

LGSK AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LGSK - SKIATHOS / ALEXANDROS PAPADIAMANDIS**LGSK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	391039N 0233013E Centre of RWY 01/19.
2	Direction and distance from (city)	BRG 34°, 1 NM from city harbour.
3	Elevation/Reference temperature	16.43 M (53.90 FT) / 30.43°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	5°E (JAN 2023) / 6'11"E
6	AD Administration, address, telephone, telefax, telex, AFS	Skiathos / Alexandros Papadiamandis Airport Aerodrome operator: Fraport Greece SA Germanikis Scholis 10 GR 15123, Maroussi Phone: +30 24274 40013 Email: jsiaocc@fraport-greece.com Website: https://www.jsi-airport.gr Hellenic Aviation Service Provider (HASP) GR 37002, Skiathos TEL: +30 24270 29100 FAX: +30 24270 24130 AFTN: LGSKYDYX
7	Types of traffic permitted (IFR/VFR)	IFR - VFR
8	Remarks	NIL

LGSK AD 2.3 OPERATIONAL HOURS

1	AD Administration	HO
2	Customs and immigration	HO
3	Health and sanitation	HO
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	HO (TEL: +30 24270 29114)
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

LGSK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Fuel TF JET A1: by EKO AVGAS: NIL Oil: NIL
3	Fuelling facilities/capacity	EKO A/P storage facility / 470 m ³ JET A1 provided by aviation fuel trucks Tel: +302427 440085 Email: airportskiathos@eko.gr
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LGSK AD 2.5 PASSENGER FACILITIES

1	Hotels	At Skiathos Port.
2	Restaurants	At Skiathos Port.
3	Transportation	Taxis
4	Medical facilities	First Aid, Motor Ambulance, in co-operation with Skiathos Health Center.
5	Bank and Post Office	At Skiathos Port
6	Tourist Office	At Skiathos Port.
7	Remarks	NIL

LGSK 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	Tow-bar tractors provided by ground handling companies.
4	Remarks	NIL

LGSK AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Surface: Asphalt. Strength: PCN 64/F/A/X/T.
2	Taxiway width, surface and strength	Width: A1: 31 M A2: 27 M A3: 33 M TWY A: 23 M TWY H: 18 M Surface: Asphalt Strength: TWY A & H: PCN 100/F/A/X/T TWY A1 & A2: PCN 100/F/A/X/T TWY A3: PCN 69/F/A/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

LGSK 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	Guidance to stands by Marshaller
2	RWY and TWY markings and LGT	LGT: RWY 01 - 19: Threshold, RTIL, edge, end, turnpad. TWY: Edge. Markings: RWY: THR, Designations, C/L, edge, TDZ, aiming points, turn pad marking prior to THR 19. TWY: C/L, edge, Holding position.
3	Stop bars	NIL
4	Remarks	See also LGSK AD chart - ICAO

LGSK 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	
→ 01/APPROACH 19/TAKE-OFF	Building (Windmill) 09 M NIL / LIL R	391006.27 N 0232956.18 E	High Ground, 73 M NIL / LGTD LIM R	390932.55 N 0233015.17 E	Part of threshold of RWY 19 not visible from TWR
(cont.)			Building, 116 M NIL / LGTD LIM R	390950.39 N 0233021.28 E	
			High Ground, 122 M NIL / LGTD LIM R	390959.52 N 0233030.22 E	
			High Ground, 128 M NIL / LGTD LIM R	391017.80 N 0233040.07 E	
			High Ground, 73 M NIL / LGTD LIM R	391030.85 N 0233035.59 E	
			Building 41 M NIL / LGTD LIM L	391050.88 N 0233024.32 E	
			High Ground 46 M NIL / LGTD LIM R	391059.55 N 0233034.47 E	
			High Ground 53 M NIL / LGTD LIM R	391113.58 N 0233039.75 E	
			High Ground 68 M NIL / LGTD LIM R	391114.46 N 0233016.78 E	
			High Ground 57 M NIL/LGTD LIL R	391101.73 N 0233014.61 E	
			High Ground 92 M NIL / LGTD LIM R	391129.27 N 0233013.20 E	
			High Ground 125 M NIL / LGTD LIM R	391100.80 N 0232953.01 E	

