LGKF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LGKF – KEFALLINIA / ANNA POLLATOU

LGKF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	380712N 0203002E Centre of RWY 14/32.
2	Direction and distance from (city)	BRG 174°, 3.5 NM from city harbor.
3	Elevation/Reference temperature	17.97 M (59 FT) / 32.20°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	5°E (JAN 2024) / 6'15"E
6	AD Administration, address, telephone, telefax, telex, AFS	Kefallinia / Anna Pollatou Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 GR 15123, Maroussi Tel: +30 26714 40013 e-mail: eflaocc@fraport-greece.com Website: https://www.efl-airport.gr Hellenic Aviation Service Provider (HASP) GR 28100, ARGOSTOLI (ADMIN) TEL: +30 26714 40074 FAX: +30 26710 42110 (HASP) TEL: +30 26714 40071 FAX: +30 26710 41510 AFTN: LGKFYDYX e-mail: kakf@hasp.gov.gr
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGKF 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 26714 40086 - LINE IS RECORDED)
6	MET Briefing Office	HO (MET)
7	ATS	HO
8	Fuelling	Availability Summer time: On AD OPR HR Winter time: On AD OPR HR with prior notice
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

LGKF 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	EKO Payment: All WFS fuel cards, PETROFER carne, NAUTILUS carne, cash TEL: +30 26710 41845. Email: A.Kefalonia@eko.gr , ekoaviationsales@eko.gr GISSCO Payment: Carnet AirBP, Carnet SHELL Visa card, MasterCard, cash (exchange) TEL: +30 26710 41678 & +3026710 29952 Central offices: +30 210 9607821 Mob +30 6948685113 Email: efl01@gissco.gr
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LGKF AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD vicinity and Argostoli town.
2	Restaurants	Snack bar, cafeteria. Restaurants at AD vicinity and Argostoli town.
3	Transportation	Taxis, buses, car hire.
4	Medical facilities	Hospital at Argostoli town, distance 7 Km.
5	Bank and Post Office	ATM (cash machines) and Mail Box available, Banks at Argostoli town 7 Km.
6	Tourist Office	Argostoli town 7 Km.
7	Remarks	NIL

LGKF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

LGKF AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	One (1) FOD BOSS
2	Clearance priorities	RWY 14/32 and associated TWYs to apron, parking stands, RFFS emergency access roads, airside service roads, GSE staging areas, landside roads.
3	Remarks	FOD BOSS available all seasons. Additionally one (1) airside Sweeper vehicle available only during summer season.

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

1	Apron surface and strength	Surface: Asphalt. Strength PCN 75/F/B/X/T.
2	Taxiway width, surface and strength	Width: TWY A1, A2: 23 M. Surface: Asphalt. Strength: TWY A1: PCN 76/F/C/X/T. TWY A2: PCN 77/F/D/X/T.
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

LGKF 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	Signage according to EASA CS requirements. Guidance to aircraft stands by marshaller. Follow-Me guidance available upon request
2	RWY and TWY markings and LGT	LGT: RWY 14/32: Threshold, edge, end, RTIL, turn pad. TWY: Edge lights. Markings: RWY: Threshold, displaced threshold, designations, touchdown zone, center line, turn pad, side stripes and aiming point. TWY: Center line, holding position, side stripe.
3	Stop bars	NIL
4	Remarks	See also LGKF AD chart ICAO.

LGKF 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**	
14	See relevant LGKF AOC chart-ICAO.				All Obstructions marked and lighted LED.
32	See relevant LGKF AOC chart-ICAO.				

LGKF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KEFALLINIA / ANNA POLLATOU / 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	KEFALLINIA TWR, ANDRAVIDA APP.
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 26710 41554, +30 6983526337. Email: meteo.kefalonia@hnms.gr

LGKF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
14	146°	2436 x 45	PCN 74/F/C/X/T Asphalt	380744.76N 0202934.09E 380639.07N 0203029.62E 25.56 M	THR: 9.62 M / 31.55 FT. TDZ: NIL.
32	326°	2436 x 45	PCN 74/F/C/X/T Asphalt	380646.57N 0203023.29E 380744.76N 0202934.09E 25.56 M	THR: 15.24 M / 49.99 FT. TDZ: NIL.

