

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

1	ARP coordinates and site at AD	390328N 026355E centre of RWY
2	Direction and distance from (city)	BRG 152°, 3.5 NM from city harbour.
3	Elevation/Reference temperature	18.41 M (60.40 FT) / 33.55°C.
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	6°E (JAN 2023) / 6'19"E
6	AD Administration, address, telephone, telefax, telex, AFS	Mitilini / Odysseas Elytis Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 GR 15123, Maroussi Phone: +30 22514 40013-14 Email: <a href="mailto:mjtaocc@fraport-greece.com">mjtaocc@fraport-greece.com</a> Website: <a href="https://www.mjt-airport.gr">https://www.mjt-airport.gr</a> Hellenic Aviation Service Provider (HASP) GR 81100, MITILINI TEL: +30 22510 38700 FAX: +30 22510 61730 AFTN: LGMTYDYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

**LGMT AD 2.3 OPERATIONAL HOURS**

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

**LGMT AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	Available upon request. Contact GHSP
2	Fuel/oil types	Fuel TF JET A1: by EKO, GISSCO AVGAS: NIL Oil: NIL
3	Fuelling facilities/capacity	EKO Athens central office Refuelling Trucks TEL: +30 210 7725110 / 7725522 / 6887499 Email : <a href="mailto:EkoAviationSales@eko.gr">EkoAviationSales@eko.gr</a> Address: EKO ABEE 8A Chimarras Str 15125 Marousi, Greece  GISSCO Refuelling Trucks. 4 TANK: 400m <sup>3</sup> Fueller F-26: 45 m <sup>3</sup> Tel: +30 22514 40049 / +30 6948685118 Email: <a href="mailto:mit01@gissco.gr">mit01@gissco.gr</a>
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

**LGMT AD 2.5 PASSENGER FACILITIES**

1	Hotels	Available at Mitilini town.
2	Restaurants	Snack bar, .cafeteria. Restaurants at Mitilini town.
3	Transportation	Public buses, taxis, charter buses and car rentals
4	Medical facilities	First Aid at Airport, Motor ambulance. Hospital at Mitilini town.
5	Bank and Post Office	ATM (cash machines) available
6	Tourist Office	At Mitilini town.
7	Remarks	NIL

**LGMT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

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

**LGMT AD 2.7 SEASONAL AVAILABILITY - CLEARING**

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

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

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

**LGMT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

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

**LGMT AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	3
a	b	c	a	b	
14	See relevant LGMT AOC charts-ICAO				Main obstacles lighted LED.
32	See relevant LGMT AOC charts-ICAO				

**LGMT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	MITILINI / ODYSSEAS ELYTIS
2	Hours of service MET Office outside hours	H24 MITILINI
3	Office responsible for TAF preparation Period 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	MITILINI TWR, MITILINI APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 22510 61286, +30 6983526347. Email: <a href="mailto:meteo.mytilene@hnms.gr">meteo.mytilene@hnms.gr</a>

**LGMT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
14	148°	2406 x 45	PCN 66/F/B/X/T Asphalt	390359.21N 0263530.00E 390255.28N 0263621.20E 39.23 M	THR: 17.57 M/ 57.63 FT TDZ: NIL
32	328°	2406 x 45	PCN 66/F/B/X/T Asphalt	390310.00N 0263609.41E 390401.46N 0263528.20E 39.23 M	THR: 6.45 M/ 21.16 FT TDZ: NIL

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	OFZ	Remarks
1	7	8	9	10	11	12	13
14	-1.03%/-0.17%/+0.60% (1040 m)(780 m)(587m)	NIL	NIL	2526 x 150	NIL	NIL	See relevant LGMT AD and AOC charts-ICAO
32	-0.60%/+0.17%/+1.03% (587m)(780m)(1040 m)	NIL	NIL	2526 x 150	NIL	NIL	

**LGMT AD 2.13 DECLARED DISTANCES**

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

**LGMT AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	APCH LGT Type Length Intensity	THR LGT Colour Wingbars	PAPI VASIS Angle (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
14	NIL	- Green	PAPI LEFT / 3.20° (18.5 M)	NIL	NIL	2406 M, 60 M spacing, White (last 600 M Yellow), LIM	Red LIM	NIL	See also LGMT AD chart-ICAO.  PAPI system serviceable in azimuth coverage not more than 5 degrees either side of the extended runway centre line.
32	NIL	- Green	PAPI LEFT / 3.36° (20.04 M)	NIL	NIL	2406 M, 60 M spacing, White (from 0M to DTHR Red, last 600 M: Yellow), LIM	Red LIM	NIL	

**LGMT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN/IBN location, characteristics and operational hours	ABN: at the Tower building, ALTN FLG WG, every 6 SEC, HO: HN and IMC. IBN: at the Tower building, FLG green, coding "LSV", every 30 SEC, LED. HO: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI: NIL. WDI: 2 WDI, lighted, LED. Anemometer: 2 (83 M beyond THR 14 and 378 M before THR 32), lighted (OBL Light), LED.
3	TWY edge and centre line lighting	Edge: All TWY.
4	Secondary power supply/switch-over time	Available / 0 sec (UPS available).
5	Remarks	Apron: Flood lights LED. Signs LED.

