644/UN644	
ASTIS	363355N 0261358E	B34, L52/UL52, M601/UM601, N137/UN137, UP37	
ASTOV	372515N 0223204E	J61	
ASTUS	382438N 0200756E	M872/UM872, T321/UT321, T352/UT352	
ATFIR	412406N 0234629E	M/UM987, N/UN133	FIR BDRY FRA(X)
ATROX	390642N 0244409E	W58/UW58	
ATSOV	385926N 0260226E	G8, N604/UN604	LGMT
B			
BADEL	370002N 0240426E	B34/UB34	
BADOG	360306N 0215853E	UN45, M729/UM729	FRA(I)
BAMOS	391741N 0233340E	L617/UL617	FRA(I)
BANRO	362941N 0275943E	G80, N128/UN128	(FIR BDRY / ISTANBUL) FRA(EX)
BAVES	352529N 0244337E	J65/UJ65	
BEDEX	392350N 0194400E	L869/UL869, T75/UT75	
BEKVA	405604N0214142E	N146	(FIR BDRY / SKOPJE)

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
BELGI	403000N 0255300E	N131/UN131	(FIR BDRY / ISTANBUL) FRA(X)
BELIX	365800N 0190000E	M728/UM728	(FIR BDRY / ROMA) FRA(E)
BENEM	361100N 0291900E	N127/UN127	(FIR BDRY / ISTANBUL) FRA(EX)
BERAP	372440N 0213750E	A145/UA145	FRA(I)
BERGU	385758N 0200602E	T321/UT321	LGKR
BIBEX	371229N 0245004E		
BIFOK	385819N 0261711E	H59	LGMT
BINKI	362224N 0255502E	L53 /UL53	LGSR
BITLA	405232N 0212129E	N731/UN731, N137/UN137, N132/UN132	(FIR BDRY / SKOPJE) FRA(EX)
C			
CODIC	362756N 0274352E	L995/UL995, R19	LGRP
D			
DELAV	355045N 0263659E	V57, N136/UN136	
DEMAG	353105N 0210912E	M978/UM978	(FIR BDRY / MALTA) FRA(EX)
DESUG	383600N 0254608E	L618/UL618	LGHI
DIDIS	371210N 0251434E	R32/UR32	
DIGTI	410731N 0261917E	G33/UG33, N644/UN644	(FIR BDRY / ISTANBUL) FRA(X)
DIKNI	405357N 0231223E	G18/UG18, M987/UM987	
DILMO	360659N 0230836E	L604/UL604, UN45	
DIMIS	400421N 0203541E	L604/UL604	(FIR BDRY / TIRANA) FRA(EX)
DINOB	384327N 0190000E	M600/UM600	(FIR BDRY / ROMA) FRA(EX)
DIRMI	360322N 0245059E	L613/UL613, M749/UM749	
DISOR	411450N 0224530E	G18, L608/UL608	(FIR BDRY / SKOPJE) FRA(EX)
DOPUS	351619N 0282133E	N129/UN129, N134/UN134	
E			
EBOKA	352315N 0222053E	M978/UM 978, P32/UP32, M728/UM728	FRA(I)
EDASI	402727N 0222539E	M603/UM603, N146	
EKTOS	370725N 0231731E	A14, B1/UB1, M601/UM601	
EKVIS	392301N 0193801E	L612/UL612, L869/UL869	
ELPIS	401934N 0223611E	G12, M600/UM600, P20/UP20, M749/UM749	FRA(I)
ELVAS	383129N 0215031E	L53/UL53	FRA(I)
ENESI	381850N 0201513E	M872/UM872, N604/UN604	FRA(I)
EPALO	354256N 0250037E	M749/UM749	
ERANA	410948N 0221422E	T389/UT389, UL737,T262/UT262	(FIR BDRY / SKOPJE) FRA(E)
ERESO	391731N 0255637E	H59, N127/UN127, N128/UN128	
ERIMA	374453N 0260804E	R32/UR32, N139/UN139	
ESOPO	392022N 0243008E	N130/UN130	FRA(I)
ETEKA	390928N 0240023E	W58/UW58	
ETERU	362805N 0270336E	B34, M601/UM601	
ETILI	354954N 0230231E	M872/UM872, P32/UP32	FRA(I)
ETRUD	390628N 0244840E	W58/UW58, N130/UN130	
EVENO	355000N 0300000E	M601/UM601, R19	(FIR BDRY / NICOSIA) FRA(EX)
EVIKO	391120N 0232615E	W58	

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
EVIVI	412410N 0232720E	L863/UL863, Y94	(FIR BDRY / SOFIA) FRA(X)
EVUNU	355657N 0284505E	G18, L609/UL609	
EXELA	355720N 0293252E	N127/UN127, M601/UM601, R19	FRA(I)
F			
FOXLI	360106N 0282311E	N128/UN128	LGRP
G			
GARTA	385906N 0205806E	L53/UL53, V60/UV60, V61/UV61, Y302/UY302	FRA(I)
GAVDO	344122N 0232520E	UM1, M/UM728	FRA(I)
GENDO	365517N 0244741E	L607/UL607, R32/UR32	FRA(I)
GERMI	380956N 0230728E	L995/UL995, R19	FRA(I)
GIKAS	392959N 0244001E	G18/UG18, N133/UN133	FRA(I)
GILOS	362915N 0265401E	B34, M601/UM601, L41/UL41	
GIVIS	360723N0252418E	J62/UJ62, L/UL607, T/UT514	LGSR
GOLDO	405256N 0261458E	G12, M603/UM603, N79/UN79	(FIR BDRY / ISTANBUL) FRA(E)
GOSEX	354201N 0251129E	L612/UL612	
GOVOK	402148N 0213433E	W58	LGKZ, LGKA
GUDIS	343208N 0274558E	A14, N133/UN133, M1/UM1	FRA(I)
I			
IBTIN	391913N 0205359E	V60 / UV60	
IDILO	404726N 0252622E	G12, M603/UM603, N131/UN131	FRA(I)
IDIMI	385901N 0192257E	M600/UM600	
IKARO	375159N 0261952E	G18, L609/UL609, R32/UR32	
INKAB	355559N 0261530E	L41/UL41, N132/UN132	
IPTAG	371810N 0221443E	J61	LGKL
IRBAX	360513N 0282513E	L995/UL995	
IRBEG	364837N 0252541E	J62/UJ62	LGSR
IXIMA	364847N 0232125E	B1/UB1,L612/UL612	
IXONI	381854N 0221356E	J52/UJ52, L53/UL53	FRA(I)
K			
KAVOS	334400N 0300000E	A14, M1/UM1	(FIR BDRY / NICOSIA) FRA(EX)
KERES	385838N 0242932E		(TEMP Z507/UZ507 see SUP 02/18 - 21 DEC 2018) FRA(I)
KERMA	382207N 0255136E	G802/UG802, L618/UL618	FRA(I)
KEROS	390718N 0201326E	N7/UN7	LGKR
KOGIS	400713N 0215948E	G12, M600/UM600, W58	FRA(I)
KOPAR	364949N 0264119E	H59/UH59, L995/UL995, R19	FRA(I)
KOROS	390559N 0245457E	G33/UG33, N133/UN133, W58/UW58	FRA(I)
KUMBI	334250N 0284500E	N129/UN129, N132/UN132, N139/UN139, L612/UL612	(FIR BDRY / CAIRO) FRA(X)
KUPIS	361419N 0255355E	N132/UN132, N134/UN134	FRA(I)
L			
LABUX	353455N 0255132E	V57, N136/UN136, L41/UL41	
LAKAD	361402N 0282944E	M601/UM601, R19	
LAPSO	350306N 0271620E	M978/UM978, N132/UN132, R78	FRA(I)
LARKI	372356N 0265018E	G18, H59/UH59, L609/UL609	

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
LASBU	410051N0240201E	Y/UY505	
LASKO	381916N 0194437E	M601/UM601	
LATAN	391736N 0190000E	L869/UL869, M872/UM872, N1/UN1	(FIR BDRY / BRINDISI) FRA(EX)
LATMO	350819N 0282336E	L53/UL53, N129/UN129	FRA(I)
LATSO	391912N 0202255E	R19, L995/UL995	LGKR
LEKPO	400646N 0230943E	L617/UL617	
LETSO	372727N 0253930E	R32/UR32	
LIAKI	350744N 0271105E	L54/UL54, N132/UN132	
LINGI	343043N 0243244E	M872/UM872	FRA(I)
LINRO	355756N 0274158E	G80/UG80, L52/UL52	FRA(I)
LOKNA	361046N 0273554E	V57, N136/UN136	
LOPOS	401727N 0223001E	G12, M600/UM600	
LOPTI	411143N 0242603E	N127/UN127	
LORNO	372400N 0190000E	A145/UA145, M729/UM729,L81/UL81,UP23	(FIR BDRY / ROMA) FRA(X)
LUPIS	391238N 0245732E	G18/UG18, G33/UG33	
LURUS	365321N 0263101E	L995/UL995, N139/UN139, R19	
LUSES	391853N 0222425E	V651/UV651	FRA(I)
LUTIG	353146N 0300000E		(FIR BDRY / NICOSIA)
M			
MADEX	363911N 0252354E	B34, L53/UL53, M601/UM601, N132/UN132	FRA(I)
MAKED	410745N 0223100E	L617/UL617, P20/UP20, P36	(FIR BDRY / SKOPJE) FRA(EX)
MALED	391315N 0201812E	A14/UA14	
MANOK	362418N 0240222E	P169/UP169, L612/UL612	
MARIK	383559N 0260519E	H59	
MASES	354926N 0265842E	L53/UL53, N134/UN134, N139/UN139	
METRU	340000N 0250900E	P868/UP868, M872/UM872,L81/UL81	(FIR BDRY / CAIRO) FRA(E)
MICPO	411359N 0233353E	M/UM987, L/UL863	
MOCNA	382647N 0254258E	G18/UG18	LGHI
MOKIS	351702N 0264628E	G80/UG80	
MONUV	360713N 0233001E	B1/UB1, P32/UP32, UN45	FRA(I)
N			
NAVOK	354415N 0281422E	N129/UN129	
NAVUS	354157N 0251707E	J62/UJ62	
NAXAS	362127N 0264456E	L52/UL52, N139/UN139, L41/UL41	
NEMES	374223N 0223451E	B34/UB34, N7/UN7	
NEMIS	382223N 0254716E	G18/UG18, G802/UG802	
NETIS	364210N 0245749E	B34, L607/UL607, M601/UM601,	
NEVAL	404856N 0250631E	N/UN79	
NEVIK	350800N 0215740E	P32/UP32, L144/UL144	(FIR BDRY / MALTA) FRA(EX)
NEVRA	381006N 0243337E	G33/UG33, N137/UN137, T514/UT514	(TEMP Z507/UZ507 see SUP 02/18 - 21 DEC 2018) FRA(I)
NIBOX	352038N 0265623E	G80/UG80, N132/UN132	
NIDRI	390321N 0202823E	A14/UA14, T352/UT352	
NIKRO	393957N 0200712E	M127/UM127	(FIR BDRY / TIRANA)

