LGKV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGKV - KAVALA / MEGAS ALEXANDROS

LGKV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	405450N 0243711E Centre of RWY 05/23
2	Direction and distance from (city)	BRG: 98°, 9.7 NM from Kavala city and BRG: 221°, 5.7 NM from Chrisoupolis town.
3	Elevation/Reference temperature	5.41 M (17.7 FT) / 31.93°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	6°E (JAN 2024) / 6'30''E
6	AD Administration, address, telephone, telefax, telex, AFS	Kavala / Megas Alexandros Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 GR 15123, Maroussi Tel: +30 25914 40013 Email: kvaaocc@fraport-greece.com Website: https://www.kva-airport.gr Hellenic Aviation Service Provider (HASP) P. O. BOX 180 GR 64200, Chrisoupolis TEL: +30 25914 40041-42-48 FAX: +30 25914 40096 AFTN: LGKVYDYX Email: kakvagae@hasp.gov.gr
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGKV AD 2.3 OPERATIONAL HOURS

1	AD Administration	HO
2	Customs and immigration	HO
3	Health and sanitation	HO (O/R)
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	HO (TEL: +30 2591440042)
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	HO
12	Remarks	NIL

LGKV AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Fuel: Jet A1 by EKO, GISSCO. AVGAS: NIL Oil: NIL
3	Fuelling facilities/capacity	GISSCO Tel: +30 25914 40075, +30 6948332222 Email: kva01@gissco.gr EKO Tel: +30 25914 40089, +30 6944145839 Email: a.kavala@eko.gr
4	De-icing facilities	External contractor
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LGKV AD 2.5 PASSENGER FACILITIES

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

LGKV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CIV CAT: 7
2	Rescue equipment	Equivalent for CAT 7 requirements. Inflatable boats, ERP rescue trailer with medical equipment, inflatable rescue tent.
3	Capability for removal of disabled aircraft	Not Available
4	Remarks	NIL

LGKV AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 100/R/A/W/T
2	Taxiway width, surface and strength	Width: TWY F: 30 M TWYs F1 & F5: 26 M, TWYs F2, F3, F4: 23 M, TWY A1: 36 M, TWY A2: 38 M, TWY A3: 35 M. Surface: TWYs F2, F3, F4, A1, A2, A3: Asphalt. TWYs F1 & F5: Concrete, TWY F: the first 210 M of the northern part and the first 260 M of the southern part: Concrete, TWY F rest part: Asphalt Strength: TWYs F1 & F5: PCN 100R/B/W/T, TWYs F2, F3, F4, A1, A2, A3: PCN 100/F/A/X/T, TWY F: 210 M of the northern part and 260 M of the southern part: PCN 100/R/B/W/T, the rest PCN 100/F/A/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	Apron area 500 M x 180 M

LGKV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

LGKV AD 2.10 AERODROME OBSTACLES

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

LGKV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KAVALA / MEGAS ALEXANDROS / III
2	Hours of service MET Office outside hours	HO ATHINAI
3	Office responsible for TAF preparation Periods of validity	ATHINAI 9 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation, Telephone.
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	MEGAS ALEXANDROS TWR, KAVALA APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 25910 53274, +30 6983529718.

LGKV 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
05	055°	3000 x 45	Rigid part of RWY: 91/R/B/W/T The first 310 M of RWY: Concrete Flexible part of RWY: 100/F/A/X/T Asphalt	405422.69N 0243617.93E 405517.97N 0243803.42E 40.55 M	THR: 3.25 M/10.65 FT TDZ: NIL
23	235°	3000 x 45	Rigid part of RWY: 100/R/A/W/T The first 200 M of RWY: Concrete Flexible part of RWY: 100/F/A/X/T Asphalt	405517.97N 0243803.42E 405422.69N 0243617.93E 40.69 M	THR: 5.41 M/17.74 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
05	0.072%	NIL	NIL	3120 × 300	NIL	NIL	See also relevant LGKV AD and AOC charts-ICAO.
23	-0.072%	NIL	NIL	3120 × 300	NIL	NIL	