**LGMT 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 <b>LGMT AD 2.20.4</b>

**LGMT AD 2.17 ATS AIRSPACE**

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

**LGMT AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	MITILINI APPROACH	123.850 122.100 121.500	HO HO HO	Primary freq. Coverage FL 150 / 40 NM RGA. Emergency.
TWR	MITILINI TOWER	123.850 122.100 257.800 MHz 121.500 243.000 MHz	HO HO HO HO HO	Primary freq. Coverage FL 040 / 25 NM RGA. MIL RGA. Emergency. MIL Emergency.
G/A/G	MITILINI RADIO	5637 kHz 2989 kHz	HO: 0400 – 1700 HO: 1700 – 0400	Primary freq. Primary freq.

All ATS Communication Facilities under responsibility of HASP.

**LGMT AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LESVOS VOR/DME (6°E/2024) (6°E)	LSV	114.20 MHz (CH 89X)	H24	391352.68N 0262531.16E	729 FT / 222.37 M	Coverage FL 500 / 100 NM
MITILINI VOR/DME (6°E/2024) (6°E)	MLN	109.60 MHz (CH 33X)	H24	390326.67N 0263601.96E	35 FT / 10.76 M	Coverage FL 250 / 40 NM
MITILINI L (6°E/2024)	LVO	397 kHz	H24	390258.92N 0263624.53E	-	Coverage 25 NM

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

**LGMT AD 2.20 LOCAL TRAFFIC REGULATIONS**

**2.20.1 Airport regulations**

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

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

2.20.1.2 GA/BA and non-commercial flights

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

2.20.1.3 Higher code letter aircraft requests

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

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

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

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

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

2.20.1.7 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.

## **2.20.2 Taxiing to and from stands**

### **2.20.2.1 Procedures for arriving aircraft**

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

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

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

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

2.20.2.1.5 For stand 4, aircraft will enter Apron via TWY B1 and exit via TWY B2 exclusively

2.20.2.1.6 When stand 4 is occupied:

- a) No taxiing is allowed at Apron TWY B between TWY B1 and B2.
- b) Aircraft using stand 4A will enter and exit via TWY B1 exclusively.

### **2.20.2.2 Procedures for departing aircraft**

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

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

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

2.20.2.2.4 Pushback and engine start-up procedure.

- a) Crew shall request start-up and pushback clearance from ATC, which shall approve only one pushback at a time. Following pilot request for pushback clearance, ATC will provide permission and instructions regarding the direction (facing) of the aircraft. Default facing is North. Clearance for facing south will be approved only when south winds of more than 15kt prevailing at the airport.
- b) Start-up of engines shall be performed when the aircraft is positioned on the Apron TWY A.
- c) Cross-bleeding start-up is not permitted on the parking stand and may only be performed on the TWY and/or RWY according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to the Airport Operations Control Center through the aircraft operator or the ground service provider.
- d) For pushback procedure facing north, aircraft from any parking position shall be aligned on the Apron TWY A and positioned with the nose wheel abeam the lead-in line of the parking position 3, unless otherwise instructed by ATC. In that case other aircraft shall enter North apron only via TWY A1.
- e) For pushback procedure facing south, aircraft from any parking position after pushback shall be pulled forward on the Apron TWY A and positioned with the nose wheel on the southern A location marking unless otherwise instructed by ATC. In that case other aircraft shall enter North apron only via TWY A1.
- f) For parking position 1 when push back facing south is required, caution should be applied as aircraft tail may violate the RWY Holding Position. Push back should not be performed during movement on the RWY.

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

### **2.20.2.3 Towing of aircraft**

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

## **2.20.3 Parking area for small aircraft (General aviation)**

NIL

## **2.20.4 Parking area for helicopters**

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

## **2.20.5 Apron - taxiing during winter conditions**

NIL

## **2.20.6 Taxiing – limitations**

NIL

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

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

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

**2.20.8 Helicopter traffic – limitation**

2.20.8.1 Due to operational reasons, during summer season (APR-OCT), permission one hour prior to arrival is required. Additional restrictions will be issued by NOTAM.

