

**LGRP AD 2.1 AERODROME LOCATION INDICATOR AND NAME****LGRP – RODOS / DIAGORAS****LGRP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	362419N 0280510E Centre of RWY.
2	Direction and distance from (city)	BRG 253°, 8 NM from city harbour.
3	Elevation/Reference temperature	5.73 M (18.80 FT) / 31.47°C.
4	Geoid undulation at AD ELEV PSN	NIL.
5	MAG VAR/Annual change	5°E (JAN 2023) / 5'30"E.
6	AD Administration, address, telephone, telefax, telex, AFS	Rodos / Diagoras Airport. Aerodrome operator: Fraport Greece SA. Germanikis Scholis 10 GR 15123, Maroussi. Phone: +30 22414 40013-15. Mobile: +30 698 5053 883. Email: <a href="mailto:rhoaocc@fraport-greece.com">rhoaocc@fraport-greece.com</a> Website: <a href="https://www.rho-airport.gr">https://www.rho-airport.gr</a> Hellenic Aviation Service Provider (HASP) GR 85106, Rodos. TEL: +30 22410 88900, +30 22410 88700. FAX: +30 22410 83210. AFTN: LGRPYDYX. Email: <a href="mailto:d18d@hasp.gov.gr">d18d@hasp.gov.gr</a> (ATC), <a href="mailto:kard@hasp.gov.gr">kard@hasp.gov.gr</a> (AD ADMIN).
7	Types of traffic permitted (IFR/VFR)	IFR – VFR.
8	Remarks	NIL

**LGRP AD 2.3 OPERATIONAL HOURS**

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

**LGRP AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	Conveyor belts, forklifts (2 tons), container loader (7 tons), high loader.
2	Fuel/oil types	Fuel: - PF 100LL by BP. - TF JET A1: by EKO, GISSCO. Oil: NIL
3	Fuelling facilities/capacity	GISSCO (BP-SHELL): Payment BP: cash, carnet, credit cards, contract Payment SHELL: carnet, contract Tel: +30 22414 40155 / 22414 40156 Email: <a href="mailto:rho01@gissco.gr">rho01@gissco.gr</a>  EKO: Payment: carnet, cash, contract Tel: +30 22414 40185 Email: <a href="mailto:airport.rhodes@eko.gr">airport.rhodes@eko.gr</a> , <a href="mailto:EkoAviationSales@eko.gr">EkoAviationSales@eko.gr</a>
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	AEROCANDIA Aviation Services. Tel: +30 22410 82510. Email: <a href="mailto:rhodes@aerocandia.gr">rhodes@aerocandia.gr</a>
7	Remarks	NIL

**LGRP AD 2.5 PASSENGER FACILITIES**

1	Hotels	Available at AD vicinity and Rodos town.
2	Restaurants	Snack bar, cafeteria. Restaurants at AD vicinity and Rodos town.
3	Transportation	Public buses, taxis, charter buses and car rentals.
4	Medical facilities	First Aid Treatment, Motor ambulance. Hospital in Rodos town, distance 16 KM.
5	Bank and Post Office	ATM (cash machines) available.
6	Tourist Office	Tourist Information at AD information desk.
7	Remarks	NIL

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

1	AD category for fire fighting	CIV CAT: 8.
2	Rescue equipment	Equivalent for CAT 8 requirements.
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

**LGRP AD 2.7 SEASONAL AVAILABILITY - CLEARING**

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

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

1	Apron surface and strength	Surface: Concrete. Strength: PCN 76/R/B/W/T.
2	Taxiway width, surface and strength	Width: 23 M. Surface: Asphalt, TWY A: the first 220 M (starting from the RWY): Concrete. Strength: TWY A: Rigid part PCN 76/R/B/X/T, Flexible part PCN 100/F/A/X/T. TWY B, C, E, F: PCN 100/F/A/X/T. TWY D: PCN 68/F/A/X/T.
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

**LGRP 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" available. LED signs according to EASA CSs. See also <b>LGRP 2.20.2</b>
2	RWY and TWY markings and LGT	LGT: RWY 06: Threshold, edge, end, LED Threshold Identification Lights (RTIL). RWY 24: Threshold, edge, end. TWY: Edge. Markings: RWY: Thresholds, designation, centre line, edge, touchdown zone, aiming point. TWY A, F: centre line, edge, holding position, intermediate holding Position. TWY B, C, D, E: centre line, edge, holding position.
3	Stop bars	NIL
4	Remarks	See also LGRP ADC chart – ICAO.