LGKV AD 2.13 DECLARED DISTANCES

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

LGKV AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type Length Intensity	THR LGT Colour Wingbars	PAPI VASIS Angle (MEHT)	TDZ, LGT Length	RWY Centre-line LGT Length Spacing, Colour Intensity	RWY edge LGT Length Spacing Colour Intensity	RWY End LGT Colour Wingbars	SWY LGT Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	Simple approach lighting system 420 M LIH	Green -	PAPI LEFT/2.97° (14.70 M)	NIL	NIL	3000 M, 60 M, White (last 600 M Yellow), LIH	Red -	NIL	See also LGKV AD chart-ICAO.
23	NIL	Green -	PAPI LEFT/3° (15.24 M)	NIL	NIL	3000 M, 60 M, White (last 600 M Yellow), LIH	Red -	NIL	

LGKV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: At the Tower building, ALTN FLG WG, EV 6 SEC, HO: HN and IMC. IBN: At the Tower building, FLG G, coding: KHR. HO: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: Two, one abeam each RWY, lighted. Anemometer: Two, one abeam each RWY, LGTD
3	TWY edge and centre line lighting	TWYL Blue See also remarks bellow
4	Secondary power supply/switch-over time	Available / 0 SEC (UPS available).
5	Remarks	Apron: Flood lights.

LGKV AD 2.16 HELICOPTER LANDING AREA

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

LGKV AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	KAVALA MEGAS ALEXANDROS CTR: 410214N 0242441E, then clockwise on arc of circle 12 NM radius centred on LGKV ARP until 405325N 0242127E, then to 405353N 0241735E, then to 405740N 0242252E then to 410214N 0242441E.
		KAVALA MEGAS ALEXANDROS ATZ: Circle, 5 NM radius centered at 405450N 0243711E.
2	Vertical limits	CTR: SFC to 8000 FT ALT.
		ATZ: SFC to 2000 FT ALT.
3	Airspace classification	Class D.
4	ATS unit call sign Language(s)	CTR: KAVALA APPROACH Greek, English
		ATZ: MEGAS ALEXANDROS TOWER Greek, English
5	Transition altitude	7000 FT
6	Remarks	For KAVALA TMA see **ENR 2.1.5.5**. TRAFFIC CIRCUIT: Aircraft shall enter the right-hand circuit for RWY 05 and left-hand circuit for RWY 23

LGKV AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	**2**	**3**	**4**	**5**
APP	KAVALA APPROACH	124.650 122.100 257.800 MHz 121.500 243.000 MHz	HO HO HO HO HO	Primary freq. Coverage FL 250 / 50 NM RGA. MIL RGA. Emergency. MIL Emergency.
TWR	MEGAS ALEXANDROS TOWER	118.400 122.100 257.800 MHz 121.500 243.000 MHz	HO HO HO HO HO	Primary freq. Coverage FL 080 / 16 NM RGA. MIL RGA. Emergency. MIL Emergency.
G/A/G	MEGAS ALEXANDROS RADIO	5637 kHz 2989 kHz	HO: 0400 – 1700 HO: 1700 – 0400	Primary freq. Primary freq.
ATIS (ARR / DEP)	KAVALA MEGAS ALEXANDROS AIRPORT INFORMATION	128.155	HO	Coverage FL 200 / 60 NM.
All ATS Communication Facilities under responsibility of HASP. For ATIS see also **ENR 1.1**				

LGKV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
KAVALA VOR/DME (6°E/2024) (6°E)	KPL	108.80 MHz (CH 25X)	H24	405445.59N 0243653.14E	38 FT / 11.62 M	Coverage FL 250 / 40 NM
KAVALA L (6°E/2024)	KHR	327 kHz	H24	405536.77N 0243757.35E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of HASP. See also **GEN 2.5** and **ENR 4.1**						

LGKV AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulations

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

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

2.20.1.2 GA/BA and Non-commercial flights

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

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

c) Aircraft up to 13.6 M wingspan and 8.56 M fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar is mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 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 LGKV Airport (Aerodrome reference code 4D, RFF category 7), aircraft carriers shall submit relevant request via e-mail to: anocdm@fraport-greece.com. The request shall be made at least 10 days before the date planned and shall contain the following data:

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

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

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

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

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 is communicated to crew through ATC along with taxi instructions. Follow-Me guidance may be provided.