**2.20.9 Removal of disabled aircraft from runways**

NIL

**2.20.10 Operation of advanced surveillance system**

2.20.10.1 In order to cooperate with the Mode-S based Advanced Surveillance System, aircraft operators intending to use LGMT - MITILINI / ODYSSEAS ELYTIS airport shall ensure that the Mode S transponder is able to operate when the aircraft is on the ground.

2.20.10.1.1 Pilots shall:

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

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

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

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

**LGMT AD 2.21 NOISE ABATEMENT PROCEDURES**

**Part I**

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

2.21.1.1 General provisions

NIL

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

NIL

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

NIL

2.21.1.4 Restrictions

NIL

2.21.1.5 Reporting

NIL

**Part II**

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

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

NIL

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

NIL

2.21.2.3 Reporting

NIL

**Part III****2.21.3 Noise abatement procedures for helicopters**

2.21.3.1 General provisions

NIL

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

NIL

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

NIL

2.21.3.4 Reporting

NIL

**LGMT AD 2.22 FLIGHT PROCEDURES****2.22.1 General**

Pilots landing or taking off at MITILINI / ODYSSEAS ELYTIS airport should exercise extreme caution when South-West (SW) winds of more than 20 kts prevail, as moderate or severe turbulence and wind shear may be encountered on the final approach and/or initial climb out of areas of RWY 14.

**2.22.2 Runway in use**

NIL

**2.22.3 Procedures for IFR flights within MITILINI TMA**

2.22.3.1 See relevant LGMT IAC charts – ICAO (LGMT AD 2.24)

**2.22.4 Radar procedures within MITILINI TMA**

NIL

**2.22.5 Procedures for VFR flights within MITILINI TMA**

NIL

**2.22.6 Procedures for VFR flights within MITILINI/ ODYSSEAS ELYTIS CTR**

NIL

**2.22.7 Standard instrument departure procedure (SID)**

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

**LGMT AD 2.23 ADDITIONAL INFORMATION****2.23.1 Wildlife Hazard Management**

- a. A diversity of wildlife species may be found at LGMT airport and its close vicinity. Currently, 73 bird species (either resident or migratory bird species) and 3 mammal species have been recorded at LGMT airport.
- b. The presence and behavior of wildlife species at LGMT airport is monitored in regular intervals, daily, from dawn to dusk. Some of the wildlife control methods applied at LGMT airport are: distress calls (bioacoustics), digital sounds, anti-bird laser, etc. Preventive long-term actions that are mainly related to habitat management measures (e.g. grass cutting, water body management) are also taken to further reduce the presence of species constituting a risk to flight safety. In addition, a NOTAM is published and regularly updated.
- c. **Yellow-legged gull (*Larus michahellis*)**, is the most common bird species monitored and controlled at LGMT airport. Yellow-legged gull is a large gull species with a mass of 1.5kg. It is resident on Lesvos island, but its presence at LGMT airport is more intense from spring until early summer and during rainy weather conditions. Flocks of 10-20 Yellow-legged gulls are usually observed at the maneuvering area. They mainly fly east upon the application of wildlife control methods.
- d. 75% of the strikes with Yellow-legged gulls occurred at a height of 0-35ft above ground level and 25% occurred at a height over 35ft and up to 1,000ft, in the period 17 April 2017-2022.