LGRP 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	
a	b	c	a	b	
06	See relevant LGRP AOC charts-ICAO				GP mast 8 M high, 92 M North of RWY 06/24 axis and 370 M from THR RWY 24. Properly marked. All Obstructions LED marked day & night.
24	See relevant LGRP AOC charts-ICAO				

LGRP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	RODOS / DIAGORAS / II
2	Hours of service MET Office outside hours	H24 RODOS
3	Office responsible for TAF preparation Period of validity	ATHINAI 24 HR
4	Trend forecast Interval of issuance Office responsible for Trend preparation	TREND with every METAR ATHINAI
5	Briefing/consultation provided	Personal consultation
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	DIAGORAS TWR, RODOS APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 22410 82878, +30 6983526353. Email: <a href="mailto:meteo.rhodes@hnms.gr">meteo.rhodes@hnms.gr</a>

**LGRP 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	070°	3305 x 45	Rigid part of RWY: PCN 62/R/A/X/T The first 150 M of RWY: Concrete  Flexible part of RWY: PCN 94/F/A/X/T Asphalt	362401.03N 0280407.95E 362437.56N 0280612.64E 21.59 M	THR: 5.08 M / 16.66 FT TDZ: NIL
24	250°	3305 x 45	Rigid part of RWY: PCN 62/R/A/X/T The first 150 M of RWY: Concrete  Flexible part of RWY: PCN 94/F/A/X/T Asphalt	362437.56N 0280612.64E 362401.03N 0280407.95E 21.72 M	THR: 5.20 M / 17.06 FT TDZ: 5.21 M / 17.08 FT

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	0.00%	NIL	NIL	3425 x 150	NIL	NIL	See relevant LGRP AD and AOC charts- ICAO.
24	0.00%	NIL	NIL	3425 x 150	NIL	NIL	

**LGRP AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
06	3305	3305	3305	3305	NIL
24	3305	3305	3305	3305	NIL

LGRP 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 approach lighting system 420 M with cross-bar at 300 M before THR, LIH.	Green -	PAPI LEFT / 3° (18.62 M)	NIL	NIL	3305 M, 60 M, White, (last 600 M:Yellow), LIH	Red -	NIL	See also LGRP AD chart-ICAO.  Approach lighting system in RWY 24 is CAT II, although IRDS ILS facility is CAT I.
24	Precision Approach lighting system CAT II, 900 M long, LIH.	Green -	PAPI LEFT / 3.08° (21.38 M)	NIL	NIL	3305 M, 60 M, White, (last 600 M:Yellow), LIH	Red -	NIL	

LGRP 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, LED. H24: HN and IMC. IBN: at the Tower building, FLG G, coding "RDS", every 10 SEC, LED. H24: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI: NIL. WDI: 2 on left side of each RWY, LED lighted. Anemometer: 2 on RWY 06, 410 M from THR and on RWY 24 380 M from THR.
3	TWY edge and centre line lighting	Edge: All TWY: Blue, LIM.
4	Secondary power supply/switch-over time	Available / 0 Sec. (UPS available).
5	Remarks	Apron: LED flood lights. Flares in extraordinary cases available on 1 HR PN.

## LGRP 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>LGRP AD 2.20.4</b>

## LGRP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	RODOS DIAGORAS CTR: Circle, 10 NM radius centred at 362419N 0280510E limited to North by ATHINAI - ISTANBUL FIR boundaries.
		RODOS DIAGORAS ATZ: Circle, 5 NM radius centred at 362419N 0280510E limited to North by ATHINAI - ISTANBUL FIR boundaries.
2	Vertical limits	CTR: SFC to FL 100.
		ATZ: SFC to 2000 FT ALT.
3	Airspace classification	Class D.
4	ATS unit call sign Language(s)	CTR: RODOS APPROACH Greek, English.
		ATZ: DIAGORAS TOWER Greek, English.
5	Transition altitude	6000 FT.
6	Remarks	For RODOS TMA see <b>ENR 2.1.5.12</b>

