LGPZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGPZ - PREVEZA / AKTION

LGPZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	385532N 0204554E Centre of RWY 06/24
2	Direction and distance from (city)	BRG 165°, 2 NM from Preveza city
3	Elevation/Reference temperature	3.32 M (10.89 FT) / 32.55°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	5°E (JAN 2024) / 6´17´´E
6	AD Administration, address, telephone, telefax, telex, AFS	Preveza / Aktion Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 GR 15123, Maroussi Tel: +30 26824 40013 Email: pvkaocc@fraport-greece.com Website: https://www.pvk-airport.gr Hellenic Air Force (HAF) Hellenic Aviation Service Provider (HASP) GR 30021, Aktion TEL: +30 26820 26113 (HASP) FAX: +30 26820 28824 (HASP) AFTN: LGPZYDYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	For Private flights special permission is required (**GEN 1.2.5**).

LGPZ AD 2.3 OPERATIONAL HOURS

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

LGPZ AD 2.4 HANDLING SERVICES AND FACILITIES

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

LGPZ AD 2.5 PASSENGER FACILITIES

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

LGPZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

LGPZ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Two (2) sweeper tracks
2	Clearance priorities	1. RWY 06/24, TWY S and associated TWYs to civil Apron. 2. Other aprons and taxiway links
3	Remarks	All seasons.

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 66/R/A/W/T			
2	Taxiway width, surface and strength	TWY	Width	Surface	Strength
		TWY D1	30 M	Asphalt	PCN 67/F/B/X/T
		TWY D2	25 M	Asphalt	PCN 67/F/B/X/T
		TWY D3	30 M	Asphalt	PCN 67/F/B/X/T
		TWY A	23 M	Concrete	PCN 59/R/A/W/T
		TWY B	23 M	Asphalt	PCN 42/F/B/W/T
		TWY F	23 M	Asphalt	PCN 42/F/B/W/T
		TWY G	23 M	Asphalt	PCN 42/F/B/W/T
		TWY H	23 M	Concrete	PCN 59/R/A/W/T
		TWY S	30 M	• Western edge 415 M long: Concrete. • Eastern edge 405 M long: Concrete. • Between the two edges: Asphalt.	PCN 66/R/B/W/T (Regarding the concrete edges of taxiway.) PCN 67/F/B/W/T (Regarding the asphalt part of taxiway.)
3	Altimeter checkpoint location and elevation	NIL			
4	VOR checkpoints	NIL			
5	INS checkpoints	NIL			
6	Remarks	Part of TWY S, part of pre Threshold area RWY 24, part of intersections A and B NOT visible from Tower due to permanent obstacles. Surveillance cameras are used to monitor ground traffic at the blind spots.			

LGPZ 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	ACFT entering apron should follow only Marshall's instructions for parking. Aircraft stand ID signs, guide lines, visual or parking guidance system not available at the apron.
2	RWY and TWY markings and LGT	LGT: RWY: Threshold, edge, end. TWYs: edge. Markings: RWY: THR, designations, edge, TDZ, aiming points. TWYs: CL, edge.
3	Stop bars	NIL
4	Remarks	See also LGPZ AD chart ICAO.

LGPZ 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	
06	See relevant LGPZ AOC chart-ICAO				Obstructions marked and lighted. Near field Monitors are implemented: a) NFM/LLZ: (COORD 385549.73N 0204650.15E, ELEV 16.8 FT / 5.12 M. b) NFM/GP: (COORD 385520.54N 0204507.77E, ELEV 19.7 FT / 6 M.
24	See relevant LGPZ AOC chart-ICAO				

LGPZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	PREVEZA / AKTION / II
2	Hours of service MET Office outside hours	H24 ATHINAI
3	Office responsible for TAF preparation Periods of validity	ATHINAI 24 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	NO TREND
5	Briefing/consultation provided	Personal Consultation at MET Office daily from MON to FRI 0400-1200.
6	Flight documentation Language(s) used	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	Weather Radar at MET Office. On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	AKTION TWR, AKTION APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centre. TEL: +30 26820 22353, +30 6983529721.