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

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
PIVOS	382229N 0254501E	G802/UG802, N130/UN130	
R			
RAPOS	370805N 0250808E	L52/UL52, R32/UR32	
REDRA	375856N 0263128E	R32/UR32	(FIR BDRY / ISTANBUL) FRA(EX)
REFUS	411635N 0234818E	N/UN133,Y94	
RERSA	360006N 0210507E	UN45, M728/UM728	
RESPA	372449N 0205728E	A145/UA145	
RESTI	362804N 0242623E	J56/UJ56, L613/UL613	
RIGRO	373524N 0255227E	R32/UR32, N133/UN133	FRA(I)
RIKSO	385000N 0262600E	N127/UN127, N128/UN128, UP14	(FIR BDRY / ISTANBUL) FRA(EX)
RILIN	375754N 0224000E	N604/UN604	
RIMAX	380707N 0224301E	L613/UL613	
RIPID	390515N 0201124E	N732/UN732	
RIPLI	371633N 0252146E	L995/UL995, N137/UN137, R19, R32/UR32, J62/UJ62	FRA(I)
RODIP	412515N 0244204E	N131/UN131	(FIR BDRY / SOFIA) FRA(E)
ROPOX	381012N 0234550E	B1, M749/UM749, N132/UN132, P20/UP20	
ROTAS	355650N 0201346E	UN45	(FIR BDRY / MALTA) FRA(EX)
ROTSA	385228N 0203914E	A14/UA14, N731/UN731, N7/UN7	
ROXOL	354622N 0273016E	G80/UG80	
RUGAS	411946N 0224729E	N128 / UN128	(FIR BDRY / SKOPJE) FRA(EX)
RUPUM	360610N 0272210E	L52/UL52, V57, N136/UN136	FRA(I)
RUSOS	361230N 0242159E	J56,L612/UL612	
RUTOM	383106N 0190000E	M601/UM601, N604/UN604	(FIR BDRY / ROMA) FRA(EX)
S			
SALUN	340000N 0242700E	M728/UM728, N4/UN4, L604/U L604	(FIR BDRY / CAIRO) FRA(X)
SIGFO	385635N 0233904E	B1, M749/UM749	FRA(I)
SITRU	380626N 0261758E	R20/UR20	(FIR BDRY / ISTANBUL)
SOKRI	361528N 0232819E	B1/UB1, J65/UJ65	
SOREV	370549N 0242528E	L617/UL617	
SOSIR	382425N 0250735E	G8, G802/UG802, N604/UN604	
SOSUS	404439N 0250424E	G12, M603/UM603	
SOTEG	383539N 0205629E	A14/UA14, Y302/UY302	
SOTIV	363300N 0282900E	N136/UN136	(FIR BDRY / ISTANBUL) FRA(EX)
SOTIX	355112N 0265412E	L53/UL53, N133/UN133, N134/UN134	FRA(I)
STINO	393527N 0250627E	G33/UG33	FRA(I)
SUTIS	404207N 0244455E	G12, H59, M603/UM603, N127/UN127	FRA(I)
T			
TALAS	410436N 0215500E	N130/UN130, M749/UM749	(FIR BDRY / SKOPJE) FRA(EX)
TANSA	340000N 0264900E	B12, L613/UL613, L617/UL617	(FIR BDRY/ CAIRO) FRA(E)
TETUZ	360154N 0213631E	N45/UN45 , L81/UL81	FRA(I)
TIGRA	400324N 0190000E	L995/UL995, T75/UT75	(FIR BDRY / BRINDISI) FRA(EX)

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
TIPAS	355428N 0264548E	L53/UL53, N134/UN134, N137/UN137, V57, N136/UN136	
TIPUS	351025N 0243808E	R78, M978/UM978	
TIRMO	353802N 0281558E	L52/UL52, N129/UN129	
TITUS	361953N 0212305E	M729/UM729	FRA(I)
TOSKA	345800N 0300000E	M978/UM978, R78	(FIR BDRY / NICOSIA) FRA(EX)
TUMBO	400402N 0202822E	L611/UL611	(FIR BDRY / TIRANA) FRA(X)
TUREN	382545N 0243219E		(TEMP Z507/UZ507 see SUP 02/18 - 21 DEC 2018)
TUXEM	365513N 0250454E	N132/UN132, T514/UT514	
U			
ULFIT	345838N 0294439E	L995/UL995, M978/UM978, R78	
URNIL	374106N 0263143E	G18, L609/UL609	
URUDI	383637N0243121E		(TEMP Z507/UZ507 see SUP 02/18 - 21 DEC 2018)
USINI	364037N 0270754E	L995/UL995, R19	FRA(I)
UVRIT	363631N0254945E	M601/UM601, B34	LGSR, FRA(I)
V			
VAMKO	404553N 0235939E	Y/UY505	
VANES	362306N 0274354E	B34, M601/UM601	
VANZA	344528N 0300000E	L995/UL995, N134/UN134	(FIR BDRY / NICOSIA) FRA(X)
VARDI	384019N 0215704E	L995/UL995, UM619, R19	FRA(I)
VARIX	372150N 0250203E	R19, L995/UL995	
VAXOR	384922N 0195915E	N1/UN1	LGKR
VAXOS	345935N 0292004E	L52/UL52, M978/UM978, N128/UN128, N134/UN134, R78	FRA(I)
VAXUS	392722N 0223536E	W58	
VEDIX	402053N 0212625E	T262/UT262	
VEGES	351232N 0254032E	J65/UJ65, L613/UL613	
VELOP	370857N 0231712E	B1/UB1	FRA(I)
VEXOL	382056N 0261218E	G802/UG802	(FIR BDRY / ISTANBUL) FRA(EX)
VIVIA	395818N 0232458E	Z507/UZ507	
VJOSA	395855N 0202329E	L613/UL613	(FIR BDRY / TIRANA) FRA(X)
X			
XANIS	383420N 0221109E	L613/UL613, L995/UL995, R19	FRA(I)
XAVIS	354141N 0253437E	A14, L617/UL617, T514/UT514	
XERIS	410914N 0240825E	Y94	
XORKI	381011N 0233033E	L607/UL607	

AIRPORT		HANDLING AGENCY		
Location Indicator	Name	Olympic Air-Services SA	Swissport Hellas/ Swissport Hellas SUD	Goldair Handling
LGAD	ANDRAVIDA	-	-	-
LGAL	ALEXANDROUPOLIS / DIMOKRITOS	X	-	X
LGAV	ATHINAI / ELEFTHERIOS VENIZELOS	X	X	X
LGBL	ALMIROS / NEA ANCHIALOS	X	X	X
LGEL	ELEFSIS	-	-	-
LGHI	CHIOS / OMIROS	X	X	X
LGIK	IKARIA / IKAROS	X	-	-
LGIO	IOANNINA / KING PYRROS	X	-	X
LGIR	IRAKLION / NIKOS KAZANTZAKIS	X	X	X
LGKA	KASTORIA / ARISTOTELIS	X	-	-
LGKC	KITHIRA/ ALEXANDROS ARISTOTELOUS ONASSIS	X	-	-
LGKF	KEFALLINIA/ANNA POLLATOU	X	X	X
LGKJ	KASTELORIZO	X	-	-
LGKL	KALAMATA	X	X	X
LGKO	KOS / IPPOKRATIS	X	X	X
LGKP	KARPATHOS	X	X	X
LGKR	KERKIRA / IOANNIS KAPODISTRIAS	X	X	X
LGKS	KASSOS	X	-	-
LGKV	KAVALA / MEGAS ALEXANDROS	X	X	X
LGKY	KALYMNOS	X	-	-
LGKZ	KOZANI / FILIPPOS	X	-	-
LGLE	LEROS	X	-	-
LGLM	LIMNOS / IFAISTOS	X	X	X
LGMK	MIKONOS	X	X	X
LGML	MILOS	X	-	X
LGMT	MITILINI / ODYSSEAS ELYTIS	X	X	X
LGNX	NAXOS	X	-	-
LGPA	PAROS	-	-	X
LGPL	ASTYPALAIA	X	-	-
LGPZ	PREVEZA / AKTION	X	X	X
LGRP	RODOS / DIAGORAS	X	X	X
LGRX	ARAXOS	X	X	X
LGSA	CHANIA / IOANNIS DASKALOGIANNIS	X	X	X
LGSK	SKIATHOS / ALEXANDROS PAPADIAMANDIS	X	X	X
LGSM	SAMOS / ARISTARCHOS OF SAMOS	X	X	X
LGSO	SYROS / DIMITRIOS VIKELAS	X	-	-
LGSR	SANTORINI	X	X	X
LGST	SITIA / VITSENTZOS KORNAROS	X	-	-
LGSY	SKIROS	-	-	X
LGTS	THESSALONIKI / MAKEDONIA	X	X	X
LGZA	ZAKINTHOS / DIONISIOS SOLOMOS	X	X	X

1.1.1.4.4.5 Furthermore, provision of services of all other ground handling categories at the above mentioned Airports is performed by many other Suppliers with whom the interested Carrier must communicate before arrival.

1.1.1.4.4.6 All suppliers are obliged to provide ground handling services during the operational hours of the aerodrome where they are established.

1.1.1.4.4.7 When handling services are required without previous agreement (ad hoc occasion) and especially for General Aviation (Business, Private flights etc.) there must be a 24 hour prior notification to the Handling Agent for categories 3 and 5, as well as to the Fuel-Oil and Catering Providers.

1.1.1.4.4.8 A Self-Handling permit can be granted to Air carriers who wish to provide Handling Services to their own Aircraft and Passengers according to the provision of Ground Handling Legislation.

1.1.1.4.5 Availability of clearance services (customs, immigration and health)

1.1.1.4.5.1 Type and hours during which clearance services are available at the international aerodromes are given in **AD 2.**

1.1.1.4.5.2 Attention is drawn to the fact that, for certain of these aerodromes, a specified prior notification is required to ensure that at the time of arrival, the relative clearance will be available.

1.1.1.4.6 Traffic of persons and vehicles on aerodromes

1.1.1.4.6.1 Demarcation of zones

1.1.1.4.6.1.1 The grounds of each aerodrome are divided into two zones:

a) A public zone - comprising part of the aerodrome open to the public (land-side).
b) A restricted zone - comprising the rest of the aerodrome (air-side).

1.1.1.4.6.2 Movement of persons

1.1.1.4.6.2.1 Access to the restricted zone (air-side) is authorized only under the conditions prescribed by the special rules governing the aerodrome.

1.1.1.4.6.2.2 The customs, police and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty.

1.1.1.4.6.2.3 The movement of persons having access to the restricted zone (air-side) of the aerodrome is subject to the conditions prescribed by the air traffic regulations and by the special rules laid down by the aerodrome authorities.

1.1.1.4.6.3 Movement of vehicles

1.1.1.4.6.3.1 The movement of vehicles in the restricted zone (air-side) is strictly limited to those vehicles which have been granted with special permission by the airport management and which are driven or used by authorized personnel.

1.1.1.4.6.3.2 Drivers of vehicles, of whatever type, driving within the confines of the aerodrome, must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the road traffic code and with the instructions given by the competent authority.

1.1.1.4.7 Policing

1.1.1.4.7.1 Care and protection of aircraft, vehicles, equipment and goods, for which the aerodrome facilities are used, are not the responsibility of the State or any concessionaire who cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

1.1.1.5 Use of heliports

1.1.1.5.1 General

1.1.1.5.1.1 International heliports are not available in Greece (see **AD 1.1.1.1.3**). The approved by HCAA category A and B national heliports are published in **AD 3**.