**LGRP AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	RODOS APPROACH	127.250 118.250 278.250 MHz 122.100 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq. Coverage FL 250 / 50 NM. Coverage FL 250 / 50 NM. MIL. RGA. Emergency. MIL Emergency.
TAR	RODOS RADAR	127.250 278.250 MHz	H24 H24	Coverage FL 250 / 50 NM. MIL.
TWR	DIAGORAS TOWER	118.200 278.250 MHz 122.100 257.800 MHz 121.500 243.000 MHz	H24 H24 H24 H24 H24 H24	Primary freq. Coverage FL 040 / 25 NM. MIL. RGA. MIL RGA. Emergency. MIL Emergency.
	DIAGORAS GROUND	121.705	H24	Cover. Aerodrome Surface / 5 NM ACFT Start Up & Taxi Clearance.
G/A/G	DIAGORAS RADIO	5637 kHz 2989 kHz	H24: 0400 – 1700 H24: 1700 – 0400	Primary. Primary.
ATIS (ARR / DEP)	RODOS DIAGORAS AIRPORT INFORMATION	130.255	H24	Coverage FL 200 / 60 NM.

All ATS Communication Facilities under responsibility of HASP.  
For TAR services see **ENR 1.6 & LGRP AD 2.22.4**, for ATIS see also **ENR 1.1**

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

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
RODOS VOR/DME (5°E/2024) (5°E)	RDS	115.80 MHz (CH 105X)	H24	362023.48N 0280455.51E	1572 FT / 479.15M	Coverage FL 500 / 200 NM
RODOS VOR/DME (5°E/2024) (5°E)	PAR	108.60 MHz (CH 23X)	H24	362358.24N 0280353.49E	41 FT / 12.39 M	Coverage FL 250 / 40 NM
RODOS L (5°E/2024)	ROS	339 kHz	H24	362505.35N 0280705.26E	-	Coverage 25 NM
RODOS ILS CAT I, RWY 24 (5°E/2024)	IRDS		H24			
ILS/LLZ (5°E)		110.30 MHz		362357.78N 0280356.90E	-	Coverage FL 062.5 / 18 NM
GP		335.00 MHz		362436.32N 0280557.58E	-	Coverage FL 023 / 10 NM GP Angle 3°, RDH 56.0 FT
OM		75 MHz		362628.51N 0281232.51E	-	5.5 NM from THR RWY 24
MM		75 MHz		362447.52N 0280646.68E	-	0.5 NM from THR RWY 24

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

**LGRP AD 2.20 LOCAL TRAFFIC REGULATIONS****2.20.1 Airport regulations****2.20.1.1 Flight Schedule Data Collection Process (Commercial Flights, excluding GA/BA)**

All airlines planning to operate at the airport during winter season shall send their schedules preferably in IATA SSIM Chapter 6 or 7 format to the following e-mail address: [flightscheduling@fraport-greece.com](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 restrictions, prior permission (PPR) must be obtained through the FG PPR Platform for all GA/BA and non-commercial flights prior to departing airport of origin. Relevant requests should be communicated through a local representative or ground handler. Specific application guidelines are available on: <https://www.fraport-greece.com/eng/our-expertise-and-services/aviation/ppr-procedure-and-guidelines>.
- b) On the above restriction, the following categories are exempted:
  - SAR flights and airplanes in state of emergency
  - Ambulance flights operated with state aircraft
  - Flights of aircraft rendering assistance or being on a mission in disasters.
- c) Aircraft up to 35.80 M wingspan and 40.5 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 2000 Kgs.
- 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 LGRP Airport (Aerodrome reference code 4E, RFF category 8), 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** ATC may request engine start-up on the parking position in order to expedite traffic. Also a pilot may request engine start-up on the parking position for operational reasons. Prior clearance, ATC shall inform airport operator to monitor the procedure. In such cases, single engine start-up in idle power shall be performed. The aircraft operator and/or the ground service provider are responsible to safeguard the area around the aircraft in order to prevent personnel and/or vehicle passing behind running engines.

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

**2.20.2 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 guidance may be provided upon request.

**2.20.2.1.3** When parking stands 17 and/or 18 are occupied, TWY B is closed. Follow-Me guidance is mandatory for these parking stands.

**2.20.2.1.4** 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.

**2.20.2.1.5** 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.

**2.20.2.1.6** Follow-Me guidance is mandatory for parking stands 12 and 12A

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

2.20.2.2.4 Pushback and engine start-up procedure.

a) Crew shall request start-up and pushback clearance from ATC.