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	OFZ	Remarks
1	7	8	9	10	11	12	13
14	0.74%/-0.01%/-0.27% (1079 M)(501 M)(857 M)	NIL	NIL	2556 x 150	NIL	NIL	See also relevant LGKF AD and AOC charts-ICAO.
32	+0.27%/+0.01%/-0.74% (857 M)(501 M)(1079 M)	NIL	NIL	2556 x 150	NIL	NIL	

LGKF AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	2436	2436	2436	2436	NIL
32	2436	2436	2436	2158	Threshold RWY 32 displaced 278 M inwards.

LGKF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type Length Intensity	THR LGT Colour Wingbars	PAPI VASIS Angle (MEHT)	TDZ, LGT Length	RWY Centre-line LGT Length Spacing, Colour Intensity	RWY edge LGT Length Spacing Colour Intensity	RWY End LGT Colour Wingbars	SWY LGT Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	NIL	Green -	PAPI LEFT/ 3.01° (18 M)	NIL	NIL	2436 M, 60 M, White (last 600 M Yellow), LIH	Red -	NIL	See also LGKF AD chart-ICAO
32	NIL	- Green	PAPI LEFT/ 3° (14.25 M)	NIL	NIL	2436 M, 60 M, White (from 0 M to DTHR Red - last 600 M Yellow), LIH	Red -	NIL	

LGKF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: At the Tower building, ALTN FLG WG, HO: HN and IMC. IBN: At the Tower building, FLG W, coding "KFL", HO: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI: NIL. WDI: 2 WDI lighted LED. Anemometer: Two anemometers, one each RWY - not lighted.
3	TWY edge and centre line lighting	Edge: Blue.
4	Secondary power supply/switch-over time	Available / 0sec. (UPS available).
5	Remarks	Apron: Flood lights LED. Signs LED.

LGKF 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	Refer to **LGKF AD 2.20.4**

LGKF AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	KEFALLINIA / ANNA POLLATOU CTR: Circle, 5 NM radius centred at 380712N 0203002E.
		KEFALLINIA / ANNA POLLATOU ATZ: Circle, 5 NM radius centred at 380712N 0203002E.
2	Vertical limits	CTR: SFC to 2000 FT ALT.
		ATZ: SFC to 2000 FT ALT.
3	Airspace classification	Class D.
4	ATS unit call sign Language(s)	CTR: ANDRAVIDA APPROACH Greek, English.
		ATZ: KEFALLINIA TOWER Greek, English.
5	Transition altitude	8000 FT.
6	Remarks	AD within ANDRAVIDA MTMA see **ENR 2.1.6.2.**

LGKF AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	**2**	**3**	**4**	**5**
APP	APP Service provided by ANDRAVIDA APP (see **LGAD AD 2.18**)			
TWR	KEFALLINIA TOWER	122.250 122.100 257.800 MHz 121.500	HO HO HO HO	Primary freq. Coverage FL 040 / 25 NM. RGA. MIL RGA. Emergency.
G/A/G	KEFALLINIA RADIO	5637 kHz 2989 kHz	HO: 0400 – 1700 HO: 1700 – 0400	Primary freq. Primary freq.
ATIS (ARR / DEP)	KEFALLINIA AIRPORT INFORMATION	126.455	HO	Coverage FL 200 / 60 NM.
All ATS Communication Facilities under responsibility of HASP. For ATIS see also **ENR 1.1**				

LGKF 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
KEFALLINIA VOR/DME (5°E/2024) (5°E)	KFN	115.50 MHz (CH 102X)	H24	380646.63N 0203016.86E	68 FT / 20.63 M	Coverage FL 500 / 100 NM
KEFALLINIA L (5°E/2024)	KEF	318 kHz	H24	380650.83N 0203014.43E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of HASP. See also **GEN 2.5** and **ENR 4.1**						

LGKF 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. 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 18,29m wingspan and 20m fuselage length are suggested to provide a suitable tow head and towbar for pushback. Limited roll-through positions are available. Towhead and towbar are mandatory for larger aircraft types. Towbar is not mandatory for light aircraft up to 2000Kgs.

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

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

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

2.20.1.3 Higher code letter aircraft requests

To operate with a Higher Code Letter aircraft at LGKF 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 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 No docking system available, parking is permitted only under the instructions of a marshaller. If marshaller is not in sight, aircraft shall hold position until a marshaller is present. Marshalling is under the responsibility of the ground service provider.