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	
(cont.)			High Ground 55 M NIL / LGTD LIL R	391052.84 N 0233009.56 E	Part of threshold of RWY 19 not visible from TWR
			High Ground 10 M NIL / LGTD LIL R	391024.21 N 0233003.69 E	
			High Ground 70 M NIL / LGTD LIM R	391025.33 N 0232933.59 E	
			High Ground 121 M NIL / LGTD LIM R	391046.21 N 0232945.84 E	

LGSK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	SKIATHOS / ALEXANDROS PAPADIAMANDIS / III
2	Hours of service MET Office outside hours	HO ATHINAI
3	Office responsible for TAF preparation Period of validity	ATHINAI 9 HR
4	Trend forecast Interval of issuance	NO TREND
5	Briefing/consultation provided	Personal consultation, Telephone
6	Flight documentation Language(s) used	Charts, Tabular forms Greek, English
7	Charts and other information available for briefing or consultation	SWH, SWL, W, T, MW
8	Supplementary equipment available for providing information	On line data connection to the data Bank of the Hellenic National Meteorological Service.
9	ATS units provided with information	SKIATHOS TWR, SKIATHOS APP
10	Additional information (limitation of service, etc.)	All data over FL 100 are issued by World Area Forecast Centres. TEL: +30 24270 21775, +30 6983526358. Email: meteo.skiathos@hnms.gr

LGSK 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
01	019°	1628 x 30	PCN 66/F/A/X/T Asphalt	391015.44N 0233003.20E 391103.57N 0233024.57E 38.69 M	THR: 2.63 M/ 8.63 FT TDZ: NIL
19	199°	1628 x 30	PCN 66/F/A/X/T Asphalt	391103.57N 0233024.57E 391013.66N 0233002.41E 38.69 M	THR: 16.43 M/ 53.90 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
01	+0.59%/+1.22%/+0.10% (220M) (1001M) (407M)	NIL	200 x 150	1748 x 150	NIL	NIL	See relevant LGSK AD and AOC charts- ICAO. Part of THR not visible from TWR. Strip surface: Dirt.
19	-0.10%/-1.22%/-0.59% (407M) (1001M) (220M)	NIL	NIL	1748 x 150	NIL	NIL	

LGSK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	1628	1828	1628	1570	Threshold RWY 01 displaced 58 M. At end RWY 01, CWY 200 x 150 M.
19	1628	1628	1628	1628	NIL

LGSK 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
01	NIL	- Green	PAPI LEFT/3.04° (9.60 M)	NIL	NIL	1628 M, 60 M, White, (last 540 M:Yellow), LIH	- Red	NIL	See also LGSK AD chart-ICAO. PAPI system serviceable in azimuth coverage not more than 5° either side of the extended runway centre line.
19	NIL	- Green	PAPI LEFT/3° (12.3 M)	NIL	NIL	1628 M, 60 M, White, (last 540 M:Yellow), LIH	- Red	NIL	

LGSK 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 2.5 SEC. HO: HN and IMC. IBN: at the Tower building, FLG G, coding "SKC", EV 2 SEC, LED. HO: HN and IMC.
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: 2, lighted, LED. Anemometer: 2 (290 M from THR 19 and 147 M from THR 01), lighted (OBL Light).
3	TWY edge and centre line lighting	Edge: TWYs A, A1, A2, A3 & H: Blue.
4	Secondary power supply/switch-over time	Available / 0 SEC (UPS available).
5	Remarks	Apron: Flood lights LED. RTIL on both RWY THR. Signs LED. OBL LED.