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

RWY in use	Facing
06	West
24	East

b) Start-up of engines shall be performed either during pushback after the service road has been cleared or when the aircraft is aligned on the apron TWY J.

c) Cross-bleeding start-up is not permitted on the parking stand and may only be performed on the TWY J and/or TWYs A, F according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to the Airport Operations Control Center through the aircraft operator or the ground service provider.

d) During pushback procedure, unless otherwise instructed from ATC, aircraft from any parking position is aligned on the apron TWY J and positioned with the nose gear:

i) abeam the lead-in line of the parking position it is vacating for parking stands 1-18 and

ii) at the intersection of TWY J and the western/eastern lead-in line to K1-K3 stands when facing east/west respectively for parking stands K1-K3.

e) In order to facilitate and/or traffic, ATC may request from aircraft to perform a long/extended pushback or to be pulled forward with the nose gear positioned abeam the lead-in line of any other parking position.

f) Unless otherwise specified by the Airport Operator, aircrafts parked in opposite parking positions cannot perform pushback simultaneously.

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

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

2.20.2.3 Towing of aircraft

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

2.20.2.4 Standard taxi routes.

2.20.2.4.1 Standard Facing for Pushback Departing Aircraft

a) Aircraft departing from Runway 24:

- All parking positions facing East.

b) Aircraft departing from Runway 06:

- All parking positions facing West.

2.20.2.4.2 Landing Aircraft Standard Taxi Routes

a) Landing on Runway 24:

- All aircrafts exit from Taxiway F and enter the Apron via Aircraft Stand Taxiway J.

b) Landing on Runway 06:

- All aircrafts exit from Taxiway A and enter the Apron via Aircraft Stand Taxiway J.

2.20.2.4.3 Departing Aircraft Standard Taxi Routes

a) Departing from Runway 24:

- All aircrafts exit from Apron via Aircraft Stand Taxiway J and enter the Runway 24 via Taxiway A.

b) Departing from Runway 06:

- All aircrafts exit from Apron via Aircraft Stand Taxiway J and enter the Runway 06 via Taxiway F.

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

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

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

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

**2.20.4 Parking area for helicopters**

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

**2.20.5 Apron - taxiing during winter conditions**

NIL

**2.20.6 Taxiing – limitations**

NIL

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

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

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

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

**2.20.8 Helicopter traffic – limitation**

NIL

**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 RODOS/DIAGORAS 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.

**LGRP AD 2.21 NOISE ABATEMENT PROCEDURES****Part I****2.21.1 Noise abatement procedures for jet aeroplanes irrespective of weight, and for propeller and turboprop aeroplanes with MTOM of or above 11 000 KG**

2.21.1.1 General provisions

NIL

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

NIL

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

NIL

2.21.1.4 Restrictions

NIL

2.21.1.5 Reporting

NIL

### Part II

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

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

NIL

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

NIL

2.21.2.3 Reporting

NIL

### Part III

#### 2.21.3 Noise abatement procedures for helicopters

2.21.3.1 General provisions

NIL

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

NIL

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

NIL

2.21.3.4 Reporting

NIL

### LGRP AD 2.22 FLIGHT PROCEDURES

#### 2.22.1 General

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

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

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

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

2.22.1.4 Instructions for the completion of the flight plan form

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

2.22.1.4.2 Alternatively the AWY that connects the scheduled route with the TMA may be used. NAVAIDS designators and

indications "DCT" or "DIRECT" in the route within TMA must be avoided.

## 2.22.2 Runway in use

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

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


## 2.22.3 Procedures for IFR flights within RODOS TMA

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

## 2.22.4 Radar procedures within RODOS TMA

### 2.22.4.1 GENERAL INFORMATION

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

2.22.4.1.2 When radar services are provided, the radar controller will use the call-sign "RODOS RADAR" in the R/T communications with all aircraft under approach control. 