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

2.20.2.2 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

2.20.2.2.4.1 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.

a) For stands 3 and 4 default facing is south. Clearance for facing north will be approved only after pilot request and when north winds of more than 15kt are prevailing at the airport.
b) For stand 1, default facing is north. Clearance for facing south will be approved only after pilot request and when south winds of more than 15kt prevailing at the airport.

2.20.2.2.4.2 Pushback procedure

a) Pushback from stands 2B, 2, 2A and 1 facing north, aircraft is aligned on the Apron TWY A and positioned with the nose gear at the designator of the parking position it is vacating, unless otherwise instructed by ATC,
b) Pushback from stands 3 and 4 facing north, aircraft is aligned on the Apron TWY A and positioned with the nose gear abeam the lead-in line of parking stand 2B , unless otherwise instructed by ATC.
c) Pushback from any parking position facing south, aircraft is aligned on the Apron TWY A and positioned with the nose gear abeam the lead-in line of parking stand 2B or 3 (parking stands 1, 2A, 2B and parking stands 2, 3, 4 respectively), unless otherwise instructed by ATC.
d) Pushback from any parking position facing north, aircraft shall not be aligned on the Apron TWY A abeam lead-in lines of parking stands 3 and 4. Pushback from any parking position facing south, aircraft shall not be aligned on the Apron TWY A abeam lead-in lines of parking stands 1, 2A, 2 and 4.

2.20.2.2.4.3 Start-up of engines

a) Pushback facing north from any parking position, 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 A.
b) Pushback facing south from stands 2B, 3 and 4, 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 A and positioned with the nose gear at the appropriate designator (see **2.20.2.2.4.2c**).
c) Pushback facing south from stands 1, 2A and 2, start-up of engines shall be performed after the aircraft is aligned on Apron TWY A and positioned with the nose gear abeam stand 2B or 3 (parking stands 1, 2A and parking stand 2 respectively).

2.20.2.2.4.4 Cross-bleeding start-up is not permitted on the nose-in parking stands and may only be performed on the TWY A and/or RWY according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to the Airport Operations Control Center through the aircraft operator or the ground service provider.

2.20.2.2.4.5 In order to facilitate 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 adjacent parking position.

2.20.2.2.4.6 Pushback procedure cannot take place simultaneously in any adjacent position.

2.20.2.2.4.7 For parking position 1 when push back facing south is required, caution should be applied as aircraft tail may violate the RWY Holding Position. Push back shall not be performed during movement on the RWY.

2.20.2.2.4.8 For parking positions 3 and 4, when push back facing north is required, caution should be applied as aircraft tail may violate the RWY Holding Position. Push back shall not be performed during movement on the RWY.

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

2.20.2.3 Towing of aircraft

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

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 Arriving/departing aircraft taxiing to/from stands G1, G2, G3, G4, G5 & 4A shall be guided by Follow-Me car and adhere to marshaller's instructions.

2.20.4 Parking area for helicopters

2.20.4.1 Helicopters parking not 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 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 EFLdm@fraport-greece.com

2.20.8 Helicopter traffic - limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

LGKF 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

LGKF AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 All aircraft within KEFALLINIA / ANNA POLLATOU CTR should contact ANDRAVIDA APP for instructions (see **LGAD AD 2.18** and **LGAD AD 2.22**).

2.22.1.2 Pilots should exercise caution when easterly winds from 050˚ to 130˚ of 15 kts or more velocity prevails, as it is certain that severe turbulence will be experienced on final approach to runway.

2.22.1.3 Aircraft types greater than ICAO code A should turn for backtrack only on either turn pad of runways 14/32 unless otherwise instructed by ATC for operational reasons.

2.22.2 Runway in use

NIL

2.22.3 Procedures for IFR flights within ANDRAVIDA MTMA and KEFALLINIA/ANNA POLLATOU CTR

2.22.3.1 See **LGAD AD 2.22** and LGKF IAC charts-ICAO (**LGKF AD 2.24**).

2.22.4 Radar procedures within ANDRAVIDA MTMA

NIL

2.22.5 Procedures for VFR flights within ANDRAVIDA MTMA

2.22.5.1 See **LGAD AD 2.22**.

2.22.6 Procedures for VFR flights within KEFALLINIA/ANNA POLLATOU CTR

NIL

2.22.7 Standard instrument departure procedure (SID)

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

LGKF AD 2.23 ADDITIONAL INFORMATION

2.23.1 Wildlife Hazard Management

a) A diversity of wildlife species may be found at LGKF airport and its close vicinity. Currently, 56 bird species (either resident or migratory bird species) and 1 mammal species have been recorded at LGKF airport.