LGSK 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 LGSK ad 2.20.4

LGSK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	SKIATHOS ALEXANDROS PAPADIAMANDIS CTR: Circle, 10 NM radius centred at 391039N 0233013E limited to West by ANCHIALOS MTMA.
		SKIATHOS ALEXANDROS PAPADIAMANDIS ATZ: Circle, 5 NM radius centred at 391039N 0233013E limited to West by ANCHIALOS MTMA.
2	Vertical limits	CTR: SFC to 5000 FT ALT.
		ATZ: SFC to 2000 FT ALT.
3	Airspace classification	Class D.
4	ATS unit call sign Language(s)	CTR: SKIATHOS APPROACH Greek, English.
		ATZ: SKIATHOS TOWER Greek, English.
5	Transition altitude	4000 FT.
6	Remarks	For SKIATHOS TMA see ENR 2.1.5.15

LGSK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ VHF CH	Operational hours	Remarks
1	2	3	4	5
APP	SKIATHOS APPROACH	126.050 122.100 121.500	HO HO HO	Primary freq. Coverage FL 150 / 40 NM. RGA. Emergency.
TWR	SKIATHOS TOWER	123.250 122.100 121.500	HO HO HO	Primary freq. Coverage FL 050 / 25 NM. RGA. Emergency.
G/A/G	SKIATHOS RADIO	5637 kHz 2989 kHz	HO: 0400 – 1700 HO: 1700 – 0400	Primary freq. Primary freq.
All ATS Communication Facilities under responsibility of HASP.				

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LGSK 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
SKOPELOS VOR/DME (5°E/2024)	SKP	113.40 MHz (CH 81X)	H24	391050.31N 0233657.35E	1158 FT / 353.07 M	Coverage FL 500 / 150 NM
SKIATHOS L (5°E/2024)	SKC	326 kHz	H24	391027.09N 0233003.17E	-	Coverage 25 NM
All Radio Navigation and Landing Aids under responsibility of HASP. See also GEN 2.5 .						

LGSK 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 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 17.71m wingspan and 18.97m 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 aircrafts shall be secured, regardless of the prevailing weather.

2.20.1.3 Higher code letter aircraft

To operate with a Higher Code Letter aircraft at LGSK Airport (Aerodrome reference code 3C, 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 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 availability.**

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

2.20.1.7 Landing aircraft shall backtrack at the end of the RWY and follow ATC instructions.**2.20.2 Taxiing to and from stands****2.20.2.1 Procedures for arriving aircraft****2.20.2.1.1 All taxi instructions are issued by ATC via VHF communication.**

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

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

2.20.2.2 Procedures for departing aircraft

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

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

2.20.2.2.3 When pilot request taxi-out or push-back they shall indicate the parking position.

2.20.2.2.4 Push-back and engine start-up procedure

- a) Crew shall request start-up and engine start clearance by ATC.
- b) Start-up of engines be performed either during push-back 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 TWY and/or RWY according to ATC instructions. The request for cross-bleeding start-up should be timely communicated to the Airport Operations Control Center through the aircraft operator and/or the ground handler.
- d) During push-back procedure, aircraft from any parking position is aligned on the TWY A and positioned with the nose gear abeam the lead-in line of the position it is vacating unless otherwise instructed by ATC.
Exceptionally:
 - i. when pushback facing south from parking stand 1 will be positioned with the nose gear abeam the lead-in line of stand 1A
 - ii. when pushback facing north from parking stand 1 will be positioned with the nose gear abeam the lead-in line of stand 2
 - iii. when pushback from parking stand 5 will be positioned with the nose gear abeam the lead-in line of stand 4.
- e) For parking position 1, when push-back facing north is required, then maneuver shall be performed in such a way so as to prevent jet blast from engines affect aircraft parked in the GA/BA parking area. If due to operational restrictions of the aircraft or the tow truck, such maneuver is not feasible, then aircraft shall be pushed back on TWYL A2 and then pulled forward in order to be positioned with the nose gear abeam parking stand 2. Push back should not be performed during movement on the RWY.
- f) For parking position 5, default facing is north. When south winds of more than 15kt prevail at the airport, pilot may request engine start-up on the parking position. The aircraft operator and/or the ground service provider is responsible to safeguard the area around the aircraft in order to prevent personnel or vehicle to pass behind running engines.
- g) In order to facilitate and/or expedite traffic, ATC may request from aircraft to perform a long / extended push-back or to be pulled forward with the nose gear positioned abeam the lead-in line of any adjacent parking position.
- h) Push-back procedure cannot take place simultaneously in any adjacent positions.