### 2.22.4.2 SHORT DESCRIPTION OF THE TERMINAL AREA SURVEILLANCE RADAR SYSTEM

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

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

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

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

### 2.22.4.3 THE APPLICATION OF RADAR CONTROL SERVICE

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

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

2.22.4.3.2 The minimum horizontal radar separations are:

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

2.22.4.3.3 The Radar Control service may include:

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

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

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

#### 2.22.4.4 LIMITATIONS TO THE PROVISION OF RADAR SERVICE:

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

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

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

#### 2.22.4.5 EMERGENCY, HAZARDS AND EQUIPMENT FAILURE PROCEDURES

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

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

- a) If in VMC, follow provisions of **ENR 1.6.8.2.2**.
- b) If not in VMC, continue by his own navigational means to execute the instrument approach he was vectored for.
- c) In case he was vectored for a visual approach to RWY 06 or RWY 24 and still in IMC, should proceed, by his own navigational means to RDS VOR/DME maintaining the last assigned altitude, if it is higher or equal to 6000 FT (QNH) and execute the instrument approach appropriate for the runway in use.

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

#### 2.22.4.6 SSR TRANSPONDERS OPERATION AND PROCEDURES

2.22.4.6.1 Transponder operation during the flight.

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

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

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

2.22.4.6.2 Transponder operation while on ground.

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

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

#### 2.22.4.7 TAR SYSTEM'S COVERAGE

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

### 2.22.5 Procedures for VFR flights within RODOS TMA

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

### 2.22.6 Procedures for VFR flights within RODOS DIAGORAS CTR

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

### 2.22.7 Standard instrument departure procedure (SID)

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

## LGRP AD 2.23 ADDITIONAL INFORMATION

### 2.23.1 Wildlife Hazard Management

- a. A diversity of wildlife species may be found at LGRP airport and its close vicinity. Currently, 125 bird species (either resident or migratory bird species) and 2 mammal species have been recorded at LGRP airport.
- b. The presence and behavior of wildlife species at LGRP airport is monitored in regular intervals, daily, from dawn to dusk. Some of the wildlife control methods applied at LGRP 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 LGRP airport. Yellow-legged gull is a large gull species with a mass of 1.5kg. It is resident on Rodos island, but its presence at LGRP airport is more intense in spring and during rainy weather conditions. Flocks of 10-20 Yellow-legged gulls are usually observed at the maneuvering area. They mainly fly north upon the application of wildlife control methods.
- d. 86% of the strikes with Yellow-legged gulls occurred at a height of 0-35ft above ground level, 7% occurred at a height over 35ft and up to 1,000ft and 7% at a height over 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.065 Longitudinal slope changes on RWYs	(c)(1) Non-compliant: based on Aerial Survey data, the maximum slope transitions exceeding the required limits	Special Conditions
B.075 Distance between slopes changes on RWYs	(a)(1) Non-compliant: distances between the slope changes exceed the required minimum distances at multiple spots	Special Conditions
ADR-DSN.B.130 Slopes on runway shoulders	Non-compliant: acc. to aerial survey data: slopes exceeding partly: at left (northern) shoulder between opposite site of TWY A and TWY B; max slope at 4,5%	Special Conditions
ADR-DSN.B.160 Width of runway strip	Non-compliant: (RWY 24): 75m wide (laterally measured from RWY C/L) RWY strip is published within the AIP ADC. RWY is classified as 4E, which requires 150m wide (laterally measured from RWY C/L) RWY strip. Non-compliant: (RWY 06): 75m wide (laterally measured from RWY C/L) RWY strip is published within the AIP ADC. RWY is classified as 4E, which requires 150m wide (laterally measured from RWY C/L) RWY strip."	Special Conditions
ADR-DSN.B.180 Longitudinal slopes on runway strips	(c) Non-compliant: acc. to aerial survey data partly abrupt changes within the graded area of RWY strip (at 800m left side of RWY 06-strip several piles of stones; at 2250m - 2400m exceeding near of paved motorway north of RWY, at 2900m exceeding due to ground waves in northern part of strip edge)	Special Conditions
ADR-DSN.D.320 Objects on taxiway strips	Non-compliant: on all areas which might be intended to serve as a TWY strip objects which may endanger taxiing aeroplanes like manholes/ducts or drainage channels can be observed	Special Conditions
ADR-DSN.D.330 Slopes on taxiway strips	"(b)(1) Non-compliant: acc to aerial survey the slopes exceed the required limits on drainage side of parallel TWY (c) Non-compliant: slopes are exceeding at the concrete drainage channels"	Special Conditions
ADR-DSN.J.475 Non-precision approach runways	(f) Non-compliant: northern transitional (buildings 180m north of the Centerline along the RWY are outside of perimeter fence)	Special Conditions
ADR-DSN.J.480 Precision approach runways	(h) Non-compliant: northern transitional buildings 180m north of the Centerline along the RWY are outside of perimeter fence)	Special Conditions
ADR-DSN.S.885 System design	Non-compliant: SPS is powered by duplicated feeders with electric separation; however, the GENs are not physically separated (located in the same room)	Special Conditions
ADR-DSN.T.915 Siting of equipment and installations on operational areas	Non-compliant: endangering objects can be found within the RWY strip (see B.165)	Special Conditions
ADR-DSN.B.205 Radio altimeter operating area	Non-compliant: Graded area is around 50m wide in total	ELoS
ADR-DSN.M.615 General	(a)(1) Non-compliant: ALS for both RWYs do not feature any frangibility (based on onsite visit)	ELoS
ADR-DSN.M.626 Simple approach lighting system	(3) (i) Non-compliant: VOR is positioned approx. 35m from center line	ELoS
ADR-DSN.M.720 Taxiway edge lights	(b)(1) Non-compliant: TWY B-D, interval between lights are not uniform	ELoS
ADR-DSN.T.910 Equipment frangibility requirements	Non-compliant: based on onsite inspection, various equipment installations do not provide frangibility features (signs, WDIs, G/P antenna)	ELoS
L.590 Aircraft stand marking	The stop line marking of the aircraft stands indicates the intended nose wheel position of the parked aircraft.	ELoS