b) The presence and behavior of wildlife species at LGKF airport is monitored in regular intervals, daily, from dawn to dusk. Some of the wildlife control methods applied at LGKF 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 LGKF airport. Yellow-legged gull is a large gull species with a mass of 1.5kg. It is resident on Kefallinia island, but its presence at LGKF airport is more intense in spring and during rainy weather conditions. Flocks of 30-50 Yellow-legged gulls are usually observed at the maneuvering area. They mainly fly north upon the application of wildlife control methods.

d) Yellow-legged gulls 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.065 Longitudinal slopes changes	Maximum slope transitions exceeding 0,1%/30m at multiple spots: (max. value is 0,59%/30m at 1352m RWY 14) exceedings >0,1% (average value 0,20%) within 30-150m and 915-1035m exceeding >0,1%(average value 0,24%) within 1260-1470m)	Special Condition
B.180 Longitudinal Slopes on RWY Strips	(b)(1)--for AIP published strip: non-compliant: acc. to aerial survey data long slopes exceed limitations near both extended centerlines (precipitous slope near airport fence) (max. value: -38%);	Special Condition
.B.160 Width of runway strip	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
B.080 Transverse slopes on runways	Slopes between: 800-1000m of THR 14 have a maximum value of 2,05% (as Aviare result) 800-1000m of THR 32 have a maximum value of 1,7% (max Aviare 2,05%) 1800-2200m of THR 14 have a maximum value of 1,9% (max Aviare 2,65%) 1800-2200m of THR32 have a maximum value of 1,7% (max Aviare 2,65%)	Special Condition
D.265 Longitudinal slopes on TWYs	Longitudinal slopes on TWYs	Special Condition
D.260 Taxiways TWY Minimum separation Distance	Aircraft stand taxilane is too close to RWY (approx. 115m) instead of 176m.	Special Condition
J.475 Non-precision approach runways	Infringement of: Northern transitional infringed due to parking aircraft on apron Southern transitional (i.e due to trees east of apron)	Special Condition
M.670 RWY Threshold Identification Lights	1. For both RWY directions, the distance between RTILs and line of RWY edge lights >20 m 2. RTIL at THR 14 are inoperative	ELoS
M.745 RWY Guard Lights	No RWY guard lights installed	ELoS
T.910 Equipment Frangibility Requirements	Various equipment installations do not provide frangibility features (WDI,RTILs, NDB, VOR, Anemometer, T-VOR)	ELoS
T.915 Siting of Equipment & Installations on Operational Areas	WDIs are not frangible Endangering objects can be found within the RWY strip (see B.165) At both RWY ends, requirements cannot be met	ELoS

LGKF AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - KEFALLINIA / ANNA POLLATOU Airport	28 NOV 24	AD 2-LGKF-ADC
Aircraft Parking/ Docking Chart – ICAO: - KEFALLINIA / ANNA POLLATOU	05 SEP 24	AD 2-LGKF-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - RWY 14/32 / LGKF AOC 1	14 APR 05	AD 2-LGKF-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 Z RWY 32	20 MAR 25	AD 2-LGKF-IAC-1
Instrument Approach Chart (IAC) – ICAO: - VOR Y RWY 32	20 MAR 25	AD 2-LGKF-IAC-2
Instrument Approach Chart (IAC) – ICAO: - VOR RWY 14	20 MAR 25	AD 2-LGKF-IAC-3
Visual Approach Chart (VAC) – ICAO: -	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - VOR/DME RWY 32	20 MAR 25	AD 2-LGKF-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - VOR / DME RWY 32 SUPL	20 MAR 25	AD 2-LGKF-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - VOR / DME RWY 14	20 MAR 25	AD 2-LGKF-SID-3
Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR / DME RWY 32	16 MAY 24	AD 2-LGKF-STAR-1
Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR / DME RWY 32 SUPL	16 MAY 24	AD 2-LGKF-STAR-2
Standard Arrival Chart - Instrument (STAR) – ICAO: - VOR / DME RWY 14	16 MAY 24	AD 2-LGKF-STAR-3
TMA – VFR routes: -	NIL	NIL