2.20.2.3 Towing of Aircraft

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

2.20.3 Parking area for small aircraft (General aviation)

2.20.3.1 A parking area of roll-through parking positions for GA/BA category A and B aircraft is designed in front of the terminal area. Arriving/departing aircraft taxiing to/from General Aviation stands shall adhere to marshaller's instructions. Follow-me guidance is mandatory.

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 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 Taxiing on TWY H is only allowed for aircraft types up to ICAO cat C.

2.20.6.2 Taxiing on TWY S is only allowed for aircraft of maximum wingspan 18.3 M.

2.20.6.3 Except of a different instruction all aircraft taxiing must make turning circle at both runway ends.

2.20.6.4 Aircraft taxiing on turning circle of the beginning RWY 01 must make a clockwise turn with the minimum possible power.

2.20.6.5 TWY A3 can accommodate up to ICAO code C letter aircraft. "MAX SPAN 36M" markings available.

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

2.20.7.1 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: JSldm@fraport-greece.com.

2.20.8 Helicopter traffic – limitation

NIL

2.20.9 Removal of disabled aircraft from runways

NIL

LGSK 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

LGSK AD 2.22 FLIGHT PROCEDURES

2.22.1 General

2.22.1.1 Part of threshold of RWY 19 not visible from TWR.

2.22.1.2 When the aerodrome of SKIATHOS is not in operation, the responsibility for the provision of ATS within SKIATHOS TMA, from MFA - FL 115 is provided by ALMIROS APP (see **AD 2 LGBL 2.22.1.1**).

2.22.2 Runway in use

NIL

2.22.3 Procedures for IFR flights within SKIATHOS TMA

2.22.3.1 See relevant LGSK IAC charts – ICAO (**LGSK AD 2.24**)

2.22.4 Radar procedures within SKIATHOS TMA

NIL

2.22.5 Procedures for VFR flights within SKIATHOS TMA

NIL

2.22.6 Procedures for VFR flights within SKIATHOS ALEXANDROS PAPADIAMANDIS CTR

NIL

2.22.7 Standard instrument departure procedure (SID)

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

LGSK AD 2.23 ADDITIONAL INFORMATION

2.23.1 Wildlife Hazard Management

- a. A diversity of wildlife species may be found at LGSK airport and its close vicinity. Currently, 91 bird species (either resident or migratory bird species) and 3 mammal species have been recorded at LGSK airport.
- b. The presence and behavior of wildlife species at LGSK airport is monitored in regular intervals, daily, from dawn to dusk. Some of the wildlife control methods applied at LGSK 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.

2.23.1.1 Bird species

Bird species that are mainly monitored and controlled at LGSK airport, are resident on Skiathos island and are mentioned below:

- i. Yellow-legged gull (*Larus michahellis*), is a large gull species with a mass of 1.5 Kg. It is resident on Skiathos island, but its presence at LGSK airport is more intense from winter to early summer and during rainy weather conditions. Flocks of 50-100 Yellow-legged gulls are usually observed at the maneuvering area. They mainly fly north and east upon the application of wildlife control methods.
- ii. Pheasant (*Phasianus colchicus*), belongs to the landfowl species and its mass reaches approximately 2 Kg. Pheasants breed in LGSK airport area, thus, their population may rise to 10-20 individuals during the spring-summer season. They mainly move to the east upon the use of wildlife control methods.
- iii. 78% of the strikes with Yellow-legged gulls occurred at a height of 0-35 Ft above ground level and 22% occurred at a height over 35 FT and up to 1000 FT, in the period 17 April 2017-2022.