## LGRP AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Date	Page
<b>Aerodrome Chart – ICAO: - RODOS / DIAGORAS Airport</b>	26 DEC 24	AD 2-LGRP-ADC
<b>Aircraft Parking/ Docking Chart – ICAO: - RODOS / DIAGORAS Airport</b>	31 OCT 24	AD 2-LGRP-APDC
<b>Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RODOS / DIAGORAS</b>	28 JUN 12	AD 2-LGRP-AOC A-1
<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: - ILSy RWY 24</b>	24 FEB 22	AD 2-LGRP-IAC-1
Instrument Approach Chart (IAC) – ICAO: - ILSz RWY 24	24 FEB 22	AD 2-LGRP-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VORy RWY 24	24 FEB 22	AD 2-LGRP-IAC-3
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 24	24 FEB 22	AD 2-LGRP-IAC-4
Instrument Approach Chart (IAC) – ICAO: - VORv RWY 06	24 FEB 22	AD 2-LGRP-IAC-5
Instrument Approach Chart (IAC) – ICAO: - VORz RWY 06	24 FEB 22	AD 2-LGRP-IAC-6
<b>Visual Approach Chart (VAC) – ICAO: -</b>	NIL	NIL
<b>Standard Departure Chart - Instrument (SID) – ICAO: - RDS-PAR RWY 24</b>	27 FEB 20	AD 2-LGRP-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RDS-PAR RWY 24	27 FEB 20	AD 2-LGRP-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - PAR RWY 24	23 APR 20	AD 2-LGRP-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - RDS VOR/DME RWY 24	27 FEB 20	AD 2-LGRP-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - RDS-PAR RWY 06	27 FEB 20	AD 2-LGRP-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: - PAR RWY 06	27 FEB 20	AD 2-LGRP-SID-6
Standard Departure Chart - Instrument (SID) – ICAO: - RDS VOR/DME RWY 06	23 APR 20	AD 2-LGRP-SID-7
<b>Standard Arrival Chart - Instrument (STAR) – ICAO: - PAR (Hold) RWY 24</b>	23 APR 20	AD 2-LGRP-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RDS RWY 24	26 MAR 20	AD 2-LGRP-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - PAR (no Hold) RWY 24	26 MAR 20	AD 2-LGRP-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - PAR RWY 06	26 MAR 20	AD 2-LGRP-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: - RDS RWY 06	26 MAR 20	AD 2-LGRP-STAR-5
Standard Arrival Chart - Instrument (STAR) – ICAO: - PAR (no Hold) RWY 06	26 MAR 20	AD 2-LGRP-STAR-6
<b>TMA – VFR routes: - VFR routes RODOS TMA</b>	16 MAY 24	AD 2-LGRP-VFR
<b>ATC Surveillance Minimum Altitude Chart (ASMAC) – ICAO: RODOS TMA</b>	26 MAR 20	AD 2-LGRP-ASMAC