LGPZ 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
06	068°	2871×45	PCN 57/F/B/W/T Asphalt	385514.57N 0204458.20E 385549.32N 0204648.80E 26.73 M	THR: 2.73 M / 8.95 FT TDZ: 12 FT
24	248°	2871× 45	PCN 57/F/B/W/T Asphalt	385547.50N 0204643.00E 385514.57N 0204458.20E 26.86 M	THR: 3.32 M / 10.89 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
06	NIL	NIL	NIL	2950×150	NIL	NIL	See relevant LGPZ AD and AOC charts-ICAO. Shoulders 3 M on either side.
24	NIL	NIL	NIL	2950×150	NIL	NIL	

LGPZ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
06	2871	2871	2871	2871	* For the protection of ILS-LLZ antenna of RWY 06, pilots are requested to start take off from THR RWY 24. Declared distances RWY 24 are modified accordingly as follows: TODA-TORA-ASDA=2721M. RWY 24 THR displaced 150 M.
24	2871*	2871*	2871*	2721	

LGPZ 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
06	Simple APCH LGT system 420 M LIM	GREEN Wingbars 5+5	PAPI LEFT / 3º (18.03)	NIL	NIL	2871 M 60 M WHITE LIM	RED Wingbars 5+5	NIL	See LGPZ AD chart-ICAO. APP and RWY lights on 30 MIN PN.
24	Simple APCH LGT system 420 M LIM	GREEN Wingbars 5+5	PAPI LEFT / 3.3º (8.48)	NIL	NIL	2721 M 60 M WHITE LIM	RED Wingbars 5+5	NIL	

LGPZ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: At the Tower building, ALTN FLG WG, HJ/HO: HN and IMC. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: 10 M NW of TWR, lighted White. WDI: 2 WDI, 320 M from THR 06 and 24, lighted. Anemometer: 2 anemometers, 282 M from 06 THR and 203 M from 24 THR, lighted.
3	TWY edge and centre line lighting	Edge: All TWYs are lighted Blue.
4	Secondary power supply/switch-over time	Available to all AD lighting. Switch over time: 1 SEC.
5	Remarks	Apron: Flood lights.

LGPZ 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 **LGPZ AD 2.20.4**

LGPZ AD 2.17 ATS AIRSPACE

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

LGPZ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	**2**	**3**	**4**	**5**
APP	AKTION APPROACH	120.450 122.100* 121.500 243.000 MHz* 362.300MHz*	HJ HJ HJ HJ HJ	Primary freq. Coverage FL 150 / 40 NM RGA Emergency MIL Emergency MIL * see Note below
TWR	AKTION TOWER	120.450 122.100* 257.800 MHz* 121.500 243.000 MHz*	HJ HJ HJ HJ HJ	Primary freq. Coverage FL 040 / 25 NM RGA MIL RGA Emergency MIL Emergency MIL * see Note below
G/A/G	AKTION RADIO	5637 kHz 2989 KHz	HO: 0400 – 1700 HO: 1700 – 0400	Primary. Primary.
All ATS Communication Facilities under responsibility of HAF, except G/A.G. service (HASP). ***Note:*** *Due to lack of sufficient coverage from MSL/GND up to 5000 FT in the area between R-115 AKT and R-160 AKT distant 10 NM from AKT VOR/DME until the SE limits of PREVEZA MTMA (see ENR 2.1.6.5), ATC communications on FREQ 257.800 MHz 362.300 MHz 122.100 MHz and 243.000 MHz are not provided. Aircraft flying in this area shall contact AKTION APP and AKTION TWR only on freq. 120.450 MHz*				

LGPZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
PREVEZA VOR/DME (5°E/2024) (5°E)	AKT	110.00 MHz (CH 37X)	H24	385533.29N 0204543.84E	35 FT / 10.68 M	Coverage FL 250 / 40NM
PREVEZA NDB (5°E/2024)	PAK	353 kHz	H24	385459.70N 0204526.20E	-	
PREVEZA ILS/DME CAT II, RWY 06 (5°E/2024)	IPRV		HJ			
ILS/LLZ (5°E)		110.90 MHz		385550.49N 0204652.55E		Coverage FL 062.5 / 25 NM (Monitored, see LGPZ AD 2.10)
GP		330.800 MHz		385521.38N 0204510.45E		Coverage FL 023 / 10 NM GP angle 2.75, RDH 58.0 FT (Monitored, see LGPZ AD 2.10)
DME		(CH 46X)		385521.38N 0204510.45E	46 FT / 14 M	Coverage FL 100 / 25 NM
Radio Navigation and Landing Aids under responsibility of HASP: AKT VOR/DME and PAK NDB. HAF: IPRV ILS/DME. See also **GEN 2.5**.						

LGPZ AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

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

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

2.20.1.2 Parking stands Restrictions.

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

2.20.1.3 Higher code letter aircraft requests

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

2.20.1.4 GA/BA and Non-commercial flights

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

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

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

c) Special permission is required (restrictions according to AIP GEN 1.2.5.2.3) for GA flights that do not operate under AOC. The Aircraft operator shall apply through its representative CAT 1 to D1 (HASP) to grant the prerequisite permission

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

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

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

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

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

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

2.20.2 Taxiing to and from stands

2.20.2.1 Procedures for arriving aircraft

2.20.2.1.1 All taxi instructions are issued by ATC via VHF communication

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

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

2.20.2.1.4 Arriving aircraft whose allocated stands for parking are:

a) 1A, 1B, will enter apron via intersection D3, unless otherwise instructed by ATC.

b) 1, 2, 3 will enter apron via intersection D2, unless otherwise instructed by ATC.

c) 4, 5, will enter apron via intersection D1, unless otherwise instructed by ATC.

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

2.20.2.2 Procedures for departing aircraft

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

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

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

2.20.2.2.4 Push-back and engine start-up procedure

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

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

2.20.2.3 Towing of aircraft

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

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 Follow Me vehicle guidance and marshalling signals shall be provided to all aircraft taxiing to general aviation parking positions.

2.20.4 Parking area for helicopters

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

2.20.5 Apron - taxiing during winter conditions

NIL

2.20.6 Taxiing – limitations

NIL

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

2.20.7.1 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 PVKdm@fraport-greece.com.

2.20.8 Helicopter traffic – limitation

2.20.8.1 Due to safety reasons, during summer, only helicopters with gears are accepted.

2.20.9 Removal of disabled aircraft from runways

NIL

LGPZ 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

2.21.1.1.1 During 1500-1730 and 2300-0700 local time ACFT are requested to avoid overflying Preveza city below 2000 FT

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

2.21.1.4.1 Special permission from ATC supervisor is needed.

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

2.21.2.3.1 YES. Special permission from ATC supervisor is needed.

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

2.21.3.4.1 Yes. Special permission from ATC supervisor is needed.

LGPZ AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 VFR flights within PREVEZA AKTION MIL ATZ: North and South downwind at 1500 FT AMSL in both RWYs.

2.22.2 Runway in use

2.22.2.1 RWY 06/24.

2.22.3 Procedures for IFR flights within PREVEZA MTMA

2.22.3.1 See relevant LGPZ IAC charts-ICAO (**LGPZ AD 2.24**).

2.22.4 Radar procedures within PREVEZA MTMA

NIL

2.22.5 Procedures for VFR flights within PREVEZA MTMA

2.22.5.1 All aircraft within PREVEZA MTMA should establish RTF contact with AKTION APP and proceed according to the given instructions.