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 the marshaller is present. Crew shall adhere to the marshaller's instructions. Marshalling is under the responsibility of the ground-handling provider.

2.20.2.1.4 Non-published and unmarked parking areas may also be assigned for parking; aircraft will be guided by Follow-Me 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 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 the parking position number.

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
05	West
23	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 TWY.
c) Cross-bleeding start-up is not permitted on the parking stand and can only be performed on the Apron TWY A and/or TWY F according to ATC instructions. The request for cross-bleed start-up should be timely communicated to the Airport Operations Control Centre through the aircraft operator and/or the ground service provider.
d) During pushback procedure, aircraft from any parking position is aligned on the Apron TWY (A) and positioned with its nose gear abeam the lead-in line of the position it is vacating (unless otherwise instructed by ATC).
e) In order to facilitate and/or expedite 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 position.

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 an aircraft shall be executed only with the aid of a Follow-Me vehicle and requires prior coordination and permission by 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 area unless a nose-in parking position is assigned.

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

2.20.6.1 Aircraft taxiing out via TWYL A1 are requested to use minimum required power to avoid blast effect to light aircraft parked in the Egnatia - GA/BA apron.

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 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 KVAdm@fraport-greece.com and not through the PPR platform.

2.20.8 Helicopter traffic - limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

LGKV 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

LGKV AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 Within ATHINAI FIR/HELLAS UIR, the responsibility for the provision of ATS, in accordance with airspace classification, has been delegated from MAKEDONIA ACC to KAVALA APP unit and to MAKEDONIA APP unit, within specific segments of ATS routes as described in **ENR 3** section (**see also note in ENR 1.1**).

2.22.2 Runway in use

NIL

2.22.3 Procedures for IFR flights within KAVALA TMA

2.22.3.1 See relevant LGKV IAC charts (**LGKV AD 2.24**).

2.22.4 Radar procedures within KAVALA TMA

NIL

2.22.5 Procedures for VFR flights within KAVALA TMA

NIL

2.22.6 Procedures for VFR flights within KAVALA MEGAS ALEXANDROS CTR

NIL

2.22.7 Standard instrument departure procedure (SID)

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

LGKV AD 2.23 ADDITIONAL INFORMATION

2.23.1 Wildlife Hazard Management

a. A diversity of wildlife species may be found at LGKV airport and its close vicinity. Currently, 126 bird species (either resident or migratory bird species) and 5 mammal species have been recorded at LGKV airport.

b. The presence and behaviour of wildlife species at LGKV airport is monitored in regular intervals, daily, from dawn to dusk. Some of the wildlife control methods applied at LGKV airport are: distress calls (bioacoustics), digital sounds, anti-bird laser, pyrotechnics, 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

2.23.1.1 Wildlife species

i. **Yellow-legged gull (Larus michahellis**), is a large gull species with a mass of approximately 1.5kg and resident at the area. Flocks of 30-50 Yellow-legged gulls are usually observed at the maneuvering area in spring and under rainy weather conditions. They mainly fly east and north upon the application of wildlife control methods

ii. **White stork (Ciconia ciconia),** is a migratory bird, with a mass of 4kg. Flocks of 10-20 White storks are usually observed at the maneuvering area from early spring until autumn. They mainly fly north upon the application of wildlife control methods.

iii. **Golden jackals (Canis aureus),** may be observed all over the year at LGKV airport. They move mainly east and north upon the application of wildlife control methods and they are rarely involved in wildlife strikes.

iv. The above-mentioned bird species suffered strikes on aircraft at a height of 0-35ft above ground level in the period 17 April 2017-2022.