2.23.2 Accepted deviations in aerodrome certificate

Specification	Description of Non-Compliance	Deviation type
B.160 width of Runway strip	RWY Strip 75 M wide laterally established (where feasible), measured from RWY C/L.	Special Condition
B.060 Longitudinal slopes on runways	Longitudinal slopes on RWY 19 exceed 1.25% between 510-975 M (max. value: -1.52%). Longitudinal slopes on last quarter RWY 19 exceed 0.8% (max. value: -1.24%).	Special Condition
B.065 Longitudinal slope changes on runways	Isolated spots with slope changes > 0.1% / 30 M Max. value on RWY 19: at 480 M 0.48% / 30 M, exceeding average value 0.35% / 30 M within 1575-1590 M.	Special Condition
B.080 Transverse slopes on runways	Marginal exceeding of transverse slope limitation ascertained (max. value: -2.2% at THR 01 right side).	Special Condition
B.130 Slopes on runway shoulders	RWY Shoulder slope exceed limitations in various areas.	Special Condition
C.210 Runway End Safety Area (RESA)	No RESA established at both RWY ends.	Special Condition
D.260 Taxiway minimum separation distance	Aircraft stand taxilane is too close to RWY (approx. 85 M) instead of 168 M.	Special Condition
D.280 Transverse slopes on taxiways	The transverse slopes exceed limitation > 1.5% marginal: Northern TWY: between HLDG and RWY right sides from centerline (max value of -1.81%). Center TWY: marginal exceedings around HDLG on both sides (max value of -1.74%).	Special Condition
D.330 Slopes on taxiway strips	Exceeded downward slope south of southern TWY strip on drainage channel (max value: -11.4%).	Special Condition
E.360 Slopes on Aprons	Exceeding of limitation on whole OAT apron (average value old apron: -1.89%; average value on new apron: -1.20%); Maximum value on A/C stand 1: -1.97%.	Special Condition
J.475 Non-precision Approach runways	Infringement at 01 approach due to terminal building.	Special Condition
B.045 Width of runways	RWY width is 30 M where 45 M is required due to A/D code 4.	ELoS
M.645 Precision approach path indicator and Abbreviated precision approach path indicator (PAPI and APAPI)	Basic PAPI light installation distance (for both systems) approx. 10 M to the RWY and with approx. 6 M distance in between the lights.	ELoS
M.745 RWY guard lights	No RWY guard lights installed.	ELoS
M.670 Runway threshold identification lights	For both RWY directions, the distance between RTILs and line of RWY edge lights >15 M.	ELoS

LGSK AD 2.24 CHARTS RELATED TO AERODROME

Chart name	Date	Page
Aerodrome Chart – ICAO: - SKIATHOS / Alexandros Papadiamandis Airport	05 SEP 24	AD 2-LGSK-ADC
Aircraft Parking/ Docking Chart – ICAO: - SKIATHOS / Alexandros Papadiamandis Airport	05 SEP 24	AD 2-LGSK-APDC
Aerodrome Obstacle Chart (AOC) - ICAO, Type A: - SKIATHOS / ALEXANDROS PAPADIAMANDIS Airport	17 SEP 15	AD 2-LGSK-AOC A
Aerodrome Obstacle Chart (AOC) – ICAO, Type B: -	NIL	NIL
Precision Approach Terrain Chart – ICAO: -	NIL	NIL
Instrument Approach Chart (IAC) – ICAO: - L RWY 01	20 MAR 25	AD 2-LGSK-IAC-1
Instrument Approach Chart (IAC) – ICAO: - L RWY 19	20 MAR 25	AD 2-LGSK-IAC-2
Visual Approach Chart (VAC) – ICAO: -	NIL	NIL
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 01	20 MAR 25	AD 2-LGSK-SID-1
Standard Departure Chart - Instrument (SID) – ICAO: - RWY 19	20 MAR 25	AD 2-LGSK-SID-2
Standard Departure Chart - Instrument (SID) – ICAO: - RNP 1 DEPARTURE RWY 01	20 MAR 25	AD 2-LGSK-SID-3
Standard Departure Chart - Instrument (SID) – ICAO: - RNP 1 DEPARTURE RWY 19	20 MAR 25	AD 2-LGSK-SID-4
Standard Arrival Chart - Instrument (STAR) – ICAO: - RWY 01/19	20 MAR 25	AD 2-LGSK-STAR-2
TMA – VFR routes: - VFR routes SKIATHOS TMA	20 MAR 25	AD 2-LGSK-VFR