1.1.1.5.1.2 All civil heliports in Greece are uncontrolled (for helicopter operations see **ENR 1.1.22.1**).

1.1.1.5.1.3 Civil helicopter operations are permitted according to the regulations set out in **GEN 1.2.5.2.5** and **GEN 1.2.5.2.6**. Furthermore, prior permission from the owner of the heliport is required.

1.1.1.5.1.4 Pilots shall, before using a heliport, ensure that a clear approach and departure can be carried out and, in case of an emergency, suitable landing sites are available along the planned track, taking into consideration the performance of the helicopter.

1.1.1.5.1.5 When a provisionary field is to be used (see **ENR 1.1.22.1.2.1.3**), the pilot of the helicopter judges, while flying, the suitability of the area selected based on established procedures which are included in the helicopter flight operation manual. The procedures defining the suitability of the provisionary fields to be used, take into account parameters regarding: total dimensions of the field, positions and height of obstacles during landing and take off, surface suitability (snow, sand, catch, dust etc.), care for the safety and protection of persons and properties on the ground etc. Landing to and take off from provisionary fields is forbidden during night.

1.1.1.5.2 Availability of heliports

1.1.1.5.2.1 Prior permission by the owner is required for helicopter flights to the national heliports in Greece (see also **GEN 1.2.4.2.** and **ENR 1.1.22.1.2.1.2).** Operating hours (**HX**) of heliports (see 3.1 subsection of **AD 3**) are usually notified by telephone after contact with the heliport administration.

1.1.1.5.2.2 International helicopter flights planning to land in Greek heliports, should land first at an international aerodrome, receiving the relative clearance (customs, immigration and health) and then having granted the required permission may continue to their destination submitting a separate flight plan (see also **AD 1.1.1.1.3**).

1.1.1.5.2.3 Information regarding ground facilities and hours of operation are obtained in AD 3.

1.1.1.5.3 Policing

1.1.1.5.3.1 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 (see **ENR 1.1.22.1.4**).

1.1.1.5.3.2 Responsibility for the safety of flights as well as for the safety and protection of persons and properties on the ground rests with the pilot and operator of the helicopter.

1.1.1.6 Landing, parking and storage of aircraft on aerodromes/heliports under the management of Hellenic Civil Aviation Authority (HCAA)

1.1.1.6.1 The conditions under which aircraft may land, be parked, housed or otherwise dealt with at any of the aerodromes/heliports under the management of Hellenic Civil Aviation Authority , hereinafter referred to as " the HCAA ", are as follows:

– The fees and charges for the landing, parking or housing of aircraft shall be those published from time to time by the HCAA in the AIP Greece (see **GEN 4**) or by AIC.
– The fees and charges for any supplies or services which may be furnished to the aircraft by or on behalf of the HCAA at any aerodrome/heliport under the management of the HCAA shall, unless it is otherwise agreed before such fees incurred, be such reasonable fees and charges as may be determined from time to time by the HCAA for that aerodrome/heliport.
– The fees and charges referred to above shall accrue from day to day and shall be payable to the HCAA on demand.
– The HCAA shall have a lien on the aircraft, its part and accessories for such fees and charges as aforesaid.

1.1.1.6.2 Neither the HCAA nor any servant or agent of the State shall be liable for loss or damage to the aircraft, its parts or accessories or any property contained in the aircraft; howsoever such loss or damage may arise, occurring while the aircraft is on any aerodrome/heliport under the management of the HCAA or is in the course of landing at or taking off from any such aerodrome/ heliport.

1.1.1.7 Use of Water aerodromes

NIL

1.1.2 Applicable ICAO documents

1.1.2.1 The Standards, Recommended Practices and Procedures contained in the following ICAO documents are applied:

– Annex 14 - Aerodromes,
– Doc 9137 AN/898 - Airport Services Manual (Part 1 to 9),
– Doc 7030 - Regional Supplementary Procedures,
– Doc 7754 - Air Navigation Plan, EUR Region.

1.1.2.2 Differences to these provisions (if any) are detailed in **GEN 1.7**.

1.1.3 Civil use of military air bases

1.1.3.1 Use of military air bases in Greece by other than State aircraft may be solely when prior permission has been obtained (see **GEN 1.2** and **AD 1.1.1**).

1.1.4 CAT II/III operations at aerodromes

1.1.4.1 Promulgation of an aerodrome as available for Category II or Category III operations means that it is suitably equipped and those procedures- appropriate to such operations -have been defined and are applied, when relevant.

1.1.4.2 Promulgation implies that at least the following facilities are available:

– ILS: certified to relevant performance category.
– Lighting: suitable for category promulgated.
– RVR system: may be automatic or manned system for Category II; will be automatic system for Category III.

1.1.4.3 Special procedures and safeguards will be applied during Category II and III operations. In general, these are intended to provide protection for aircraft operating in low visibilities and to avoid disturbance of the ILS signals.

Note: *CAT III operations are not available in Greek aerodromes.*

1.1.4.4 Information related with the availability and relevant procedures of CAT II operations at LGAV - ATHINAI/ ELEFTHERIOS VENIZELOS and LGTS - THESSALONIKI/ MAKEDONIA aerodromes can be found in **AD 2.19** and **AD 2.22** subsections.

1.1.5 Friction measuring device used and friction level below which the runway is declared slippery when it is wet

1.1.5.1 Runway Braking Action Information

1.1.5.1.1 Braking action information based on continuous friction measurement device (CFMD) is available on the following aerodromes:

a) LGAL -ALEXANDROUPOLIS / DIMOKRITOS
b) LGAV -ATHINAI / ELEFTHERIOS VENIZELOS
c) LGSA -CHANIA / IOANNIS DASKALOGIANNIS
d) LGIO- IOANNINA / KING PYRROS
e) LGIR- IRAKLION / NIKOS KAZANTZAKIS
f) LGKA- KASTORIA / ARISTOTELIS
g) LGKV- KAVALA / MEGAS ALEXANDROS

h) LGKF- KEFALLINIA/ANNA POLLATOU
i) LGKR- KERKIRA / IOANNIS KAPODISTRIAS
j) LGKO- KOS / IPPOKRATIS
k) LGKZ- KOZANI / FILIPPOS
l) LGMT- MITILINI / ODYSSEAS ELYTIS
m) LGRP- RODOS / DIAGORAS
n) LGSM- SAMOS / ARISTARCHOS OF SAMOS
o) LGSR- SANTORINI
p) LGSK- SKIATHOS / ALEXANDROS PAPADIAMANDIS
q) LGTS- THESSALONIKI / MAKEDONIA
r) LGZA- ZAKINTHOS / DIONISIOS SOLOMOS

1.1.5.1.2 At all other aerodromes braking action will not be measured but will be determined by braking a truck or car running along the runway, brought to a full stop (ICAO, DOC 9137 – AN/898 Part 2 Appendix 6).

Warning: *Braking action assessments are only intended as a guide and should always be used with discretion. The assessments should in any case, be related to all other pertinent factors e.g. the type and amount of precipitant to be encountered, cross-wind component, aircraft characteristics and limitations.*

1.1.5.2 Measurements on Wet Runways

1.1.5.2.1 There are several reasons for the requirement to measure the friction characteristics of a wet paved runway (see also **AD 1.2.2.3**). These are:

a) to verify the friction characteristics of new or resurfaced paved runways with a continuous friction measuring device using self-wetting feature in order to assure that the deign objectives with respect to runway friction characteristics have been achieved.

b) to assess the slipperiness of paved runways. Measurements of the friction characteristics of a runway surface shall be made periodically with a continuous friction measuring device using self- wetting feature.

- When the friction characteristics of a runway or a significant portion of runway in the order of 100 m long are below a minimum friction level (maintenance planning level), specified by the State (see the following table), then corrective maintenance action shall be taken.
- When the friction characteristics of a runway in the order of 100 m long are below a minimum friction level specified by the State (see the following table), then reporting action shall be taken and a NOTAM should be promulgated that the runway or portion of it may be slippery when wet.

Test equipment	Test		Test speed (km/h)	Test water Depth (mm)	Design Objective for new surface	Maintenance planning level	Minimum friction level
	Type	Pressure (kPa)					
1	2		3	4	5	6	7
Mu-meter Trailer	A	70	65	1.0	0.72	0.52	0.42
	A	70	95	1.0	0.66	0.38	0.26
Skiddometer Trailer	B	210	65	1.0	0.82	0.60	0.50
	B	210	95	1.0	0.74	0.47	0.34
Surface Friction Tester Vehicle	B	210	65	1.0	0.82	0.60	0.50
	B	210	95	1.0	0.74	0.47	0.34
Runway Friction Tester Vehicle	B	210	65	1.0	0.82	0.60	0.50
	B	210	95	1.0	0.74	0.54	0.41
TATRA Friction	B	210	65	1.0	0.76	0.57	0.48
Tester Vehicle	B	210	95	1.0	0.67	0.52	0.42
GRIPTESTER	C	140	65	1.0	0.74	0.53	0.43
Trailer	C	140	95	1.0	0.64	0.36	0.24
Norse meter	B	207	65	1.0	0.69	0.52	0.45
RUNAR Trailer	B	207	95	1.0	0.63	0.42	0.32

c) to determine the effect on friction when drainage characteristics due to slopes or depressions are poor. In this case the runway friction characteristics should be assessed under natural or simulated conditions that are representative of local rain and corrective action should be taken as necessary.

d) to determine the friction of paved runways that become slippery under unusual conditions. When it is suspected that a runway may become slippery under unusual conditions, then additional measurements should be made when such conditions occur and information on the runway or a portion there of has become slippery. As an unusual condition we refer for example the initial rainfall on a runway following a prolonged dry spell. Then action to promulgate this information and take corrective action is equally important.

1.1.5.3 Reporting on Wet Runways

See **AD 1.2.2**.

1.1.5.4 Removal of Debris

1.1.5.4.1 It is necessary for the surface of aprons, taxiways and runways to be kept clear of any loose stones or other objects that might cause damage to aircraft or engines or impair the operation of aircraft systems.

1.1.5.4.2 The airport authority is responsible to develop a suitable program intended to achieve and maintain the required standard of cleanliness in the areas concerned. The airport authority is also responsible to minimize the problem of debris with frequent inspection and sweeping of the movement area.

1.1.6 Other information

1.1.6.1 Control of aerodrome traffic

1.1.6.1.1 General

1.1.6.1.1.1 For all flights within ATHINAI FIR / HELLAS UIR a flight plan must be filed and have reached the appropriate Air Traffic Services Units, as described in **GEN 1.10.2.1.1**, **ENR 1.10.2.3** and **ENR 1.10.3.1**.

1.1.6.1.1.2 All operators are reminded of the need to comply with the local flying restrictions at all category A and B aerodromes /heliports in Greece, details of which are shown in the relevant subsections of **AD 1.6** and **AD 2** and **AD 3,** sections of the AIP Greece.

1.1.6.1.1.3 All aircraft before entering a TMA, Military TMA or CTR, should contact the appropriate ATC unit.

1.1.6.1.1.4 In IMC, control of traffic on the runway in use and in the air will be shared between the Aerodrome Control Tower and the Approach Control Unit.