2.23.2 Accepted deviations in aerodrome certificate

Specification	Description of Non-Compliance	Deviation type
B.080 Transverse Slopes on RWYs	According to new data elevation plan of Geomatics. the slope value at about 2200 M from THR 23 is 1.7%. The slope limitation that exceed mostly is 1.7%. The max value is 2.3% at about 1236 M from THR 23.	Special Condition
B.130 Slopes in RWYs Shoulders	Surface is flush to RWY pavement but exceed partly the limitations >2.5% (at 400 M. 800 M. 1800-2400 M RWY 23 left side) (max. value -3.5% at 400 M)	Special Condition
B.180 Longitudinal Slopes on RWY Strips	Longitudinal slopes exceeding requirements at various spots of runway strips.	Special Condition
D.280 Transverse slopes on taxiways	(b)(1) non-compliant: based on aerial survey. the transverse slopes exceed >1.5% punctual on TWY F2 (max value -2.4%). F3 (max -2.6%) and F4 (max. -2.0%) (at parts between RWYs) and along main parts of TWY F (max value: -3.2%); - no mentionable exceedings on other TWYs	Special Condition
D.330 Slopes on taxiway strips	(b)(1) non-compliant: acc. to aerial survey data exceeding of limits in graded areas at TWY F2 near intersection to TWY F (max value upward slope +3.7%). flush transition is provided (c) non-compliant: exceeded downward slopes on TWYs F2. F3. F4 and F5 near drainage system (max value: -7.0%) (TWY F and TWY within limitations) remark: north-western part of TWY F not assessed. part within military area	Special Condition
N.775 General	no signs installed at all (except military RWY-distance-left signs)	Special Condition
M.615 General	Not all supporting structures of SALS are frangible	ELoS
M.680 Runway threshold and wing bar lights	(3) (ii) non-compliant: acc. to topo data. distance in between the groups exceed half the distance between the rows of RWY edge lights at both RWY ends	ELoS
M.685 Runway end lights	(b) (ii) non-compliant: acc. to topo data. distance in between the groups exceed half the distance between the rows of RWY edge lights at both RWY ends (RWY23: max. spacing would be 26.78 M (spacing is 29.89 M)/RWY05: max. spacing would be 26.41 M (spacing is 29.54 M))	ELoS
M.670 Runway threshold identification lights	(a) non-compliant: RTILs provided for RWY 23 but inoperative. The lights are app. 20 M outside of the line of RWY edge lights and 6 M before the THR	ELoS
M.735 Intermediate holding position lights	(a)(2) non-compliant: intermediate holding positions at the 3 Apron/TWY are not equipped with IHPLs	ELoS

LGKV AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - KAVALA / MEGAS ALEXANDROS Airport	05 SEP 24	AD 2-LGKV-ADC
Aircraft Parking/ Docking Chart – ICAO: - KAVALA / MEGAS ALEXANDROS	05 SEP 24	AD2-LGKV-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 05/23 / LGKV AOC	10 JUN 04	AD 2-LGKV-AOC A-1
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - VOR/DME RWY 05	26 JAN 23	AD 2-LGKV-IAC-1
Instrument Approach Chart (IAC) – ICAO: - (L) z RWY 05	26 JAN 23	AD 2-LGKV-IAC-2
Instrument Approach Chart (IAC) – ICAO: - (L) y RWY 05	26 JAN 23	AD 2-LGKV-IAC-3
Instrument Approach Chart (IAC) – ICAO: - VOR/DME RWY 23	26 JAN 23	AD 2-LGKV-IAC-4
Visual Approach Chart (VAC) – ICAO:	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 05	26 JAN 23	AD 2-LGKV-SID-1
Standard Departure Chart –Instrument (SID) – ICAO: - VOR/DME RWY 05	26 JAN 23	AD 2-LGKV-SID-2
Standard Departure Chart –Instrument (SID) – ICAO: - (L) RWY 05	26 JAN 23	AD 2-LGKV-SID-3
Standard Departure Chart –Instrument (SID – ICAO: - VOR/DME RWY 23	26 JAN 23	AD 2-LGKV-SID-4
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 23	26 JAN 23	AD 2-LGKV-SID-5
Standard Departure Chart - Instrument (SID) – ICAO: - (L) RWY 23	26 JAN 23	AD 2-LGKV-SID-6
Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR/DME RWY 05	26 JAN 23	AD 2-LGKV-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 05 (NO HOLD)	26 JAN 23	AD 2-LGKV-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 23	26 JAN 23	AD 2-LGKV-STAR-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 23 (NO HOLD)	26 JAN 23	AD 2-LGKV-STAR-4
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 05/23	26 JAN 23	AD 2-LGKV-STAR-5
TMA – VFR routes: - VFR routes KAVALA TMA	26 JAN 23	AD 2-LGKV-VFR