2.22.6 Procedures for VFR flights within PREVEZA AKTION MIL CTR

NIL

2.22.7 Standard instrument departure procedure (SID)

2.22.7.1 See relevant LGPZ SID charts (**LGPZ AD 2.24**).

LGPZ AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird concentrations in the vicinity of the airport

2.23.1.1 Bird concentration in the vicinity of AD between 0300–1900, throughout the whole year.

2.23.1.2 Activity of flock of birds ducks in general, turtledoves, quail, woodcocks, shallows, seagulls, takes place daily at times between 0800 and 1900 during all year. Movement is between 5 NM NE (lake) from airport and 5 NM S-SE (lake). Also flock of birds affects the beginning of runway 06. Finally, birds about 10 NM South from station, due to garbage disposal place. Height varies from 0-2000FT (0-600M) AGL. See also **ENR 5.6**.

2.23.2 Accepted deviations in aerodrome certificate

Specification	Description of Non-Compliance	Deviation type
B.065 Longitudinal slopes changes	non-compliant: based on aerial survey data, the maximum slope transitions exceed 0.1%/30m at 2805-2835m RWY 06: (average. value is 0.91%/30m, maximum 1.15%/30m at 2820m)	Special Condition
B.130 Slopes on RWYs Shoulders	1. transition between RWY and RWY-shoulder change to upward slope (max +3.5%) at northern side RWY 06 at 150-270m, 560-590m, 2470-2550m - hindered drainage of water possible 2. slopes exceed limitation at some spots at northern side 380m max value: -10%, at 2000m -5.5%, 2400-2600m -3%	Special Condition
B.155 Length of RWY Strip	RWY strip extends RWY length by 61m at one RWY end (beyond the end of RWY 24) but by only 18 m at the other RWY end (beyond the end of RWY 06)	Special Condition
B.160 Width of RWY Strip	1. (RWY 06): 75m wide (laterally measured from RWY C/L) RWY strip is published within the AIP ADC. RWY is classified as 4D, which requires 150m wide (laterally measured from RWY C/L) RWY strip 2. (RWY 24): 75m wide (laterally measured from RWY C/L) RWY strip is published within the AIP ADC. RWY is classified as 4D, which requires 150m wide (laterally measured from RWY C/L) RWY strip	Special Condition
J. 480 Precision approach runways	non-compliant: northern transitional (i.e. due to aircraft parking on apron)	Special Condition
C.210 Runway End Safety Areas	Non-compliant: no RESA established at both RWY ends	Special Condition
C.215 Dimensions of RESA	Non-compliant: no RESA established at both RWY ends	Special Condition
D.260 TWY Minimum separation Distance	Aircraft stand taxilane is too close to RWY (approx. 130m) instead of 176m	Special Condition
T.915 Siting of Equipment & Installations on Operational Areas	1. Endangering objects can be found within the RWY strip 2. Not all objects in this area are frangible 3. At both RWY ends, requirements cannot be met 4. Various equipment installation do not provide frangibility features	ELoS

LGPZ AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - PREVEZA / AKTION	13 JUN 24	AD 2-LGPZ-ADC
Aircraft Parking / Docking Chart – ICAO: - PREVEZA / AKTION	18 APR 24	AD 2- LGPZ- APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 07L/25R / LGPZ AOC	7 JUL 05	AD 2-LGPZ-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 06	13 JUN 24	AD 2-LGPZ-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 24	13 JUN 24	AD 2-LGPZ-IAC-2
Instrument Approach Chart (IAC) – ICAO: - NDB a RWY 06 (Acft. cat. A, B)	11 JUL 24	AD 2-LGPZ-IAC-3
Instrument Approach Chart (IAC) – ICAO: - NDB b RWY 06 (Acft. cat. C, D)	13 JUN 24	AD 2-LGPZ-IAC-4
Visual Approach Chart (VAC) – ICAO: -	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 06	20 MAR 25	AD 2-LGPZ-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 24	20 MAR 25	AD 2-LGPZ-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - NDB RWY 06	20 MAR 25	AD 2-LGPZ-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - NDB RWY 24	20 MAR 25	AD 2-LGPZ-SID-4
Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR / DME RWY 06	20 MAR 25	AD 2-LGPZ-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR/DME RWY 24	20 MAR 25	AD 2-LGPZ-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - NDB/DME RWY 06	20 MAR 25	AD 2-LGPZ-STAR-3
TMA-VFR routes: -	NIL	NIL