1.1.6.1.1.5 Usually departing aircraft are handed over to the Approach Control Unit when they are safely airborne, and arriving aircraft are handed over to the Aerodrome Control Tower when they are Nr. 1 to approach but the actual point of hand over depends largely on traffic conditions and is arranged between the two units to suit the current situation.

Note: *In case that a pilot whishes to retain his IFR flight plan while VMC weather conditions prevail in the ATZ it does not afford priority over VFR flights.*

1.1.6.1.1.6 Cancellation of IFR flight plan is subject to ATC approval.

1.1.6.1.1.7 Aircraft on VFR flight should follow the published VFR routes within Civil and Military TMAs.

1.1.6.1.1.8 Aircraft on VFR flight fail to communicate, should avoid the instrument approach areas.

1.1.6.1.1.9 Aerodrome Control Tower service is provided within the limits of ATZ at all controlled aerodromes.

1.1.6.1.2 Regulation for light aircraft

1.1.6.1.2.1 If no instructed otherwise by the Aerodrome Control Tower, light aircraft approaching an aerodrome in compliance with VFR, will enter the traffic circuit at a height of 1000 FT or below when unable to comply with VFR at this height

1.1.6.1.2.2 Departing aircraft will be flown after take-off in such manner until well clear of the normal traffic circuit, maintaining a height below 1000 FT.

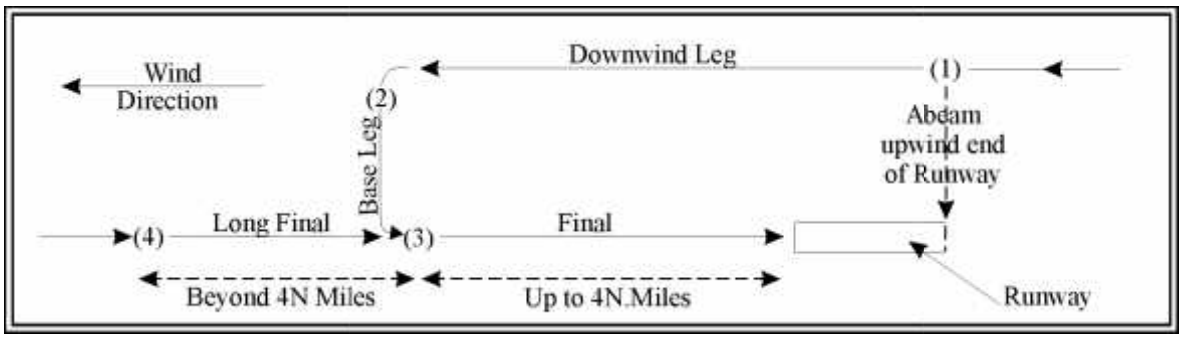
1.1.6.1.2.3 Aircraft on VFR flight should avoid the ATZs except only for take-off and landing. For penetration and local flight, prior clearance is required by the respective Control Tower.

1.1.6.1.2.4 Aircraft experiencing radio communication failure will receive clearance by the light signals contained in ICAO ANNEX 2, Appendix A. The signals will be acknowledged by moving the ailerons, except on base leg or final approach.

1.1.6.1.3 Reporting the circuit

1.1.6.1.3.1 In order that the maximum use be made of aerodromes for the purpose of landing and taking off, it is essential that pilots accurately report their positions in the circuits.

1.1.6.1.3.2 The positions in which the various reports should be made are shown in the following diagram



1.1.6.1.3.3 Position reports are to be as follows:

a) Downwind: - Aircraft are to report "Downwind", when abeam the upwind end of runway.
b) Base Leg: - Aircraft are to report "Base Leg" if requested by ATC, immediately on completion of the turn on to Base leg.
c) Final: - Aircraft are to report "Final" after the completion of the turn on to final approach and when at a range of not more than 4 NM from the approach end of the runway.
d) Long Final: - Aircraft flying a final approach of a greater length than 4 NM are to report "Long Final" when beyond that range and «Final when a range of 4 NM is reached.
- Aircraft flying a straight-in approach are to report "Long Final" at 8 NM from the approach end of the runway, and "Final" when a range of 4 NM is reached.

1.1.6.1.4 Control of mixed VFR and IFR/VMC traffic in the traffic circuit

1.1.6.1.4.1 Any attempt to give priority to a particular IFR aircraft would not only be difficult to achieve but would result in inefficiency in the handling of overall operations.

1.1.6.1.4.2 Additionally any preferential treatment afforded to IFR operations would create serious delays and result in a backlog of aircraft in the traffic circuit awaiting their turn to land.

1.1.6.1.4.3 Cancellation of IFR Plan, priority in the circuit

a) It is solely the pilot‘s prerogative to cancel his IFR flight plan.
b) However, a pilot‘s retention of an IFR flight plan does not afford priority over VFR flights. For example, this does not preclude the requirement for the pilot of an arriving IFR flight to adjust his flight path, as necessary, to enter a traffic circuit in sequence with arriving VFR flights.

1.1.6.1.4.4 No priority will be afforded to IFR aircraft , however when it is necessary to indicate to a pilot on a IFR flight plan that he may be required to enter traffic circuit in a sequence behind VFR Traffic, an instruction shall be issued as: VFR TRAFFIC IN CIRCUIT, PLAN TO (description of traffic circuit or maneuver).

Examples:

a) VFR TRAFFIC IN CIRCUIT, PLAN TO ENTER DOWNWIND LEG.
b) VFR TRAFFIC IN CIRCUIT PLAN TO PROCEED OVER THE AIRPORT FOR LEFT CIRCUIT
c) VFR TRAFFIC IN CIRCUIT, LANDING, SEQUENCE LATER (only to be used when the IFR aircraft will land straight-in from the approach).

Note: *The instruction of the example c) above shall be issued by the approach controller at the time of issuance of the approach clearance, or by the aerodrome controller on initial contact. In addition, to enable a pilot executing an instrument approach to properly adjust his flight path, the aerodrome controller should issue a landing sequence as soon as traffic conditions permit.*

1.1.6.1.5 Aerodrome operating minima (AOM)

1.1.6.1.5.1 The elements of minima for landing are:

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

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

1.1.6.1.6 Closure of aerodromes

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

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

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

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

1.1.6.1.7 Control of traffic in the manoeuvring area

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

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

1.1.6.1.8 Lights to be displayed by aircraft

1.1.6.1.8.1 For lights to be displayed by aircraft in controlled aerodromes see **ENR 1.1.11**

1.1.6.2 Provision of ATS services at uncontrolled Category A civil aerodromes

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

1.1.6.2.1.1 Instrument Approach Procedures:

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

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

1.1.6.2.1.2 Instrument Departure Procedures:

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

1.1.6.2.2 AFIS aerodromes

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

1.1.6.2.2.2 AFIS is provided in accordance with EU 923 /2012 and EU 2017/373 (ANNEX IV, PART-ATS)**,** ICAO Circular 211-AN/128 and EUROCONTROL Manual for Aerodrome Flight Information Service. Details on AFIS service can be obtained in section **ENR 1.1.9.5.4**

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

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

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

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

1.1.6.2.2.5 In communication with an AFIS unit, the existing radiotelephony phraseology EU 923 /2012 and EU 2017/373 (ANNEX IV, PART-ATS)**,** Annex 10, PANS-ATM is used.

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

a) <u>ARRIVING AIRCRAFT</u>

- Pilots should call the AFIS unit when at least 10NM from the aerodrome of destination or when handed over by the appropriate ATS unit.

- Pilots are informed on the runway in use, the present weather conditions, current runway surface conditions any obstructions or traffic on the maneuvering area and/or on any other information necessary to taxiing aircraft as well as available traffic information, changes in the operational status of visual and non-visual aids essential for approach and landing. When acknowledging the message pilots should indicate the runway they intend to use and any special intentions (e.g touch and go).

Example :

Aircraft:	MILOS INFORMATION, OAL 041 ATR 42 5NM north at 3000ft for landing estimating Milos at 12:45
MILOS INFORMATION:	**OAL 041 RWY 26, Roger, right hand circuit, Wind 240/1Okts, visibility 8km broken at 2500ft, Temp18, Dewpoint 14, QNH 1012, Traffic, C-152 2NM 2000ft overhead Milos heading South, Bird activity in the vicinity of the airport, Report entering right downwind.**
Aircraft:	RWY 26, QNH 1012 , traffic in sight, will report right downwind OAL 041
MILOS INFORMATION:	**Roger**
Aircraft: (on downwind)	OAL 041 right downwind
MILOS INFORMATION:	**OAL 041 report right base RWY 26**
Aircraft:	OAL 041 right base RWY 26
Aircraft: (on right base)	OAL 041 right base
MILOS INFORMATION:	**OAL 041 report final**

Aircraft:	OAL 041 final
Aircraft: (on final)	OAL 041 final
MILOS INFORMATION:	**OAL 041 no reported traffic RWY 26, Wind 240/5kts**
Aircraft:	OAL 041 will land RWY26
Aircraft:	OAL 041 RWY vacated
MILOS INFORMATION:	**OAL 041 on the ground 12:55 taxiway C available to west apron**
Aircraft:	OAL 041 taxi via C to west apron

b) DEPARTING AIRCRAFT

- At AFIS aerodromes ATS permission to start up engines is not required. Pilots shall inform the AFIS unit when they are about to start up engines, at their own responsibility and taking into account any restrictions.
- Pilots should not request taxi clearance; instead, they shall inform the AFIS unit when they are about to taxi.
- The AFIS unit will provide runway in use, surface wind direction and speed including variations there from, QNH information, correct time information on any obstructions or traffic in the maneuvering area as well as available traffic information. Pilots should acknowledge receipt and indicate which runway they intend to use.

Example: (IFR start-up and clearance)

Aircraft:	MILOS INFORMATION - OAL 042 ready to start-up
MILOS INFORMATION:	**OAL 042 RWY 26, start – up approved by ATHINAI ACC, Wind 240/1Okts, visibility 8km broken 2500ft , Temp18 Dewpoint 14 QNH 1012, are you ready to copy your ATC clearance**
Aircraft:	Affirm
MILOS INFORMATION:	**ATHINAI ACC clears OAL 042 to ATHINAI via..... squawk....**
Aircraft:	ATHINAI ACC clears OAL 042 to ATHINAI via..... squawk....
MILOS INFORMATION:	**Correct**

Example: (Departure)

Aircraft:	OAL 042 ready for departure
MILOS INFORMATION:	OAL 042, no reported traffic RWY 26 wind 240/10kts
Aircraft:	OAL 042 Will take- off RWY 26
MILOS INFORMATION:	**OAL 042 airborne at 13:45 after passing 6000ft contact ATHINAI control at ……**
Aircraft:	after passing 6000ft contact ATHINAI control at …… ,OAL042

Example : (overflying aircraft transiting ATZ)

Aircraft:	OAL 043 ATR 42 5NM NORTH at 3000ft destination Iraklion
MILOS INFORMATION:	**OAL 043 Wind 240/10kts, visibility 8km broken 2500 ft , Temp18 Dewpoint14 QNH 1012, traffic, C - 152 2 miles south 2000ft , report leaving ATZ**
Aircraft:	QNH 1012, traffic in sight, will report leaving ATZ OAL 043
Aircraft:	OAL 043 5NM South at 3000ft leaving ATZ
MILOS INFORMATION:	**OAL 043 contact ATHINAI information 123.75 MHz**
Aircraft:	123.75 OAL 043

1.1.6.2.3 Radio communication failure procedures

1.1.6.2.3.1 The following radio communication failure procedures are applied additionally to those prescribed in ICAO Doc 4444/RAC 501/Part III.