## 2.23.2 Accepted deviations in aerodrome certificate

Specification	Description of Non-Compliance	Deviation type
B.060 Longitudinal slopes on RWYs	No slopes exceed limitation of 1.25% on RWY. except first quarter of RWY 14 exceed limitation of 0.8% along whole 600m (average value: 1.08%. maximum at 105m 1.20%)	Special Condition
B.080 Transverse Slopes on RWYs	Acc to aerial survey data marginal exceeding of trans slope limitation ascertained (max. value: -1.6% at 2200m RWY 14. min value: 0.7% at 1000m RWY 14)	Special Condition
B.130 Slopes on Runway shoulders	Acc. to aerial survey data: slopes exceed limitation near intersections to TWYs A and B (max. value 3.5%) (increasing of gradients on the TWYs up to 7%)	Special Condition
B.160 Width of runway strip	75m wide laterally measured from RWY C/L established.	Special Condition
B.165 Objects on RWY Strip	Part of Fence infringing marginally the Strip	Special Condition
B.180 Longitudinal slope on runway strips	(b)(1) non-compliant: acc. to aerial survey data. longitudinal slopes exceed the required 1.5% significantly in the northern and southern ends of the RWY strip (max value: >10%) (c) non-compliant: acc. to aerial survey and onsite visit. slope changes in the graded area are partly very abrupt. due to unevenness in the western parts of the RWY strip	Special Condition
C.215 Dimensions of Runway End Safety Areas	No RESA established	Special Condition
D.260 Taxiway minimum separation distance	Aircraft stand taxilane is too close to RWY (approx. 95m) instead of 176m	Special Condition
D.265 Longitudinal Slopes on Taxiways	Acc. to aerial survey data. all TWY longitudinal slopes exceed required limitation significantly on transitions from RWY to TWY (max value: 8% on TWY A for 4m). (average value on TWY slopes: TWY A1:3.5%. TWY A2: 1.9%. TWY B1: partly 1.6%. TWY B2: 2.1%. TWY B3: partly 1.7%)	Special Condition
D.270 Longitudinal slopes changes on TWYs	Acc. to aerial survey data no longitudinal slope changes exceed limitations on TWY A (max value: 2.3%/30m 60m after HLDG to apron). no exceedings on other TWYs ascertained	Special Condition
D.330 Slopes on taxiway strips	Strip slopes exceed limitations in various areas.	Special Condition
E.360 Slopes on aprons	Exceeding of limitation on both aprons (average values north apron: 1.77%. south apron: 2.15%); (maximal value on AC stand 6: -2.22%)	Special Condition
J.475 non-precision approach runways	Non-compliant: approach 32 (i.e. due to terminal building) non-compliant: eastern transitional (i.e. due to terminal building)	Special Condition
T.905 Fire Stations	Fire Station building infringing Terminal Building	Special Condition
T.915 Siting of equipment and installations on operational areas	Endangering objects can be found within the RWY strip. At both RWY ends. requirements cannot be met	Special Condition
M.670 RWY Threshold Identification Lights	For both RWY directions. the distance between RTILs and line of RWY edge lights >20 m	ELoS
M.745 RWY Guard lights	No RWY guard lights installed	ELoS
T.910 Aerodrome Operational Services, Equipment & Installation	Anemometer. unknown antenna close to RVR14 are not frangible.	ELoS

## LGMT AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Date	Page
<b>Aerodrome Chart – ICAO:</b> - MITILINI / ODYSSEAS ELYTIS Airport	13 JUN 24	AD 2-LGMT-ADC
<b>Aircraft Parking / Docking Chart – ICAO:</b> - MITILINI / ODYSSEAS ELYTIS Airport - MAIN APRON	31 OCT 24	AD 2-LGMT-APDC-1
Aircraft Parking / Docking Chart – ICAO: - MITILINI / ODYSSEAS ELYTIS Airport - SECONDARY APRON	31 OCT 24	AD 2-LGMT-APDC-2
<b>Aerodrome Obstacle Chart (AOC) - ICAO, Type A:</b> - RWY 14/32 / LGMT AOC A	12 NOV 15	AD 2-LGMT-AOC A
<b>Aerodrome Obstacle Chart (AOC) – ICAO, Type B:</b> -	NIL	NIL
<b>Precision Approach Terrain Chart – ICAO:</b> -	NIL	NIL
<b>Instrument Approach Chart (IAC) – ICAO:</b> - LSV VOR/DME – LVO L	28 NOV 24	AD 2-LGMT-IAC-2
Instrument Approach Chart (IAC) - ICAO: - RNP Z RWY 14	28 NOV 24	AD 2-LGMT-IAC-3
Instrument Approach Chart (IAC) - ICAO: - RNP Y RWY 14	28 NOV 24	AD 2-LGMT-IAC-4
Instrument Approach Chart (IAC) - ICAO: - RNP Z RWY 32	28 NOV 24	AD 2-LGMT-IAC-5
Instrument Approach Chart (IAC) - ICAO: - VOR/DME RWY 14	28 NOV 24	AD 2-LGMT-IAC-6
<b>Visual Approach Chart (VAC) – ICAO:</b> -	NIL	NIL
<b>Standard Departure Chart - Instrument (SID) – ICAO:</b> - MLN VOR/DME – LSV VOR/DME RWY 14	28 NOV 24	AD 2-LGMT-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - MLN VOR/DME – LSV VOR/DME RWY 32	28 NOV 24	AD 2-LGMT-SID-3
<b>Standard Arrival Chart - Instrument (STAR) – ICAO:</b> - LSV VOR/DME RWY 14/32	28 NOV 24	AD 2-LGMT-STAR-2
<b>TMA-VFR routes:</b> VFR routes MITILINI TMA	28 NOV 24	AD 2-LGMT-VFR