1.1.6.2.3.2 Aircraft experiencing radio communication failure should:

a) Climb or descent either after departure, en-route or at the arrival phase at a rate not exceeding 2 000 FT per minute.
b) Arrange the flight so as to arrive over the most desirable navigational aid, serving the aerodrome of intended landing at or as closely as possible to the time of arrival resulting from the current flight plan.
c) If unable to land at destination, consider the case as an emergency and handle it on an ad hoc basis.

1.1.6.2.4 Lights to be displayed by aircraft

1.1.6.2.4.1 For lights to be displayed by aircraft in non-controlled aerodromes see **ENR 1.1.11** (SERA.3215)

1.1.6.3 Extension of hours of operation

1.1.6.3.1 Application for an extension of hours of operation or for opening of an aerodrome in respect of a single flight affecting one or more aerodromes should be made to HCAA/D1 (see address in **GEN 1.1**).

1.1.6.3.2 Notice of at least 24 hours, excluding SUN, must be given.

1.1.6.3.3 Application can be sent by mail (telegram reply prepaid), FAX, telex or via the AFTN in which applicants must state what facilities are required and give the following particulars.

a) Name, address of applicant.
b) Type of aircraft and registration marks.
c) Date when extension is required.
d) Aerodrome of departure.
e) Airport or aerodrome of destination.
f) Estimated time (UTC) of departure.
g) Estimated time (UTC) of arrival.
h) List of radio and other facilities required (e.g. fuel, hangar, etc.).
i) Whether of passengers or goods will be carried for hire or reward.
j) Weight of freight and/or number of passenger.
k) Reason for extension.

1.1.6.3.4 Applications for a series of flights intended to be conducted in accordance with a prearranged schedule, plan or timetable should be made only in writing at the earliest possible time in advance of the commencement of the first flight. Applications must contain the information listed in **AD 1.1.6.3.3** and in particular the types of aircraft and type of operations proposed.

1.1.6.3.5 The facilities shown in AD and ENR parts will not necessarily be available in full for operation outside the published hours. Where the facilities which can be provided, are less than those available during the published hours, applicants will be informed if and when their applications are granted.

1.1.6.3.6 In considering an application for use of aerodromes outside the published hours, the importance of the proposed operation to the applicant will be weighed against the difficulty to the Hellenic Civil Aviation Authority (HCAA).

1.1.6.4 Applications for HCAA permissions

1.1.6.4.1 Applications to HCAA requesting permission for over flying civil or military aircraft, technical landings, extension of hours of operation of aerodromes etc., may be sent daily to:

	0600 – 2200 UTC (winter time) 0500 – 2100 UTC (summer time)	2200 – 0600 (winter time) 2100 – 0500 UTC (summer time)
TEL	+ 30 210 8916000	+ 30 210 3534147
FAX	+ 30 210 8947101	+ 30 210 3532536
AFS	LGACYAYX	LGAVYDYB

1.1.6.5 Report of aircraft accidents

1.1.6.5.1 Aircraft accidents and incidents must be reported to the Air Accident, Investigation and Aviation Safety Board (see also **GEN 1.1**) on:

TEL	+30 210 960 0890 and 960 8080
Mobile phone	+30 6973 430400 and +30 6973 430405
FAX	+30 210 961 7137
e-mail	monada@aaiasb.gr
Service	24 H

AD 1.6.12 KAVALA / AMYGDALEON - LYDIA

AD 1.6.12.1 AERODROME NAME AND INDICATORS

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

AD 1.6.12.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

AD 1.6.12.3 OPERATIONAL HOURS

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

LGAV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGAV - ATHINAI/ ELEFTHERIOS VENIZELOS

LGAV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	375612.12N 0235640.20E
2	Direction and distance from (city)	BRG 103°, 20 km South East from Athens city centre
3	Elevation/Reference temperature	94 M (308.39 FT) / 32.2°C
4	Geoid undulation at AD ELEV PSN	38.97 M (127.86 FT)
5	MAG VAR/Annual change	4°40'E (4.67°E) (JAN 2019) / 5.43'E (0.0905°E)
6	AD Administration, address, telephone, telefax, telex, AFS	Athinai /Eleftherios Venizelos Airport Airport Operator: Athens International Airport S.A. GR 19019 SPATA TEL: +30 210 3530 000 (Airport Call Centre) +30 210 3540 000 (Airport Services Operations Centre) +30 210 3533 691/692/693 (HASP/AIS) FAX: +30 210 3540 095 (Airport Services Operations Centre) +30 210 3532 635 (HASP /AIS) AFTN: LGAVZPZA, LGAVYOYX (HASP /AIS) LGAVZTZX (HASP /Tower) LGAVYVYC (Airport Services Operations Centre) Website: www.aia.gr e-mail: airport_info@aia.gr (Athens International Airport) hcaa-reporting@athensairport.gr (HASP/AIS)
7	Types of traffic permitted (IFR/VFR)	IFR – VFR
8	Remarks	NIL

LGAV AD 2.3 OPERATIONAL HOURS

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

LGAV AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	APP service is provided by ATHINAI APP unit (see **ENR 2.1.5.2**)			
TWR	VENIZELOS TOWER	136.275 118.625 278.700 MHz 122.100 257.800 MHz 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24 H24	Primary RWY 03L/21R Cover. FL 40 / 25 NM Primary RWY 03R/21L Cover. FL 40 / 25 NM MIL RWY 03L/21R and 03R/21L RGA MIL RGA Emergency MIL Emergency
	VENIZELOS INFORMATION	136.025 278.700 MHz	H24 H24	VFR flights Cover. FL 250/ 50 NM MIL
	VENIZELOS DELIVERY	118.680 280.550 MHz	H24 H24	Coverage FL 40/ 25 NM MIL
	VENIZELOS GROUND	121.755 121.955 121.805 121.905 280.550 MHz 279.200 MHz	H24 H24 H24 H24 H24 H24	Primary North, Cover. 5 NM / AD surface Primary South, Cover. 5 NM / AD surface Coverage 5 NM / AD surface Coverage 5 NM / AD surface MIL MIL
	VENIZELOS EMERGENCY	121.680	H24	Freq. used for RFFS and AD EME situations. Coverage 5 NM / AD surface
G/A/G	VENIZELOS RADIO	5637 kHz 2989 kHz	H24: 0400–1700 H24: 1700-0400	Primary Primary
ATIS (ARR / DEP)	ATHINAI ELEFTHERIOS VENIZELOS AIRPORT INFORMATION	136.125	H24	Coverage FL 200 / 60 NM
All ATS Communication Facilities under responsibility of HASP. For ATIS see also **ENR 1.1.9.5.3**				

LGAV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna (FT aMSL)	Remarks
1	2	3	4	5	6	7
ATHINAI VOR/DME (5°E / 2019) (5°E)	ATV	114.40 MHz CH 91X	H24	375319.24N 0234816.19E	2378 FT / 724.9 M	Coverage FL 500 / 120 NM
DIDIMON VOR/DME (5°E / 2019) (5°E)	DDM	117.20 MHz CH 119X	H24	372839.61N 0231301.81E	3651 FT / 1113.16 M	Cover. FL 500 / 150 NM
KARISTOS VOR/DME (5°E / 2019) (5°E)	KRO	112.20 MHz CH 59X	H24	375938.90N 0242941.67E	2023 FT / 616.81 M	Coverage FL 500 / 120 NM
KEA VOR/DME (5°E / 2019) (5°E)	KEA	115.00 MHz CH 97X	H24	373325.79N 0241755.32E	1399 FT / 426. 53 M	Coverage FL 500 / 150 NM

AIGINA NDB (5°E / 2019)	EGN	382 kHz	H24	374558.30N 0232534.87E	-	Coverage 50 NM
KORINTHOS NDB (5°E / 2019)	KOR	392 kHz	H24	375549.48N 0225609.24E	-	Coverage 50 NM
ATHINAI VOR/DME (5°E / 2019) (5°E)	SAT	109.60 MHz CH 33X	H24	375500.00N 0235451.00E	277 FT / 84.31 M	Coverage FL 250 / 40 NM
ATHINAI VOR/DME (5°E / 2019) (5°E)	SPA	117.50 MHz CH 122X	H24	375504.00N 0235616.00E	265 FT / 80.65 M	Coverage FL 250 / 40 NM
ATHINAI ILS/DME CAT II, RWY 03R (5°E / 2019) ILS/LLZ (5°E) GP DME	IATR	 111.10 MHz 331.70 MHz CH 48X	H24	 375716.56N 0235822.08E 375540.08N 0235656.40E 375540.08N 0235656.40E	 256 FT / 78.15 M	 Coverage FL 62.5 / 25 NM Coverage FL 23/ 10 NM GP Angle 3° RDH 54.1 FT Coverage FL 100 / 25 NM At area beyond 10NM and altitude below 4000FT for angles greater than 18 degrees from the Localizer Center Line, the ILS RWY 03R (I-ATR) is out of use, due to False Capture.
ATHINAI ILS/DME CAT II, RWY 21L (5°E / 2019) ILS/LLZ (5°E) GP DME	IEVL	 111.10 MHz 331.70 MHz CH 48X	H24	 375518.12N 0235629.40E 375650.28N 0235803.36E 375650.28N 0235803.36E	 287 FT / 87.48 M	 Coverage FL 62.5 / 25 NM Coverage FL 23/ 10 NM GP Angle 3° RDH 54.1 FT Coverage FL 100 / 25 NM
ATHINAI ILS/DME CAT II, RWY 03L (5°E / 2019) ILS/LLZ (5°E) GP DME	IATL	 110.50 MHz 329.60 MHz CH 42X	H24	 375703.60N 0235648.84E 375536.48N 0235519.29E 375536.48N 0235519.29E	 245 FT / 74.68 M	 Coverage FL 62.5 / 25 NM Coverage FL 23 / 10 NM GP Angle 3° RDH 54.1 FT Coverage FL 100 / 25 NM
ATHINAI ILS/DME CAT II, RWY 21R (5°E / 2019) ILS/LLZ (5°E) GP DME	IEVR	 110.50 MHz 329.60 MHz CH 42X	H24	 375509.84N 0235500.84E 375642.72N 0235622.56E 375642.72N 0235622.56E	 267 FT / 81.54 M	 Coverage FL 62.5 / 25 NM Coverage FL 23 / 10 NM GP Angle 3° RDH 54.1 FT Coverage. FL 100 / 25 NM
All Radio Navigation and Landing aids under responsibility of HASP. See also **GEN2.5** and **ENR 4.1**						

2.23.2 Activation of Ground Proximity Warning System (GPWS)

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

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

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

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

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

LGAV AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - ATHINAI/ ELEFTHERIOS VENIZELOS	14 JUL 22	AD 2-LGAV-ADC
Aircraft Parking/ Docking Chart – ICAO: - ATHINAI/ ELEFTHERIOS VENIZELOS	14 JUL 22	AD 2-LGAV-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 03R/21L / LGAV AOC 1	1 MAR 01	AD 2-LGAV-AOC A-1
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 03L/21R / LGAV AOC 2	4 SEP 03	AD 2-LGAV-AOC A-2
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: - ATHINAI/ ELEFTHERIOS VENIZELOS / LGAV AOC 3	4 SEP 03	AD 2-LGAV-AOC B-1
Precision Approach Terrain Chart – ICAO: - LGAV RWY 03R/21L	4 SEP 03	AD 2-LGAV-PATC-1
Precision Approach Terrain Chart – ICAO: - LGAV RWY 03L/21R	4 SEP 03	AD 2-LGAV-PATC-2
Instrument Approach Chart (IAC) – ICAO: - ILSz or LOCz RWY 03R	15 JUL 21	AD 2-LGAV-IAC-8
Instrument Approach Chart (IAC) – ICAO: - ILSy or LOCy RWY 03R	12 AUG 21	AD 2-LGAV-IAC-9
Instrument Approach Chart (IAC) – ICAO: - ILSz or LOCz RWY 03L	15 JUL 21	AD 2-LGAV-IAC-10
Instrument Approach Chart (IAC) – ICAO: - ILSy or LOCy RWY 03L	09 SEP 21	AD 2-LGAV-IAC-11
Instrument Approach Chart (IAC) – ICAO: - ILSz or LOCz RWY 21L	15 JUL 21	AD 2-LGAV-IAC-12
Instrument Approach Chart (IAC) – ICAO: - ILSy or LOCy RWY 21L	12 AUG 21	AD 2-LGAV-IAC-13
Instrument Approach Chart (IAC) – ICAO: - ILS or LOC RWY 21R	15 JUL 21	AD 2-LGAV-IAC-14
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 03R	18 JUN 20	AD 2-LGAV-IAC-15
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 03R	18 JUN 20	AD 2-LGAV-IAC-16
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 03L	18 JUN 20	AD 2-LGAV-IAC-17
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 03L	18 JUN 20	AD 2-LGAV-IAC-18
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 21L	18 JUN 20	AD 2-LGAV-IAC-19
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 21L	18 JUN 20	AD 2-LGAV-IAC-20
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 21R	18 JUN 20	AD 2-LGAV-IAC-21
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03R (BASED ON SAT VOR)	24 FEB 22	AD 2-LGAV-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03R (BASED ON SPA VOR)	24 FEB 22	AD 2-LGAV-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03L (BASED ON SAT VOR)	13 AUG 20	AD 2-LGAV-SID-6
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03L (NO INITIAL TRACK GUIDANCE)	18 JUN 20	AD 2-LGAV-SID-8
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 21R (BASED ON SAT VOR)	24 FEB 22	AD 2-LGAV-SID-9
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 21L (BASED ON SPA VOR)	24 FEB 22	AD 2-LGAV-SID-11
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 03 L/R	18 JUN 20	AD 2-LGAV-SID-13
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 21 R/L	18 JUN 20	AD 2-LGAV-SID-14
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 03R/L	18 JUN 20	AD 2-LGAV-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 21R/L	18 JUN 20	AD 2-LGAV-STAR-3
Terminal Area Chart - ICAO - VFR routes: - VFR routes ATHINAI TMA	23 FEB 23	AD 2-LGAV-VFR
ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO: - ATHINAI TMA	18 JUN 20	AD 2-LGAV-ASMAC

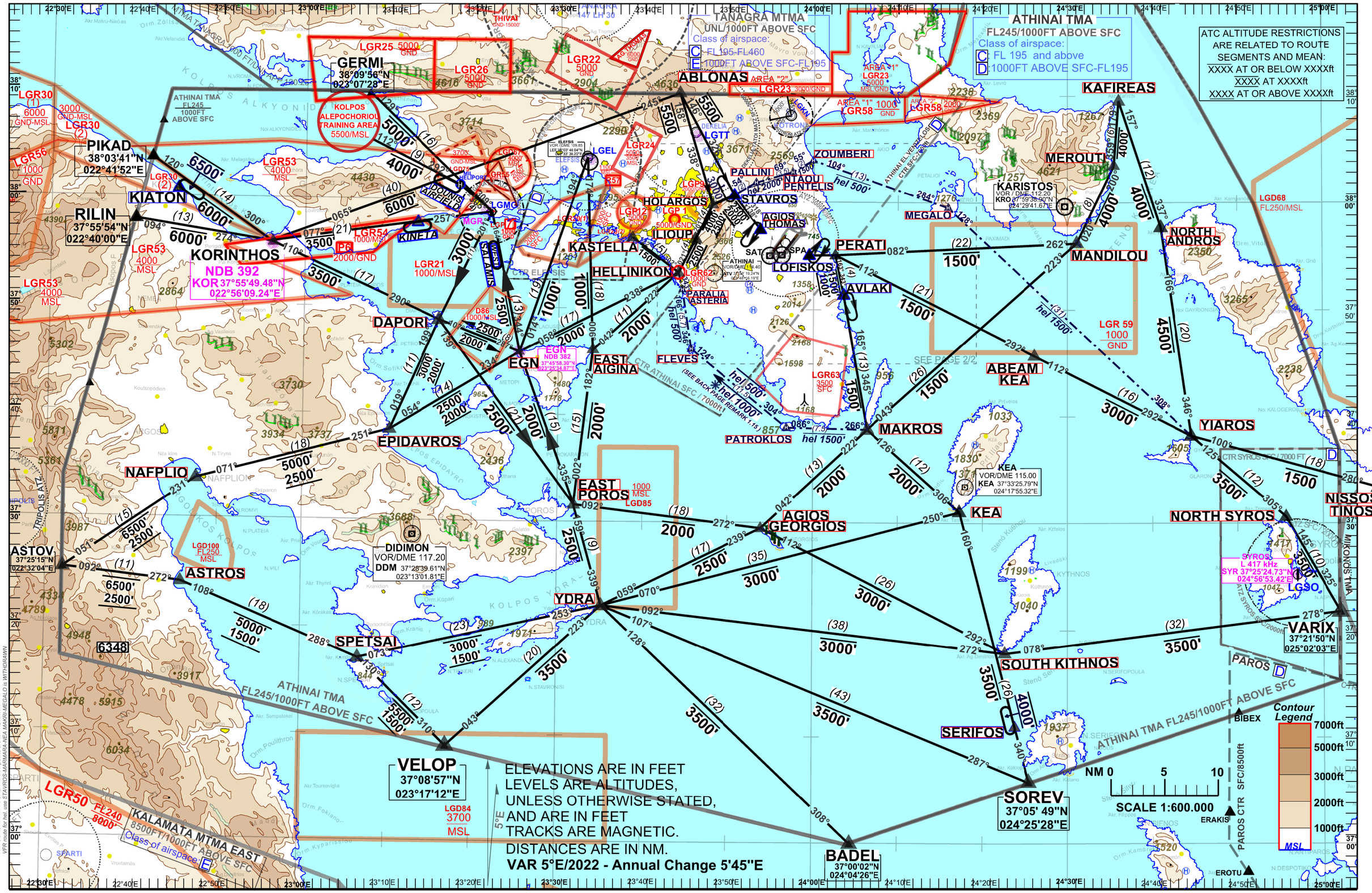
ATHINAI TMA INFORMATION
124.025 131.175

ATIS	136.125
FIC	130.925, 119.750

TOWER WEST	136.275
TOWER EAST	118.625

ARRIVAL WEST	132.975
ARRIVAL EAST	126.575

ATHINAI/ELEFTHERIOS VENIZELOS
VFR routes ATHINAI TMA



ATHINA TMA - VFR ROUTES

1. GENERAL:

1.1 Access to Athinai TMA is restricted to aircraft capable of maintaining two-way radio communication with the appropriate ATS unit.

1.2 Acft including Helicopters, flying under VFR within Athinai TMA, should follow VFR routes and altitudes as depicted in this chart, unless VFR criteria require otherwise or a special permission has been obtained from the appropriate ATS unit.

1.3 Prior entering class D airspace, a relevant clearance should be obtained by the appropriate ATS unit. In order to facilitate the traffic flow two visual holdings are established:

a) at KIATON 6500ft
b) at SERIFOS 4000ft.

Acft should hold visually in the above holdings, until receiving the relevant clearance from ATH TMA INFO.

1.4 When necessary to deviate from the specified routes or altitudes a special permission shall be obtained from Athinai TMA Information before entering Athinai TMA or immediately after departure.

1.5 To meet special traffic requirements the appropriate ATS unit may assign different VFR routes.

1.6 Cancellation of IFR flight plan within Athinai TMA is subject to ATC approval and after such a cancellation the VFR routes and altitudes should again be followed.

1.7 It is reminded that on VFR routes the responsibility to avoid collision with other acft, provide terrain clearance and avoid restricted airspace, rests with the pilot.

1.8 Acft flying under VFR within ATHINAI TMA shall be equipped with a functioning transponder with mode A and C capabilities.

1.9 Unless otherwise instructed by the appropriate ATS unit, VFR acft shall squawk A 7000.

1.10 Pilots prior to frequency change shall inform the Athinai TMA Information that two-way radio communication has been established with the appropriate ATC unit.

1.11 Acft categories C and D shall not operate under VFR within Athinai TMA, unless a special permission has been obtained by the appropriate ATS unit.

1.12 In order to reduce frequency workload by unnecessary retransmissions, all acft following VFR routes (or when cleared to proceed direct between significant points on the VFR-routes network) should report at all compulsory reporting points (refer to chart) 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 DAPORI at 05, 1500ft, next point EPIDAVROS at 12".)*

These position reports are expected to be transmitted on the relevant frequency, but may not be always automatically acknowledged by ATH TMA INFO, if workload impedes such acknowledgement.
Flight crew is required, however, to specifically secure acknowledgment of their position-report transmission:

a) at first call;
b) when exiting ATHINAI TMA; or
c) immediately before landing at or immediately after departing from a point within ATHINAI TMA lateral boundaries.

1.13 Telephone communication with the Athinai TMA Information: 2109972283

1.14 The route STAVROS-PALLINI-NTAOU PENTELIS-ZOUMBERI-MEGALO is a two-way VFR route, only for helicopters, subject to approval regarding traffic at the time.

***1.15 The route PATROKLOS-FLEVES (1000ft) is one way VFR route, only for helicopters, subject to approval regarding traffic at the time.**

2. ATHINAI / ELEFTHERIOS VENIZELOS Airport :

2.1 Access to Athinai CTR is restricted to aircraft capable of maintaining two-way radio communication with Athinai Eleftherios Venizelos Tower.

2.2 All acft departing from Athinai Eleftherios Venizelos Airport shall remain in contact with Athinai Eleftherios Venizelos Tower until passing AVLAKI or STAVROS reporting points and then contact Athinai TMA Information (Freq. 124.025 MHz or 131.175 MHz or 299.500 MHz), unless otherwise instructed by Athinai Eleftherios Venizelos Tower.

2.3 The Tower may instruct the departing acft to proceed over the airport with right or left turn and then to proceed to STAVROS or PERATI points. Departing acft should after take off and, depending on their destination and RWY in use, proceed directly to either STAVROS or PERATI reporting points.

2.4 To assist Athinai Eleftherios Venizelos Airport to arrange a landing sequence of VFR arriving acft and facilitate the aerodrome traffic, two visual holding patterns are established west and east of Athinai Eleftherios Venizelos Airport.

2.5 Holding in the above patterns should be carried out 2NM west of RWY 03L/21R (Point **AGIOS THOMAS**) and 2NM east of RWY 03R/21L (Point **LOFISKOS**) not reaching the longitudinal limits of the said RWYs and at an altitude of 1500 feet (1000 feet for Helicopters) or as otherwise instructed by Athinai Eleftherios Venizelos Tower.

2.6 Acft destined to Athinai Eleftherios Venizelos Airport should hold over **AVLAKI, STAVROS or HOLARGOS** points and should not proceed to the airport or to the visual holding patterns included in the above par. 2.5 (**AGIOS THOMAS or LOFISKOS**) before establishing contact with Athinai Eleftherios Venizelos Tower and receiving the relevant clearance.

2.7 Aircraft on the route STAVROS-ABLONAS entering DEKELIA ATZ should remain 5500FT of ALTITUDE unless a special permission for a lower altitude is obtained from DEKELIA/TATOI MIL. TOWER (Freq. 122.100MHz or 122.650 MHz or 118.500 MHz or 121.500 MHz or 243.000MHz or 257.800 MHz).

2.8 Aircraft within Athinai Eleftherios Venizelos ATZ shall reduce speed 160 Kts IAS, unless otherwise instructed by Athinai Eleftherios Venizelos Tower. However, if the minimum safe speed for any particular operation is greater than the maximum speed prescribed above, the aircraft may be operated at the minimum safe speed, provided that the Tower Control is promptly notified.

3. ELEFSIS Airport:

3.1 Access to Elefsis CTR is restricted to aircraft capable of maintaining two-way radio communication with Elefsis Tower.

3.2 Acft destined to Elefsis Airport should hold over **EGN, EAST AIGINA or KASTELLA** and should not enter Elefsis CTR before establishing contact with ATH TMA INFO or Elefsis Tower and receiving the relevant clearance.

4. MEGARA Airport:

4.1 Access to Megara ATZ is restricted to aircraft capable of maintaining two-way radio communication with Megara Tower.

4.2 To assist Megara Airport to arrange a landing sequence of VFR arriving acft and facilitate the aerodrome traffic, three visual holding patterns are established. Acft destined to Megara Airport should hold over **WEST SALAMIS, KINETA and DOUNIS AIRFIELD** and should not enter Megara ATZ before establishing contact with Megara Tower (Freq. 130.875 MHz or 282.150.30 MHz) and receiving the relevant clearance.

4.3 Holding in the abovementioned patterns should be carried out at an altitude of 1500 feet (1000 feet for Helicopters) or as otherwise instructed by Megara Tower.

4.4. Departing acft may be delayed due to frequency congestion in ATH TMA INFO.

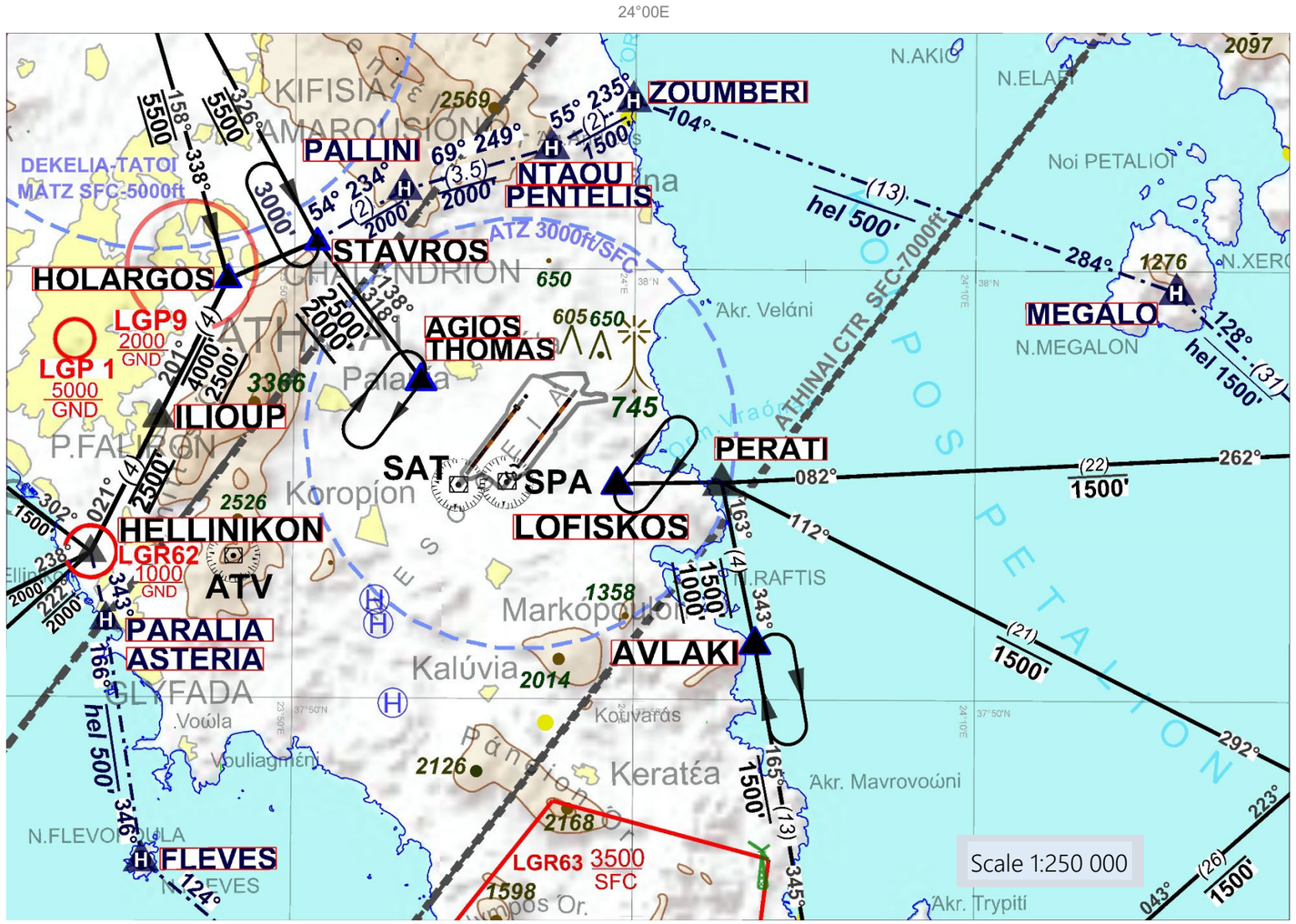
5. TRAINING AREA:

A Training Area is established at Kolpos Alepochoriou, within the gulf, at a reasonable distance from the coast. When flying in the above area, "operations-normal" reports are required.

COORDINATES (WGS 84) OF REPORTING POINTS OF ATHINAI VFR ROUTES AND ALTITUDES

AGIOS GEORGIOS	37° 29’ 31” N	023° 53’ 55” E
AGIOS THOMAS	37° 57’ 26” N	023° 53’ 44” E
ABEAM KEA	37° 45’ 41” N	024° 26’ 08” E
ASTOV	37° 25’ 15” N	022° 32’ 04” E
ASTROS	37° 24’ 02” N	022° 45’ 53” E
ABLONAS	38° 10’ 10" N	023° 44’ 08" E
AVLAKI	37° 51’ 24” N	024° 03’ 32” E
BADEL	37° 00’ 02” N	024° 04’ 26” E
DAPORI	37° 48’ 47” N	023° 15’ 55” E
ELEFSINA (LGEL)	38° 04’ 10” N	023° 33’ 15” E
EPIDAVROS	37° 38’ 30” N	023° 10’ 14” E
EAST AIGINA	37° 46’ 08” N	023° 34’ 06” E
EAST POROS	37° 31’ 37” N	023° 31’ 57” E
EGN (EGN)	37° 45’ 58” N	023° 25’ 35” E
FLEVES	37° 46’ 13” N	023° 45’ 39” E
GERMI	38° 09’ 56” N	023° 07’ 28” E
HELLINIKON	37° 53’ 23” N	023° 44’ 05” E
HOLARGOS	37° 59’ 46” N	023° 48’ 03” E
ILIOUP	37° 56’ 32” N	023° 46’ 03” E
KAFIREAS	38° 09’ 32” N	024° 36’ 01” E
KASTELLA	37° 56’ 38” N	023° 38’ 39” E
KEA (KEA)	37° 31’ 03” N	024° 17’ 18” E
KIATON	38° 00’ 47” N	022° 44’ 54” E
KINETA	37° 57’ 50” N	023° 13’ 15” E
KORINTHOS (KOR)	37° 55’ 49”N	022° 56’ 09” E
LOFISKOS	37° 55’ 03” N	023° 59’ 30” E
MAKROS	37° 38’ 46” N	024° 06’ 23” E
MANDILOU	37° 56’ 15” N	024° 31’ 06” E
MEGALO	37° 59’ 31” N	024° 15’ 53” E
MEGARA (LGMG)	37° 58’ 53” N	023° 21’ 58” E
MEROUTI	38° 03’ 28” N	024° 35’ 27” E
NAFPLIO	37° 33’ 44” N	022° 47’ 31” E
NISSOS TINOS	37° 33’ 24” N	025° 06’ 31” E
NORTH ANDROS	37° 57’ 38” N	024° 40’ 56” E
NORTH SYROS	37° 30’ 40” N	024° 55’ 40” E
NTAOU PENTELIS	38° 02’ 50” N	023° 57’ 32” E
PALLINI	38° 01’ 52” N	023° 53’ 13” E
PARALIA ASTERIA	37° 51’ 51” N	023° 44’ 30” E
PATROKLOS	37° 38’ 56” N	023° 56’ 54” E
PERATI	37° 55’ 04” N	024° 02’ 34” E

PIKAD	38° 03’ 41” N	022° 41’ 52” E
RILIN	37° 57’ 54” N	022° 40’ 00” E
STAVROS	38° 00’ 39” N	023° 50’ 39” E
SERIFOS	37° 10’ 56” N	024° 23’ 45” E
SOREV	37° 05’ 49” N	024° 25’ 28” E
SOUTH KITHNOS	37° 17’ 51” N	024° 22’ 38” E
SPETSAI	37° 17’ 06” N	023° 06’ 47” E
VARIX	37° 21’ 50” N	025° 02’ 03” E
VELOP	37° 08’ 57” N	023° 17’ 12” E
YDRA	37° 22’ 12” N	023° 35’ 16” E
YIAROS	37° 38’ 14” N	024° 44’ 35” E
ZOUMBERI	38° 03’ 56” N	023° 59’ 56” E



LGKV AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Fuel: Jet A1 by EKO, GISSCO. AVGAS: NIL Oil: NIL
3	Fuelling facilities/capacity	GISSCO Tel: +302591440075, +306948332222 Email: kva01@gissco.gr EKO Tel: +302591440089, +306944145839 Email: a.kavala@eko.gr
4	De-icing facilities	External contractor
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LGKV AD 2.5 PASSENGER FACILITIES

1	Hotels	At Kavala city and Keramoti town.
2	Restaurants	Snack bar, cafeteria. Restaurant at AD vicinity and Kavala city.
3	Transportation	Airlines buses, taxis.
4	Medical facilities	Hospital in Kavala city. Health Centre at Chrisoupolis town.
5	Bank and Post Office	ATM (cash machines) available
6	Tourist Office	NIL
7	Remarks	NIL

LGKV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CIV CAT: 7
2	Rescue equipment	Equivalent for CAT 7 requirements. Inflatable boats, ERP rescue trailer with medical equipment, inflatable rescue tent.
3	Capability for removal of disabled aircraft	Provided by external contractors (up to 60 tons)
4	Remarks	NIL

LGKV AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Snow removal equipment available. Snow ploughs with broom and blower, Sprayer.
2	Clearance priorities	RWY 05/23, RFFS emergency access roads, TWYs servicing active RWY, parking stands, airside service roads, GSE staging areas, landside roads.
3	Remarks	As per EASA, De/Anti-Icing fluid and solid materials are coded as: GAC and NAFO respectively. Available from December to March.

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

1	Apron surface and strength	Surface: concrete Strength: PCN 100/R/A/W/T
2	Taxiway width, surface and strength	Width: TWY F: 30M TWYs F1 & F5: 26M, TWYs F2, F3, F4: 23 M, TWY A1: 36M, TWY A2:38M, TWY A3: 35m Surface: TWYs F2, F3, F4, A1, A2, A3: asphalt , TWYs F1 & F5: concrete, TWY F: the first 210m of the northern part and the first 260m of the southern part: concrete, TWY F rest part: asphalt Strength: TWYs F1 & F5: PCN 100R/B/W/T, TWYs F2, F3, F4, A1, A2, A3: PCN 100/F/A/X/T, TWY F: 210m of the northern part and 260m of the southern part: PCN 100/R/B/W/T, the rest PCN 100/F/A/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	Apron area 500mx180m

LGKV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

LGKV AD 2.10 AERODROME OBSTACLES

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

LGKV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

LGKV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
7			8	9	10	11	12	13
05	NIL	NIL	NIL	NIL	3120X300	NIL	NIL	See also relevant LGKV AD and AOC charts-ICAO
23	NIL	NIL	NIL	NIL	3120X300	NIL	NIL	

LGKV AD 2.13 DECLARED DISTANCES

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

LGKV AD 2.14 APPROACH AND RUNWAY LIGHTING

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

LGKV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

LGKV AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	See **LGKV AD 2 .20.4**

LGKV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LGKV AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

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

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

2.20.1.2 GA/BA and Non-commercial flights

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

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

c) Aircraft up to 13.6 m wingspan and 8.56 m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar is mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs.

d) For PPR which are approved under the condition that there is appropriate towbar and towhead availability, the towbar and towhead is mandatory regardless of the aircraft dimensions stated in paragraph c) above, as it is a pre-requisite for the PPR granted.

e) Minimum ground time allowed is 20 min for all GA/BA aircraft excluding helicopters.

f) During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured, under the responsibility of the aircraft operator. For Long Ground Times, all GA/BA aircraft shall be secured, regardless of the prevailing weather.

2.20.1.3 Higher code letter aircraft requests

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

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

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

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

2.20.1.6 During winter season (November-March), roll through operations are applicable only for aircraft with propeller engines up to ICAO code C, following always Marshaller's instructions. Aircraft are allowed to taxi-out only at the indispensable engine power and speed.

LGKV AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - KAVALA / MEGAS ALEXANDROS Airport	23 FEB 23	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

AERODROME CHART-ICAO

405450N
0243711E

ELEV 5.40m
17.71ft

KAVALA / MEGAS ALEXANDROS Airport

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

ATS COMMUNICATION FACILITIES			
Service Designation	Call Sign	Frequency	Remarks
APP	KAVALA APPROACH	124.650 MHZ 122.100 MHZ 257.800 MHZ 121.500 MHZ 243.000 MHZ	Cov. FL 250/50NM RGA MIL RGA Emergency Frequency MIL Emergency
TWR	MEGAS ALEXANDROS TOWER	118.400 MHZ 122.100 MHZ 257.800 MHZ 121.500 MHZ 243.000 MHZ	Cov. FL 80/16NM RGA MIL RGA Emergency Frequency MIL Emergency
G/A/G	MEGAS ALEXANDROS RADIO	5637 KHZ 2989 KHZ	0400 - 1700 1700 - 0400
ATIS (ARR/DEP)	KAVALA MEGAS ALEXANDROS AIRPORT INFORMATION	128.155 MHz	Cov. FL 200/ 60 NM
All ATS Communication Facilities under responsibility of CAA. For ATIS see also ENR 1.1.1.8.3.3			

VAR 4°52'E
Jan 2019

ANNUAL RATE
OF CHANGE 5'14"E

KAVALA
L 327
KHR
405536.77N
0243757.35E

PARKING STANDS:
REFER TO APDC

TERMINAL - CUSTOMS

FIRE STATION

TOWER - AIS - MET

RVR

ELEV 5.40M

PAPI 3° MEHT 13M

WDI

drainage channel

RWY 3000mX45m

STRIP 3120mX300m

PAPI 2,97° MEHT 13M

RVR

WDI

drainage channel

KAVALA
VOR/DME 108.80
KPL
405445.59N
0243653.14E

ELEV 3.25 M

Simple approach lighting system 420M LIH

RWY	DIRECTION MAG	THR	THR Elevation (AMSL) GUND Elevation	BEARING STRENGTH
05	050	405422.69N 0243617.93E	3.25M 40.55M	91/R/B/W/T 100/F/A/X/T
23	230	405517.97N 0243803.42E	5.40M 40.69M	100/R/A/W/T 100/F/A/X/T
Type of surface: asphalt, except the first 310m of RWY 05 and the first 200m of RWY 23 Rigid				

Lighting Aids	
Runway Lighting	Threshold, edge, end,RTIL (RWY 23)
Other Lighting	TWYLs : edge, blue APRON : Floodlights
Approach Lighting	
Runway 05/23	PAPI : 2,97° / 3° respectively
Runway 05	Simple approach lighting system, LIH, length 420m

SCALE 1 : 10000

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

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

AMENDMENT RECORD		
No	DATE	ENTERED BY

CHANGE:

-IDENTIFICATION OF PAPI'S RWY 05 AND RWY23
-IDENTIFICATION OF SIMPLE APPROACH LIGHTING SYSTEM OF RWY 05

LGSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGSM - SAMOS / ARISTARCHOS OF SAMOS

LGSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	374121N 0265444E Centre of RWY 09/27.
2	Direction and distance from (city)	BRG 232°, 5.5 NM from centre of Samos town.
3	Elevation/Reference temperature	5,74 M (18.83 FT) / 30°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4°38'E (4.07°E)(JAN 2019)/ 5' 38´´E (0.0939°E)
6	AD Administration, address, telephone, telefax, telex, AFS	Samos/ Aristarchos of Samos Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 15123 Maroussi GREECE TEL: +30 2273 440013 email: SMIAOCC@FRAPORT-GREECE.COM Website: https://www.smi-airport.gr Hellenic Aviation Service Provider GR 83103 PYTHAGORIO TEL: +30 22734 40045 FAX: +30 22734 40099 AFTN: LGSMYDYX email: kasmaar@hasp.gov.gr
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGSM AD 2.3 OPERATIONAL HOURS

1	AD Administration	HO
2	Customs and immigration	HO
3	Health and sanitation	HO
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	HO (+30 22734 40078 & +30 22734 40079)
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

LGSM 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
09	094°	2044 x 45	PCN 68/F/B/X/T Asphalt	374123.24N 0265404.88E 374118.44N 0265525.20E 36.91M	THR 5.74 M/ 18.83 FT TDZ: NIL
27	274°	2044 x 45	PCN 68/F/B/X/T Asphalt	374118.44N 0265525.20E 374123.41N 0265402.02E 36.91M	THR 3.30 M/ 10.82 FT TDZ: NIL

Slope of RWY-SWY			SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
7			8	9	10	11	12	13
09	NIL	NIL	NIL	NIL	2164 x 150	NIL	NIL	See relevant LGSM AD and AOC charts-ICAO
27	NIL	NIL	NIL	NIL	2164 x 150	NIL	NIL	

LGSM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	2044	2044	2044	1974	THR RWY 09 displaced 70 M.
27	2044	2044	2044	2044	NIL

LGSM 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
09	Simple approach lighting system. 420M with a crossbar at 300M LIH	Green	PAPI / Left 3° 28.5' 312M (16.40M)	NIL	NIL	White LIH	Red	NIL	Blue turning circle lights on both runways. PAPI both RWYs slewed 5 DEG to the South. PAPI Range limited to 2 NM due to high terrain
27	NIL	Green RTIL	PAPI / Left 3° 30' 284M (16.40M)	NIL	NIL	White LIH	Red	NIL	

LGSM AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	SAMOS ARISTARCHOS OF SAMOS CTR Circle, 10 NM radius centred at 374121N 0265444E, limited to East by ATHINAI - ISTANBUL FIR boundaries.
		SAMOS ARISTARCHOS OF SAMOS ATZ Circle, 5 NM radius centered at 374121N 0265444E, limited to East by ATHINAI - ISTANBUL FIR boundaries.
2	Vertical limits	CTR: SFC to 5000 FT ALT
		ATZ: SFC to 2000 FT ALT
3	Airspace classification	Class D
4	ATS unit call sign Language(s)	CTR: SAMOS APPROACH Greek, English
		ATZ: SAMOS TOWER Greek, English
5	Transition altitude	7000 FT
6	Remarks	For SAMOS TMA see **ENR 2.1.5.13**

LGSM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	**2**	**3**	**4**	**5**
APP	SAMOS APPROACH	124.100 122.100 257.800 MHz 121.500 243.000 MHz	HO HO HO HO HO	Primary freq Coverage FL 100/ 25 NM RGA MIL RGA Emergency MIL Emergency
TWR	SAMOS TOWER	129.850 122.100 257.800 MHz 121.500 243.000 MHz	HO HO HO HO HO	Primary freq Coverage FL 40 / 25 NM RGA MIL RGA Emergency MIL Emergency
G/A/G	SAMOS RADIO	5637 kHz 2989 kHz	HO: 0400–1700 HO: 1700-0400	Primary freq Primary freq
ATIS (ARR / DEP)	SAMOS ARISTARCHOS OF SAMOS AIRPORT INFORMATION	127.055	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**				

LGSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LGSM AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

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

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

2.20.1.2 GA/BA and non-commercial flights

a) Due to operational reasons, prior permission (PPR) must be obtained through the FG PPR Platform for all GA/BA and non-commercial flights before the scheduled departure of the flight. PPR must match with the scheduled times of the flight otherwise it must be updated accordingly. PPRs that will not be used must be immediately cancelled. PPR requests should be communicated through a Ground Handling Services Provider or a Local Representative. Detailed guidelines are available on: https://www.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 aircraft excluding helicopters
e) During adverse weather conditions with strong prevailing winds, all GA/BA aircraft shall be properly secured, under the responsibility of the aircraft operator. For Long Ground Times all GA/BA aircrafts shall be secured, regardless of the prevailing weather.

2.20.1.3 Higher code letter aircraft requests

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

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

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

2.20.1.6 During winter season (NOV-APR) aircraft may be parked in a roll-through manner parallel to the terminal disregarding parking position markings, following marshaller instructions. Aircraft are allowed to taxi only at the indispensable engine power and speed. A relevant NOTAM will be issued. Follow Me guidance shall be provided.

2.20.2 Taxiing to and from stands

2.20.2.1 Procedures for arriving aircraft

2.20.2.1.1 All taxiing instructions are issued by ATC via VHF communication